

THE AUSTRALIAN BICYCLING MAGAZINE
NUMBER THIRTY ONE JULY/AUGUST 1985 \$2.50

Freewheeling



'ROUND TOWN RIDING — The City Bike is born

EVEN MORE ON HELMETS — REVIEWS — TRAVEL

DESIGN EXCELLENCE

FROM REPCO

FRAME SIZES: 21" 23" 25" Angles —
Seat tube 74.3° Head tube 74.3°
FRAME: Tange Champion No. 1 Main
tubes, Cro-Mo rear Slays, GSV1
Dropouts, brazed on Cable Tunnels
and Guides, W/bottle fittings, Gear
Lever Boss, Chain Rest
FORK: Cro-Mo, CCL, Chrome Crown
Top, Forged TF Ends
STEM: Nitto — Technomic alloy
BRAKES: Suntour Superbe CB3100,
Gum Hoods on Levers

MEDALIST — 12 Speed



Model No. 2790

FRAME SIZES: 21" 23" 25"
FRAME: Tange Champion No. 2 DB
Cro-Mo Top Tube and Seat Tube, No. 5
PG Cro-Mo down Tube.
FORK: Hi-Tensile, CCL Crown, TL Ends
STEM: SR — CT alloy
H/BARS: SR — CTD 390mm alloy
BRAKES: Dia Compe — 981
Cantilever, Alloy Levers, W/Hoods
CRANK SET: Sugino TRT — 50x40x28
Alloy Chain Rings

CRESTA — 15 speed



Model No. 2780

HUBS: Suntour Sprint, sealed
bearing QR
RIMS: Araya 20A 700x25c alloy
TYRES: Panaracer 700x25c 100 PSI
SADDLE: Taisei — Enduro suede top
COLOUR: Silver Mist
WEIGHT: 22lb 15oz (10.4kg) 21" Frame

PEDALS: KKT — Pro-Vic 11B W/Toe
Clips & Straps
DERAILLEUR: Suntour — Mountech,
Extra Long Cage on rear
GEAR LEVER: Suntour — TM 10L
Top Mount
CHAIN: Izumi Sigma
RIMS: Araya — 16A 27" x 1 1/4" alloy

HUBS: Sanshin — S/Flange Alloy,
QR 36H Front 40H Rear
TYRES: Panaracer 27" x 1-1/8"
Skin Side 100 PSI
SADDLE: Taisei Avocet
EXTRAS: Alloy Touring Rack

COLOURS: Teal Blue
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(12.6kg) 23" Frame
with Rack & Biddon



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Freewheeling

REPCO
Freewheeling
TO THE 'GONG
BICYCLE RIDE 1985

Sunday November 24.



Freewheeling is published six times a year in the months of January, March, May, July, September and November. **ISSN No: 0156 4579. Editorial and Advertising Offices:** Room 57 Trades Hall, cnr Dixon & Goulburn Sts., Sydney NSW Australia. Address all correspondence to: **Freewheeling** PO Box K26, Haymarket NSW 2000 Australia. Telephone (02) 264 8544.

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Typesetting: Pavillion Press Set (02) 211 0252,

LetterCraft Typeline (02) 439 4344. **Printing:**

Offset Alpine Pty Ltd Derby & Wetherill Sts,

Silverwater NSW Ph. (02) 647 1000.

Distribution - Newsagents: Gordon & Gotch

Pty Ltd (02) 667 0466 or offices in your state.

Controlled circulation and Bicycle Dealer

distribution: Freewheeling Australia

Publications (02) 264 8544.

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Freewheeling Australia Publications

FREEWHEELING 31

DEPARTMENTS

AUSTRALIA AWHEEL . . . 59

BIKE EVENTS CALENDAR 65

CLASSIFIEDS . . . 65

FAT-TYRE FANATIC . . . 43

FROM THE PUBLISHER . . 11

NEW PRODUCTS . . . 7

TANDEM TALK . . . 35

SPORTS SCENE . . . 66

SUBSCRIPTION INFO . . . 41

WRITE ON . . . 5

CONTENTS

CITY BIKES FEATURE

AROUND TOWN RIDING — THE CITY BIKE IS BORN . . . 12

An introduction to a new class of bike

A GUIDE TO CITY CYCLING . . . 13

A light hearted look at city survival

FOUR CONTENDERS FOR THE CITY BIKE STAKES . . . 17

Four potential city bikes reviewed

SOMERVILLE . . . 25

The lighter side of city cycling

FEATURES

THE REPCO FREEWHEELING TO THE 'GONG RIDE . . . 26

Entry details for this year's big ride

ALAN PARKER — TEN YEARS OF BICYCLISATION . . . 29

We interview Australia's leading bicycle advocate

COMPULSORY HELMETS — A BOGUS ISSU . . . 61

Alan Parker tells why it's just not on

HELMET SURVEY . . . 49

You can tell with this research and win prizes

TRAVEL AND TOURING

ON THE PEACE TRAIL . . . 36

Two young women ride coast to coast

THE 1985 CALTEX GREAT VICTORIAN BIKE RIDE . . . 47

Details of this one week bike ride

MAPPING SA FOR THE BICYCLE TRAVELLER . . . 48

News of a new project in South Australia

IN CHINA AWHEEL . . . 53

Travellers' tales from the land of the bicyclist.

ROAD TESTS AND REVIEWS

COUNTERPOINT TANDEM . . . 35

SHIMANO NEW 600 EX COMPONENTS . . . 62

RICARDO NEW 600 EX . . . 63

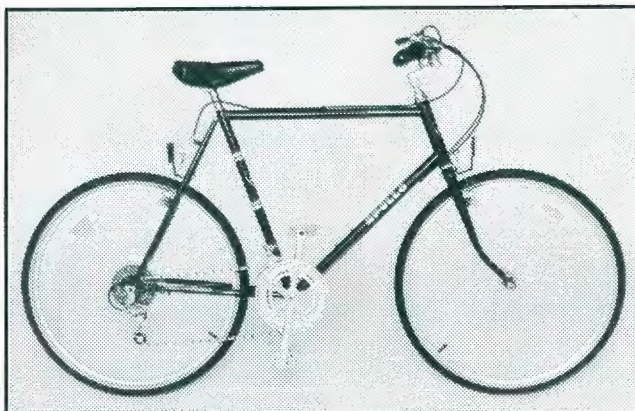
Cover: Cartoonist Don Hatcher introduces our feature on the joys of city cycling. Photo this page: If only the traffic was bicycle traffic. An idyllic Sydney street scene from the days when pedal power was a political cause in the streets of that city. Photo: Warren Salomon.

apollo



Apollo takes to the mountains with four firsts!

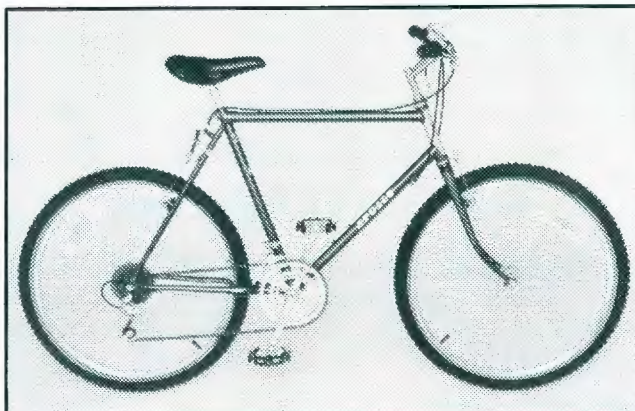
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Write On

Parking Problems

I read Jenny Baxter's letter (Write On Issue 28) and sympathize with her bike parking problem in a Sydney motel.

Secure storage can be found sometimes, but usually at country pubs and motels where they are more accustomed to guests having more baggage than just an overnight bag.

I'm planning a car tour of Victoria and want to take my bike along but don't like the idea of leaving it unattended or on the car rack.

I'm waiting on the arrival of an Ostrich bike carry bag at my bike shop. It seems a much better idea than getting oil marks in a suitcase. My shop thinks that the bags are still on the market though they haven't advertised for a long time.

The bike packs neatly into the bag and there is a shoulder strap for carrying: it might fit in with some other ride plans. Of course there's re-assembly of the bike before you ride, but any spanner wielder should be able to handle that.

Incidentally let me congratulate you on the 1984 'Gong Ride. The fruit cake at Audley was great. I'll be back for more this year.

Nev Malone
Corrimal NSW

We are hoping to solve the problems of bike storage in city hotel/motels for this year's Repco Freewheeling to the 'Gong Ride for those seeking accommodation in Sydney before the Ride. We are at present negotiating a travel/accommodation package for interstate visitors that will take into consideration the fact that you have your bike with you. Full details will appear in the next issue of Freewheeling out late September.

Compulsory Helmets

I am writing to support the views expressed in your recent issue by Graham Hawthorn in his article: Compulsory Helmet Use - The case for.

N Bancroft
Picnic Point NSW

Compulsory Helmets are not warranted

The climate of Australia is generally so hot for large parts of the year that wearing poorly ventilated, undeniably heavy helmets, will for most cyclists be an unbearable burden.

The forcing by law of helmets on every cyclist for every journey, however short, long or strenuous, whether on deserted back streets or deserted country roads or on safe bike paths is not only absurd but is also a gross intrusion into our basic freedoms and is totally unwarranted.

Many people, including myself, suffer from constant neck problems.

This is accentuated by wearing of a helmet even for a short period and would make cycling a painful instead of enjoyable experience.

The cost of purchase of a helmet for every family member, for how else can a whole family ride together to the local park, would for those on pensions and lower incomes be prohibitive. Mandatory helmet legislation would force many cyclists off their bikes all together.

This legislation would be impracticable because many cyclists would ignore the law if they found helmets too hot, too uncomfortable and too much bother for a 1km journey to

the deli. The already overworked Police just wouldn't have the time to implement the legislation. They would also have a hard time chasing cyclists down bike paths as cars won't fit between upright posts.

Compulsory helmet legislation would be impracticable because many cyclists would plead not guilty and appeal to a higher court thus causing further huge delays in our legal system.

Finally it is the motor vehicle drivers who need more education as to their responsibilities as drivers of lethal weapons which are as equally effective a killing machine as a loaded gun.

J. J. Simon Forestville SA



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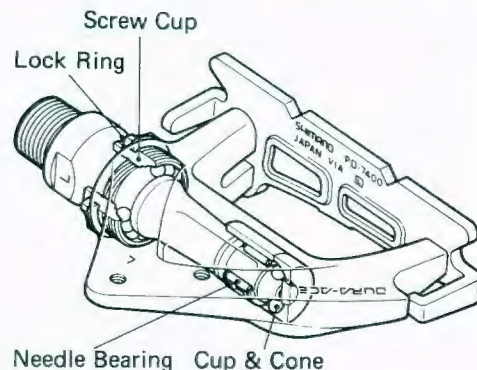
Lycra/leather gloves

These innovative gloves from Jim Blackburn Designs feature four way

stretch lycra on the backs and full width padding on the palm. The padding enclosed in grey finished leather is a composite of two layers of different material for longer resilient life. The gloves come in four sizes with a black and grey colour scheme. Wholesale distribution: Leisure Bikes (03) 861 6771.

New Dura Ace

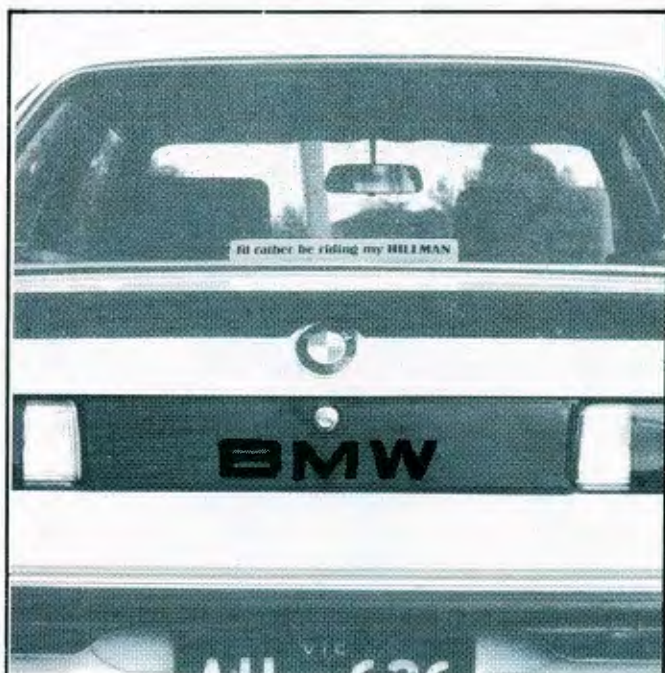
The large Japanese component manufacturer Shimano has released its new top-of-the-line Dura Ace range. The new range represents a further upgrade of Shimano's already high quality equipment and introduces a number of new features. For the first time on racing gears positive selection of gear ratios is possible with the Shimano Index System. This form of 'click' gear selection uses a special changer lever which can be set for conventional action or pre-selected stops. The rear derailleur has a self centering guide pulley mechanism which permits the over shift needed



in derailleur gear shifting. Pedals that permit a greater lean on corners are also a feature of the range. The Dura Ace range is hand engraved and is also available in complete ensembles. Available from specialist bicycle retailers only.

Tourist's bottle

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bottle which is porcelain lined and has a spring fastened air-tight lid. The bottle is plastic coated and comes complete with a chrome steel cage ready for bolting onto your frame mounts. The bottle will sell for approximately \$29.95. Distribution enquiries: K.W. Thompson P/L (07) 52 2903.



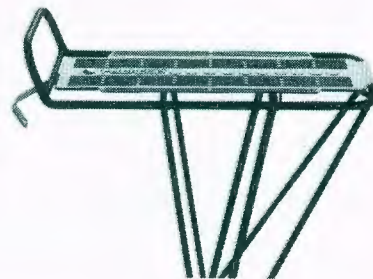
Cyclocomputer

The Avocet Cyclometer 20 is an amazingly compact electronic bicycle odometer/speedo which uses so little energy that its small battery lasts more than three years. The unit shown here (actual size) has two control buttons to access the modes of: speed, trip distance, total distance, and elapsed time. The device can be calibrated to suit exact tyre diameters. Wholesale distribution Hantrade (02) 666 9633.

Racktop

Jim Blackburn Designs makers of the popular alloy racks now offers the Racktop which they say is a

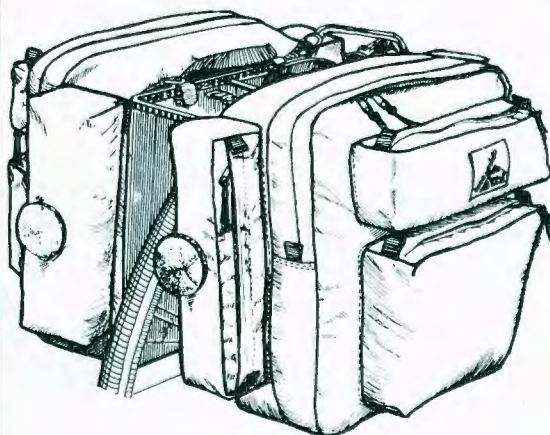
replacement for that old piece of cardboard you have probably been using up until now. The Racktop is a plastic shelf that fits all Blackburn racks and prevents the load on top of the rack from rubbing on the tyre. It also acts as a mudguard protecting your baggage from road debris. It is made of tough ABS plastic and bolts into place. Wholesale distribution: Leisure Bikes (03) 861 6771.



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If you're at all interested in bicycle planning, then **Bicycle Transportation by John Forester** is the book for you. You may have gathered that 1985 is the Year of Forester. This is the classic, and as Katie Moran, executive director of the USA Bicycle Federation, reports, "Forester may be controversial, but he is usually right." The hardback has just come back into stock and costs **\$44.95 plus \$5 handling.**

The other book fresh in is the delightful collection of ordinary and wacky bicycles which goes by the name of **The Bicycle Builder's Bible**. This book covers your ordinary bicycle and all sorts of unicycles – tandem, giraffe (tall), kangaroo (pedals adjacent instead of alternate), and more. It covers folding bicycles, including how to convert your \$1500 tourer into a folder, high-

risers, penny farthings, tricycles, tandems and double deckers, primitive recumbents, miniatures, bicycles with feet instead of wheels (yes!) and a whole heap more. There are construction tips, riding tips and a comprehensive section on ordinary bicycle selection, use, components and maintenance. The book is a joy to dip into for a giggle at some of the machines or for serious help with designing, building and riding a conventional bike. Softback **\$15.95 plus \$5 handling.**

Another book just in is **Sloane's Bicycle Maintenance Manual**, a very thorough book. Paperback **\$17.50 plus \$5 handling.**

Please note that the handling charge relates to the whole order, so it is \$5. If you order one or many books.

When ordering, please make cheques or money orders (don't forget the handling charge) payable to **Bicycle Australia** and send them to **PO Box K499, Haymarket 2000**. We take Bankcard, Visa Card and Master Card. You can phone orders direct to (02) 264 2521 if you have a credit card.



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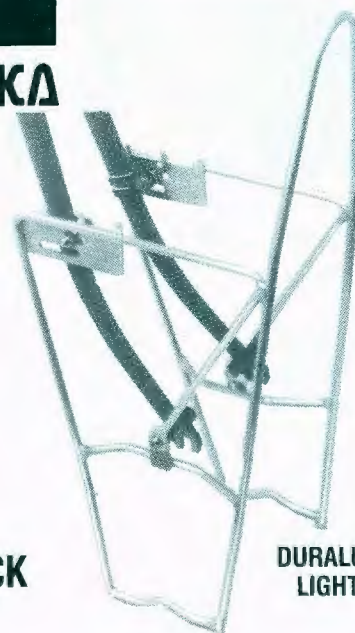
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From the Publisher

The City Bike is born!

In this issue of *Freewheeling* we look at a class of bike so new that it has only begun to make its way into the big distributor's catalogues. In the past the three, five or ten-speed "commuter" bike was considered the type of machine for general urban use. The rise of the fat-tyred bike has changed all of that.

If you have been able to ride one of these rugged go-anywhere machines then you will have experienced a new dimension of cycling comfort and enjoyment. The all-terrain or mountain bike with its balloon tyres and upright seating position is ideal for riding our city streets. Fat-tyres easily hop kerbs, dodge potholes and tram tracks and scoot effortlessly over drainage grates. Having all of your bike's controls on the handlebars helps too.

Since the ideal city bike is not yet available our feature article, which starts on the following page, serves as a preview of things to come. We

predict a big future for the fat-tyre in Australia. For now we have looked hard at what is currently available and from that the city cycle of the future will emerge.

Until the major manufacturers produce dinky-di city bikes you will have to ask your specialist bicycle retailer to custom build you one. This is not a bad thing at all for often the cutting edge of bicycle development occurs in the small workshops of our many bicycle dealers. The touring bike got its start in Australia this way and the original mountain/ all-terrain bike was developed in California likewise.

The good thing for those of you who want to own and ride a well set up cycle for town and country use is that all of the parts are available now. You may need to get your frame custom built but the equipment comes off the shelf which is more than the ATB pioneers had to start with.

Freewheeling ahead

Many of our long-term subscribers and other supporters will by now be aware of the sometimes erratic nature of our publication schedule. They will also be aware that our editorial standards continue to improve with each issue. The fact that we have so

far tended to allocate our modest resources firstly to improving the content of the publication has meant that other considerations have been given a lesser priority.

We are deeply appreciative for the patience and positive feedback we have received from you, our readers, but we do feel that one these other areas (such as publishing on a set date) has to be improved. The change to gloss paper and the inclusion of colour in the text pages last year has gone well but it has required some restructuring of the business side of the publication. This, plus some teething problems while installing our own micro computer system, has lost us valuable time. When we fall behind on our schedule it becomes difficult to catch it up again.

Nevertheless we do intend to regain our stated schedule and produce issues for September, November and January in the months ahead. We won't be properly back on schedule until the November issue but we hope to be publishing at the start of every second month from then on. Once again thank you all for your support and I hope you continue to read and enjoy **Freewheeling**.

Warren Salomon, Publisher

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700x35			411
26x1.50	35-45	36	529
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700x28			355
27x1 1/4			370
700x32			360



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Around town riding – the City Bike is born

Australia's cities are experiencing a cycling renaissance. This summer thousands will take to the streets and prove what we have been saying for some time now: that the bicycle is the most efficient and enjoyable means of short distance urban travel available.

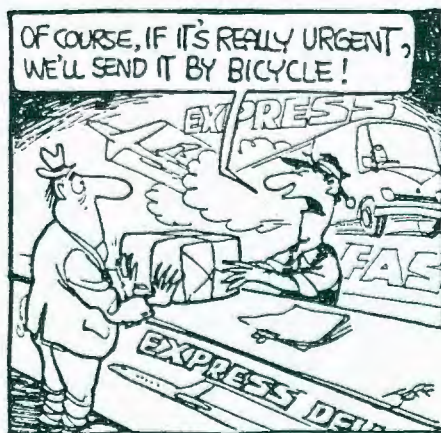
In this special feature on urban cycling Freewheeling also looks at new trends in the area of commuter biking. The City Bike: what is it? A passing fad or a legitimate and long lasting design ideally suited for modern urban riding.

Its official: in the central business districts of our larger cities the bicycle is the fastest thing on wheels. The last decade has seen an upsurge in city traffic so much so that the streets are becoming jammed. Busses and trams are horribly slow and the private car costs a fortune to park and hours to retrieve.

It's ironic that in a society obsessed with doing things fast and efficiently that many businesses are now turning to that object of scorn and outdatedness: the bicycle. Never mind the throbbing technology a bicycle courier will deliver your documents faster.

Since we first reported on the Bicycle Brigade, Sydney's first, way back in Freewheeling 7 (April 1980) bicycle couriers have started up and multiplied in most of our larger cities. Bike couriers have become so popular and in demand that the entrepreneurs who started these businesses have now been bought out by large transport companies like Brags and Mayne Nickless.

For the ordinary individual the bicycle is also the fastest way of getting around town and to work over distances up to 10km. In fact a Bureau of Statistics survey of Victorian workers done last October found that there were almost as many bicycle commuters as those using trams.



Jeff Hook

Sun News-Pictorial

The study found that the numbers of bicycle commuters are growing rapidly. In Victoria alone the figures are up from 14000 ten years ago to 27600 today a huge increase while the numbers of tram travellers has fallen. Bicycle travel now accounts for 2.1 percent of all trips to work and by the end of the decade could almost outstrip both bus tram and train travel (in country areas this percentage is doubled).

In Sydney and Melbourne you need time to spare if you use public transport to go up, down or across town. Walking is faster and you don't have to wait for a bus, train or tram to arrive. The bicycle wins the speed and convenience stakes easily. For a start there is no waiting and travel is door to door. The traffic is only a minor inconvenience as it is mostly stationary and as one Freewheeling writer once put it: Traffic is fat and bicycles are skinny.

The bicycle in the past has suffered more from an image problem rather than a fall in operating efficiency.

Unlike our troubled public transport systems the bicycle has always been energy efficient and cheap to operate and park. But times change and now days even sweat, that unavoidable byproduct of bicycling, is acceptable and some modern workplaces now offer shower facilities for their staff. Bicycling is no longer used only as a means of transport for the economically impoverished. People of all ages and social backgrounds are finding that it's fun to pedal to work and much more practical than sulking on a bus.

Like any specialised activity there are a few things you need to know about first in order to maximize your enjoyment: the theft problem and coping with the traffic for example. To help you get the most out of your City Cycling Freewheeling has prepared this short guide to 'round town riding and welcome you to the world of rapid transit - nineteen eighties style.

A guide to city cycling

By Warren Salomon

Lighting Systems - Don't be left in the dark

If your city cycle doubles as a training/fitness machine on weekends its possible that you will not want to fit a generator lighting set. Removable battery lights then are the answer for you. There are a number of good brands available but you will always need to carry a spare battery to be safe.

On the other hand generator lights are always there on the bike and ready for use. You don't have to worry if your batteries will last until you get home but you do lose your light when your bike stops.

The answer to the problems of both conventional generator and battery lights is the rechargeable battery pack system. Last year we reviewed a very good system from the USA: the Velo Lux. This unit consisted of halogen headlight and tail light units with a built-in battery and charger. The battery could be recharged either from a domestic power point by means of a special adaptor or from a conventional bike generator.

A new unit from Esge of Germany consists of a rechargeable separate battery pack which can be used to power the lighting system of your choice. Like the Velo Lux the Esge can be used with a generator or plugged in at home for a recharge.



The battery pack is removable and comes with its own mains voltage charger unit. Freewheeling is currently testing this unit and will publish a full review in future a issue.

Both the Velo Lux and the Esge are costly but what you get is a proper professional system that enables your bike to operate with good lighting at all times.

Security - don't get ripped-off!

Theft is a very real problem for the urban cyclist. Not only is the bike at risk when parked in the street but components such as the saddle and wheels can be ripped-off as well. The ideal city bike should have bolt-up wheels and saddle pillar clamp to prevent quick theft. Locking devices for these items though rare are a good idea if you have expensive equipment on your bike.

By far the best kind of locking device for the bike as a whole is the 'U' type high-security lock. This is the only kind of lock that you can feel sure about. The most common brands are Kryptonite, Citadel and Master.

These high security devices are so good that if you ever lose your key when the bike is locked up it would be quicker and easier to cut through your bike frame than to break the lock. The lesson: always write down the number of the key and store it in a safe place for future reference.

Many people say that it is not worth spending over fifty dollars on this type of lock when the bike is only worth say \$150.00. If you use your bike as daily transport to and from work then its value to you should be more than its

bare replacement cost. The loss of convenience and disruption to your lifestyle alone should justify the purchase of a high security lock.

If you have a very expensive bike and you are too stingy to get a locking device that will protect your machine then you had better cultivate rust, dirt and scratches. However this will only protect you from the discriminating thief.

There are oodles of chains, cables and padlocks available but all of these are vulnerable to bolt cutter and wire cutter attack. Freewheeling has tested a wide range of cables and chains and all failed the 3 foot bolt cutter test. Most of the cables and light chains were cut using only 12" pliers/wire cutters.

What to wear - a light-hearted look at cycling fashion

Bicycling is a healthy aerobic exercise so naturally one of its by products is sweat. Obviously if your work attire is an immaculate tailored suit you won't want to cycle into work dressed like that. Besides bicycling is its most comfortable when done in active type clothing.

In the colder months a pair of woollen tights for men or women will keep you warm and give you freedom of movement. Check the waist and your waist. Unfortunately there is little choice of colour at the moment. Its a good thing you like black isn't it?

You may find that a pair of clip-on braces is needed to stop the baggy crotch effect. Of course a track suit will do just as well but make sure that any baggy bottoms of your trousers are kept out of your chain.



SunTour Service to solve your gearing problems

Up until now the freewheel has been the weak link in the modern bicycle gearing system. Cogs would always wear out unevenly and new freewheels were always available in the wrong sizes. Replacement of the complete unit was often the only way out of the problem.

Not satisfied with that situation SunTour's research and development improved the existing designs and produced the first fully flexible rear freewheel system — New Winner.

Whats more the new winner system is sold and serviced through a network of specialist bicycle dealers throughout Australia.

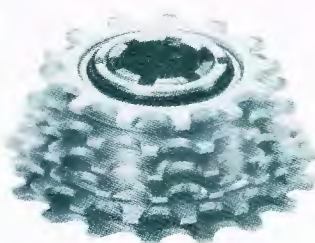
SunTour's New Winner is the first freewheel in the world which can

be changed from five to six or seven speeds depending on the riders requirements.

A range of 12 to 32 teeth cogs are available allowing complete flexibility for replacement of individual worn cogs and new freewheel design.

Precisely adjustable bearings which use a double nut system allow adjustment to 1/100 mm without the use of shims and spacers. Precision ground ball races assure the smooth rotation one would expect from a product of this quality.

Look for the New Winner Service Board at your specialist bicycle dealer. Its a sign of good service and quality gearing equipment.



Following on the world wide success of the New Winner system, SunTour have now developed the Microlite all-alloy freewheel designed specifically for the racing cyclist. Spare and replacement cogs are also available for this system.

SUNTOUR

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Trouser clips though practical are now out in the biker fashion stakes. If you must cycle in your work pants tuck them into a bright pair of woolen sox or wear leg warmers instead.

In summer it's a different matter. Now's the time to pull on your coloured lycra shorts and zoom along in the balmy morning air. Lycra shorts are now available in a stunning range of colours. There are also a few shops that can fit you up in custom "tailored" skin suits or shorts to make you the envy of your office.

A fine pair of Italian leather cycling shoes may damage your bank balance but they are worth it in the long term. Any specialist cycling shoe is better than a pair of joggers. For a start running shoes are too wide to fit onto the pedals and the soles are usually the wrong shape and are not stiff enough to protect your foot from the pedals. Cleats are not recommended for the commuter unless you are an experienced rider. Riding with cleats requires skill especially in stop start traffic.

You may prefer the wind in your hair on country roads but in the city you are crazy if you do not wear a helmet. Currently there are about nineteen types to choose from. Our last issue contained a survey of them all so by all means refer to our survey before you make your choice.

In winter many helmets are cool to cold. A remedy for this problem is to fit a cotton or woolen cap inside the helmet. You could also tape the insides of the ventilation holes to keep out drafts. In summer of course you may find your helmet hot so make sure when you choose a helmet in the first place that you include ventilation as part of your selection criteria.



Commuter bags

These bags are new from the Karrimor company and are made expressly for the city biker. The Karibou Commuter bags are made from bright red nylon and clip together to form a neat article of luggage. They will fit most racks including the new Karrimor alloy rack.



State Bicycle Committee of Victoria

One final item of clothing that is very important for the urban traveller is a good pair of gloves. Bumpy city and suburban streets are hard on the hands so well padded gloves are the best. They come in a variety of styles and colours. A newer variety uses stretch lycra as a backing with the usual leather on the palm area. These are very comfortable in both summer and winter.

The perfect city bike – can it really be true?

I must confess I was skeptical at first. Those fat knobbly tyres for instance: wouldn't they slow you down? And what about the wide handlebars? Not good for squeezing through traffic jams. Those cantilever brakes would stop you in a hurry though and the wide flat pedals are better for quick city starts.

In the end trying is believing and once I had ridden a fat-tyred bike I was hooked. Sure it's not the ideal city bike but it comes closer to perfection than a skinny -tyred racer or my work-horse touring bike. If only...

If I were designing a workhorse city bike the first thing I would specify would be a set of no-nonsense gears. What's wrong with the modern derailleur systems you may ask? "Plenty", says the experience of ten years of Sydney cycling. Positive selection derailleur gears (sometimes called 'click stop' gears) are far superior in traffic than the more common 'hit-and-miss' types.

In traffic 'click' gears are a breeze and on quick starts from traffic lights I can be off and through the intersection before the cars behind me even get going. Click gears also allow me to preselect to a lower gear before take-off. This is a common problem as I always find my self starting in a higher gear

than I need. Gone is that infuriating clattering moment when I change down trying to 'hit' the right gear.

Unfortunately none of the current range of city/mountain bikes come fitted with click gears but their current attraction is in other areas. They do feature thumb shifters mounted adjacent to the normal grip position. These are so so practical and convenient and take the wobble and uncertainty out of normal gear shifting.

Today's urban rider needs a bike that offers strength, durability and reliability. The all-terrain bike has all of these features plus more. The wide 26 inch tyres are perfect for jumping tram tracks potholes and kerbing. Of course the wider knobbly tread pattern is noisy and slow but there are any number of tread patterns with a tyre profile suitable for city streets.

Extra wide flat type handlebars are not suitable for slipping through sluggish traffic but a few minutes work with a hacksaw will fix that. Flat handle bars give a much better riding position for urban travel. You are more able to see and be seen and the mountain bike brake levers are easily the best available on any bike I've ridden.

The basic bike with its flat handlebars is only a starting point for the urban bicyclist. Theft is a real issue and convenience items for the racer or off-roader such as quick release wheels and saddle pillar clamp are inappropriate on a real city bike. A decent locking system is essential. A 'U' type lock stored in its own frame mounted holster means you are never without a good locking device... as long as you put the key on your normal key ring.

The most important item is the one that is most lacking from any commuter type bike: a decent lighting system. A

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Clamont frames are made to the highest possible standards by the only manufacturer in Japan to make their own tubing — and they have been making frames for almost a hundred years. Amongst other refinements each frame is polished after brazing, then treated with Zinc Phosphate to eliminate rusting. So the enamel looks better and lasts longer.

The componentry used on these Clamont models is chosen for minimum maintenance and utmost reliability. Tyres may be varied to suit the customer's requirements.

CLAMONT BEACH CRUISER

High tensile frame, five speed gears, duralumin rims with 26 x 1.50 tyres as standard for lightness and a comfortable ride.



CLAMONT RANGE RUNNER

Double-Butted Chromoly frame, twelve speed extra wide ratio gears. Thumb gear levers, oversize brake levers. Cantilever brakes on alloy rims give outstanding stopping power.



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(02) 29 4962**

generator set with halogen lamps once fitted is always available. With a true city bike you should not have to think about lights: they should be ready and available especially in the winter months. Battery lights are cheap efficient and removable but make sure you have a good supply of spare batteries.

City biking often involves lugging books, papers, bags and assorted possessions around with us where ever we go. For this reason a sturdy rack is necessary. There are any number of racks sold but for lightness and strength the tubular alloy type is the pick of the bunch. Of course, if weight is no object, a steel rack is okay but make sure it will fit pannier bags. There are now bags designed especially for the commuter.

Finally if you are an all-weather 'round town' you will probably need mudguards. Many bikers hate

mudguards because they rattle and get bent out of shape but on wet roads (even if it has stopped raining) guards will stop you from being showered from head to toe.

At present my pick of the best city bikes are skinny-tired models. The 'perfect' city machine has yet to emerge from the factory even though the demand for such a bike is growing. In the USA the term City Bike is often interchangeable with what we call the all-purpose bike or a down-graded version of the mountain bike.

What should be obvious from the above discussion is that there is a need for a distinct class of bike to suit modern urban living. Manufacturers could do well to replace their current 'commuter' class with a true-blue city bike. If the current transportation trends continue they may even find themselves with a best seller.



Four contenders in the city bike stakes.

The concept of the city bike is so new that it will take some time for the market to settle down and a definitive class type to emerge. Ideally a city bike should look like a composite version of the four machines tested below for all contain features that would suit the urban rider. Two of the bikes discussed here have previously been the subject of *Freewheeling* road tests.

Ricardo Commuter

Trimec tried and true

Over a year ago we reviewed the Ricardo Commuter. At the time the big attraction with this basic city commuter

WANTED TOP BICYCLE MECHANIC

To work in well equipped, air-conditioned workshop. We will pay above average wage to a responsible and experienced person who is capable of taking control of a busy workshop.

ASSISTANT MECHANIC

With our planned expansion in mind we would also be interested in employing someone with some experience as an additional mechanic.

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bike was the new SunTour Trimec positive action gear mechanism. We were so impressed with the easy shifting action of the gears that we persuaded the manufacturer to let us test the bike over a longer period to check the durability of the Trimec system.

One of the problems encountered in the past with positive action gear systems has been that they are prone to go out of adjustment and are difficult to re-adjust.

The Ricardo has acted as the office workhorse bike for the last twelve months and has been ridden by office staff on errands all over central Sydney. It has performed faultlessly throughout and is a easy to ride reliable machine.

The Trimec gears are still performing effortlessly and have only required re-adjustment on one occasion. This adjustment would normally be done by your bicycle dealer as part of normal warranty conditions.

As a basic city bike it's difficult to fault the Ricardo Commuter. My only improvements would be additions. For example a generator lighting system and 'U' lock and mounting bracket. The steel rims as expected tend to give weak braking in rainy conditions (alloy rims would fix this as they work better in the wet). The six-speed gearing is adequate but the addition of a rack and a heavy load might mean walking up very steep hills.

The Ricardo's mudguards and rear axle kick stand are excellent standard equipment like the wide padded seat which seems to iron out the rough patches in Sydney's atrocious road surfaces. Of course fat tyres would do this too and would reduce damage to the rims.

The commuter is a sturdy bicycle ideally suited for short distance urban use. The Trimec gears make it easy for even a rank beginner to hop on and ride off. No city office should be without one. The Ricardo Commuter was reviewed in *Freewheeling* issue number 25.

Puch Maxima

Love at first sight

I must confess to falling in love with this bike from the moment I laid eyes on it. Now having ridden it more or less constantly for three months the relationship has matured.

KRYPTONITE[®]

THE TOUGHEST LOCK ON THE STREET

DESIGN IS THE KRYPTONITE DIFFERENCE.

THE PATENTED DISAPPEARING HINGE

The Kryptonite[®] 4 lock design incorporates a hinge on one end of the shackle which can only be pulled out of the cross bar when unlocked. The Kryptonite[®] 4 is the only American made lock of this type to effectively lock on both ends of the shackle. . . . **THAT'S THE KRYPTONITE[®] DIFFERENCE**

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The Kryptonite[®] 4[®] is the only completely vinyl coated bike lock in the world. There are not protrusions or sharp edges that might cause damage to painted or chromed surfaces, or puncture soft or hard luggage. The rich, thick black vinyl coating not only enhances its appearance, but also preserves the Kryptonite[®] 4[®] by inhibiting corrosion and rust. . . .

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The "bent foot" on the shackle works like a disappearing hinge making the Kryptonite[®] 4[®] easier to open and close than any other U-shaped locking system. The shackle seats perfectly each time. . . . **THAT'S THE KRYPTONITE[®] DIFFERENCE**

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A hardened alloy steel cam rotates smoothly around the machined end of the shackle. This patented design eliminates binding and jamming. . . . **THAT'S THE KRYPTONITE[®] DIFFERENCE**

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Kryptonite[®] 4[®] locks use the "Ace" tubular key mechanism, manufactured by the people who invented the tubular key lock. The "Ace" lock is machined out of brass to insure accuracy, long life and durability. It is acknowledged as the finest, most secure and reliable lock of its type. . . . **THAT'S THE KRYPTONITE[®] DIFFERENCE**

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The Maxima's flexible 'mixte' frame is my only source of dissatisfaction. Obviously I should have specified the stronger diamond frame. This is not a problem of the bike but of this style of frame generally. If you want a bike that doesn't wobble under your bum when you are carrying luggage then get a conventional diamond shaped frame.

The Maxima is an outstanding city bike with its full compliment of 'accessories' covering every conceivable use.

The Sachs Commander 'click' gear system works like a dream and is ideal for the beginner or the hardened commuter. Positive action gear shifting (or click stop gearing) is a real bonus for the city cyclist. I would almost say necessity for it is in noisy traffic that conventional gearing becomes impossible to use effectively. With 'click' gears you always know what gear you are in and can concentrate on more important things around you instead.

My feeling is that the present vague gear shifting systems fitted to a majority of bikes are definite disincentives to enjoyable riding. Consider what it would be like driving a motor bike or car if you had to 'find' the right gear by listening to the grinding sounds. The Maxima offers the smarter alternative and I hope it spreads as I would dearly love to have gears like this on my touring bike.

If Puch were to bring out a fat-tired version of the Maxima with the same 'standard' equipment it would come as very close to being my idea of a perfect city bike. I guess I'll just have to wait. The Puch Maxima was reviewed in Freewheeling issue number 30.

Malvern Star Bogart

Play it again Sam -
Star makes its debut
in the city bike class.

As the sub heading implies this bike is a revamp of the earlier Malvern Star Highwayman. The class of equipment

BELL.

Street smart.

V-1 Pro

- Aerodynamic design with integral cooling slots.
- Removable and washable brushed-nylon fit-pad system.
- Quick-release chin strap buckle.

L'il Bell Shell

- Ultra lightweight UNI-SHELL™ construction.
- Soft brushed-nylon interior with adjustable sizing system.
- Fully-adjustable retention system.

Biker II

- Built-in air scoops.
- Removable and washable fit-pad system.
- Scotchlite reflective striping.

Tourlife

- Built-in sun visor, adjustable sun visor.
- Deluxe brushed-nylon interior is removable and washable.
- Scotchlite reflective graphics.



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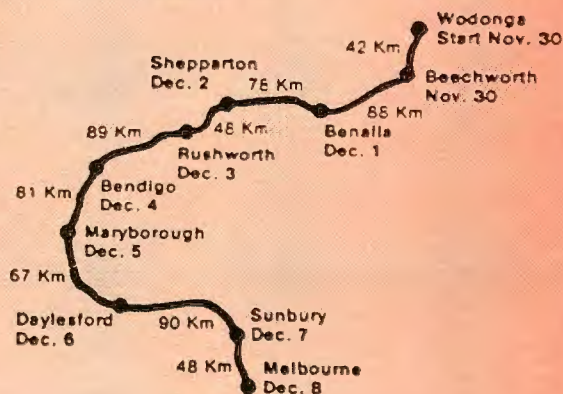


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ENTRIES CLOSE NOV. 8th, 1985.



bicycle
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**Ultra
Tune**

it uses is much the same even though the component brand names may have altered.

Basically the Bogart and its Mixte frame equivalent the Bacall are fat-tyred bikes with conventional componentry fitted. They are ideal city bikes except that they lack many of the features needed by urban travellers such as chain guards, locking devices mudguards and lights. Malvern Star like the bulk of Australia's bike distributors expect that you add these items as accessories.

This is fine but with out these accessories what makes these bikes 'city bikes'?

The alloy rims of the Highwayman have now been replaced with steel and give adequate braking except in the wet. Brakes are alloy calipers and share a problem common to all fat-tyred bikes that use calipers instead of the far stiffer cantilever types: they tend to shudder and squeal when braking hard.

Bogart's Shimano gears work efficiently and the bar mounted thumb shifter controls have rubber covered lever arms for extra comfort. The ten-speed gear ratios are adequate for most city riding.

The Bogart is a very comfortable bike to ride and even with its steel frame and wheels it is not excessively heavy. The



frame has a slightly more conventional shape than standard all-terrain bikes and is well suited to city riding. Its frame angles of 70 degrees seat tube and 71 degrees head tube are half way between the ATB and a ten-speed tourer.

Its main equipment is as follows: High tensile steel frame with pressed lugs; Araya steel rims and Suzue alloy labyrinth sealed hubs; Mitsuboshi 26 x 1.75 street tread tyres; Dia compe 890 alloy side pull brakes and Dia Compe

alloy mountain bike levers; SR SP513 moulded pedals; SR alloy crank set with steel rims 50 - 42 rings; DID steel chain; Shimano 5-speed freewheel 14 - 32; Shimano Z series derailleurs; Shimano EM thumb shift gear levers; Steel headset; Steel flat type handlebars; SR MTS 120 alloy handlebar stem; Firm rubber grips; One piece moulded Kashimax anatomic saddle; Steel straight type seat pillar; SunTour Q/R seat clamp;

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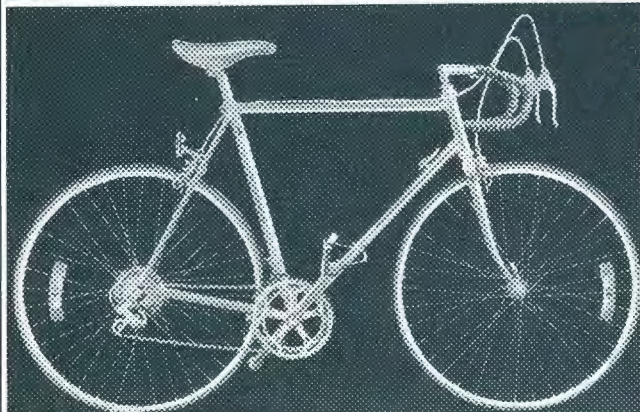


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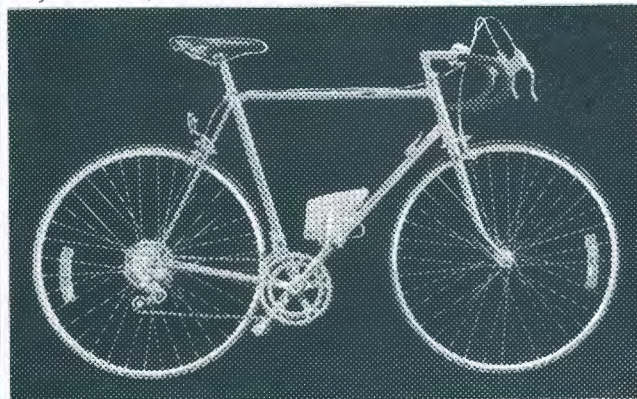
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- ★ Full CRO-MOLY frame and forks. ★ (Seamless tubing).
- ★ 27 x 1 alloy rims ★ Quick release alloy hubs ★ Suntour A.R.X. 12 speed transmission ★ DIA-COMPE quick release alloy brakes ★ A great alloy lightweight racer.

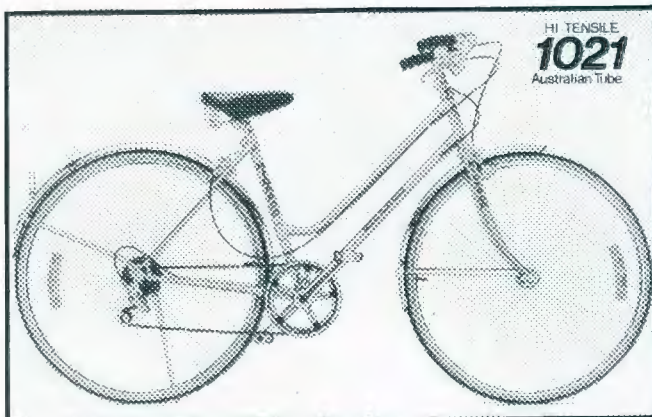
★ **WARNING:** When buying a CRO-MOLY cycle, enquire whether the cycle has full CRO-MOLY frame and forks.

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- ★ Easy pre-select mechanism ★ Wheel size 69cm (27 inches)
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- ★ Gents seat bar size 56cm ★ Suntour trimec gears, click change. ★ Thumb Changer ★ Sugino cotterless chain wheel and cranks ★ Stainless steel mudguards.

Manufactured by Leisure Cycles (Aust.) Pty. Ltd.,
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See the range at your nearest Ricardo dealer, for outlet locations phone.

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Repco Skyline

A budget all-purpose bike

The Repco people make no pretenses about this bike. It's marketed as a lower priced all-terrain bike made in Taiwan and equipped with Japanese gears. I chose it for test simply to see if this kind of bike was a suitable starting point for a city based machine.

The Skyline is heavy but it does work well and is comfortable to ride on city streets. It comes equipped with alloy short reach cantilever brakes which are a Taiwanese copy of the old French Mafac brakes. They work well though fine adjustment is not as good as more recent designs.

For its price the Skyline is a good buy its SunTour AG gears are steel and very reliable. This may sound a little stodgy but the AG rear derailleur is one of my favourites in spite of its heavy old fashioned appearance. Skyline's rims are steel and like all steel rims require cautious handling in wet weather.

As a city bike the Skyline also lacks the features and 'accessories' of the Maxima or the Commuter but then again it doesn't aspire to be the ideal

urban transporter. The wide bars tend to get caught on things and make squeezing between stationary lines of cars a breath taking experience. It has a practical seat clamp of the allen key type which means that its saddle is not likely to be stolen.

Overall it's a sluggish performer as you would expect a mountain bike to be but don't let that stop you exploring its possibilities on the streets of your city.

The Skyline's equipment is as follows: High tensile steel butted frame 70 degree seat and head tube angles, CMC steel rims and steel hubs; 26 x 2.125 Kenda tyres with street pattern; Chang Star (Mafac) pattern cantilever brakes with mountain bike type brake levers; SR SP513 moulded pedals; SR 3R allot chainwheel set with steel rings 48/36 tooth; TYC steel chain; SunTour Perfect 14 - 34 freewheel; SunTour AG rear derailleur Mountech front; SunTour Mighty thumb shifters; Steel headset; Steel bullmoose handlebars; Firm rubber grips; Viscount anatomic saddle; Steel seat pillar; Alloy allen key type seat clamp.

The City Bike - a postscript

We may be a little premature in this look at the City Bike but with the spectacular growth of cycling in our towns and cities it is only time before the market begins to cater to the special needs of the urban biker.

We have seen how the simple amalgamation of narrow profile fat-tyres, positive action gearing, provision for locking and component security, luggage carrying capability, a good lighting system and wet weather

provision can create not only a bike that's practical for urban travel but a fun bike to ride as well.

One of the all-terrain bike's most endearing qualities is that it is a pleasure to ride. Sure the big knobbly tyres make longer distances a drag but if any bicycle is to gain popular appeal then it must be fun to ride. The city bike concept properly executed could inject enjoyment into city riding like no other type of bike can.

Netti

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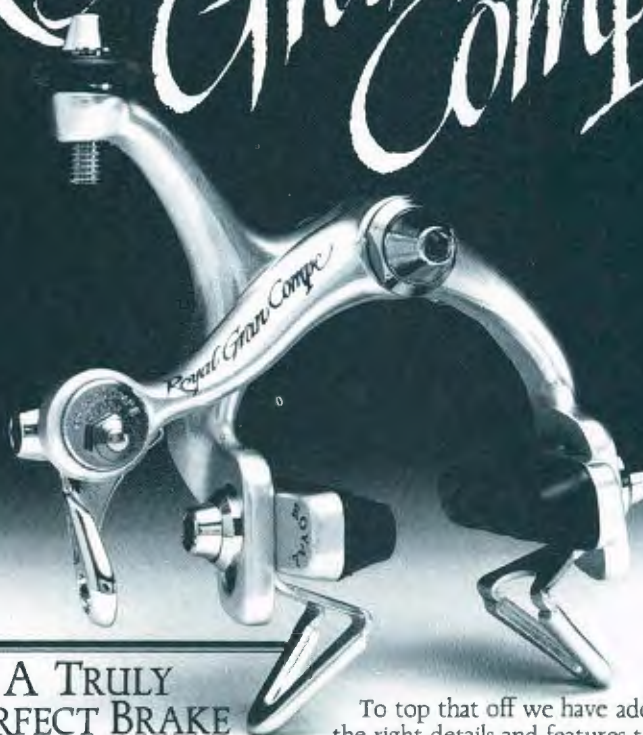
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Pretty strong words. Yes, but we stand behind them. Compare the new RGC 400 with all the rest and you will be pleasantly surprised. All the features, performance and craftsmanship you could ask for, at a price you won't believe.

The shape of the special cold-forged, alloy arms has been analyzed and refined to put more material right where you need it and less where you don't. Resulting in incredibly rigid and stiff arms, that together with a heavy-duty spring, give the RGC 400 a response and feel that is quick, firm and precise.

The new static quick release is infinitely positionable for ideal rim clearance and the cable anchor system holds tight without damaging the cable.

A polyacetal bearing sleeve between the pivot bolt and brake arms dramatically improves braking performance.

To top that off we have added just the right details and features to improve performance and increase riding convenience. Features like a special polyacetal pivot bolt bushing for smoother action, forged alloy pad holders, an infinitely variable static quick release mechanism and allen key fittings.

And the final touch. A look and finish that is truly exceptional. Arms are hand polished and then clear anodized. The dazzling sparkle of the steel components is the result of a new chroming process which

is more resistant to corrosion.

The Royal Gran Compe from Dia-Compe, whether it's world class racing or world wide touring, you won't find a better brake anywhere.

Superb wet weather stopping is achieved with a new special rubber compound.



The pad holders are forged alloy, not stamped and they are recessed to accept the tire guides instead of slotting the brake arms, leaving more alloy where it counts.

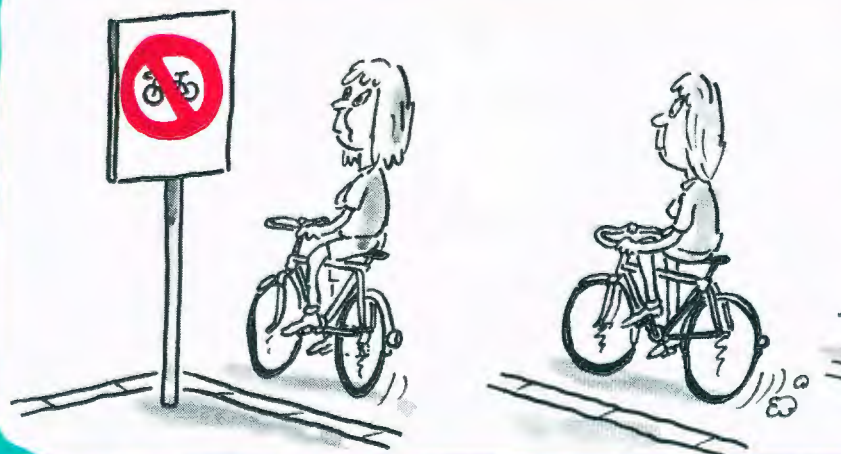
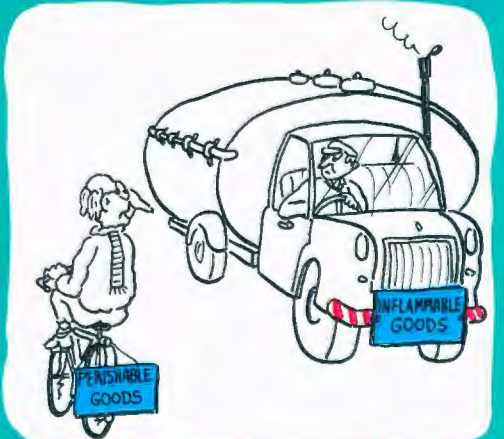
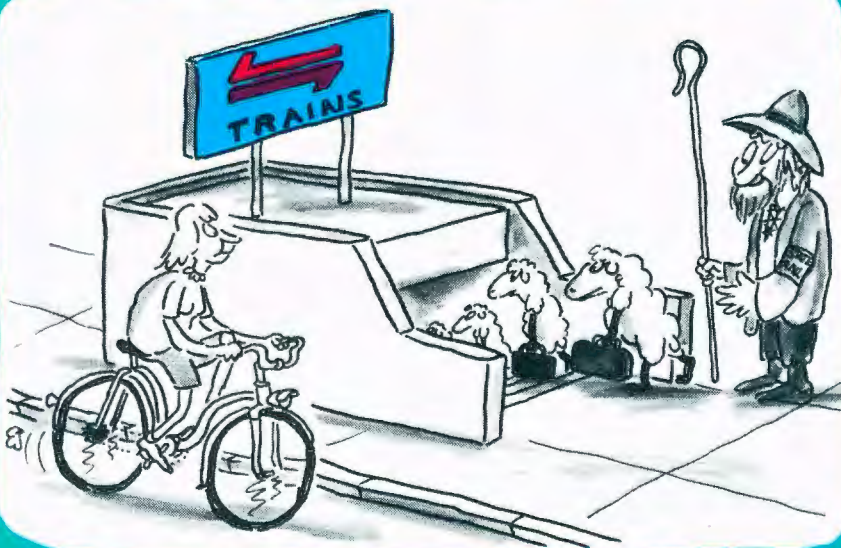
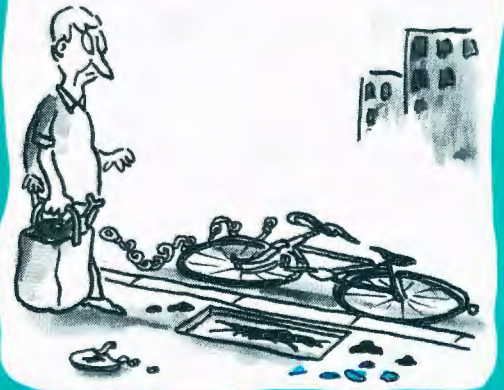
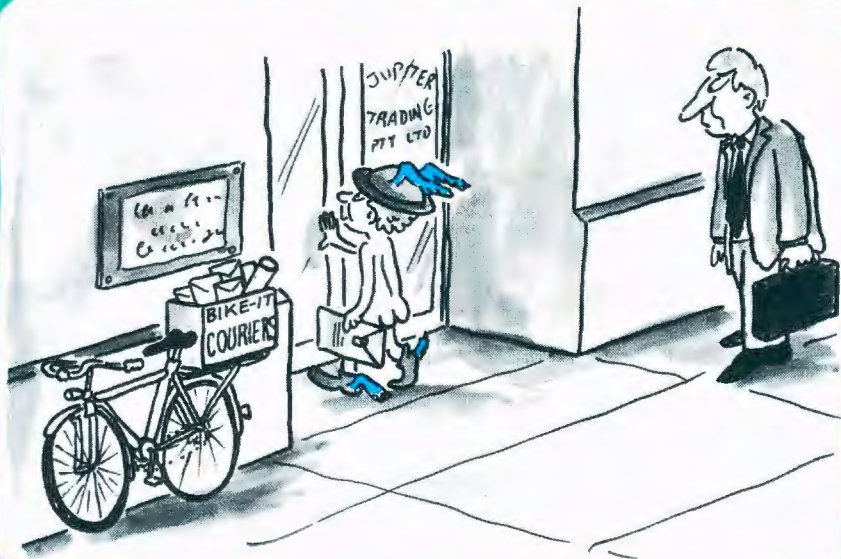
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REPCO

Freewheeling TO THE 'GONG BICYCLE RIDE 1985



On your bike for the fourth annual Repco Freewheeling to the 'Gong Bicycle Ride

The Repco Freewheeling to the 'Gong Bicycle Ride is Australia's big big one-day fun and fitness ride. All you need is a trusty bike and the willingness to take the challenge and ride the 85 km south to the city of steel.

This year's ride will take place on Sunday November 24 and will push off from Belmore Park adjacent to Central Railway Station at 8 am. The Lord Mayor of Sydney Alderman Doug Sutherland will officially start the ride.

The route takes you first through the southern suburbs (lightly trafficked at that time of the morning) and down

into the beautiful Royal National Park for a morning tea break at Audley.

The ride is, as usual, heavily supported with vehicle crews to attend to mechanical breakdowns and come to your rescue in the event of an emergency. As well approximately 100 volunteer bicycle ride guides and members of the Motor Cycle Riders Association will

assist the organisers to ensure a safe day out for all. The St Johns Ambulance will also be on hand just in case.

From Audley the ride ambles along Lady Carrington Drive through the beautiful forests along the Hacking River to the lunch stop at Red Cedar Flat.

You will probably have guessed by now that a lot of time is spent devouring food. Bike riders need to refuel and to assist we have arranged caterers at the lunch, afternoon tea, and finishing points. For the first time ever we will be arranging for breakfast catering adjacent to Belmore Park for that civilised start to the day.

In the afternoon you will leave the forest and ride the magnificent coastal road down to Wollongong. This year you will receive your cloth patch and a small certificate of achievement at the ride's end near Flagstaff Point. The Lord Mayor of Wollongong and Local Member of Parliament Alderman Frank Arkell will be on hand to welcome riders to his city. From there it's a short pedal to the train station from where the SRA will transport you and your bike back to Central. What a day!

The 1985 ride is the fourth annual ride and already over two thousand people have successfully completed

REPCO

Freewheeling TO THE 'GONG BICYCLE RIDE 1985

OFFICIAL ENTRY FORM - USE
ONE PER PERSON, PHOTOCOPY
ADDITIONAL FORMS OR
PHONE (02) 264 8544 FOR MORE

RIDE FEE\$ 8.00

RAIL TRAVEL\$

Fill this amount in only if you require return rail fare from Wollongong on the afternoon of the ride.

Full fare: \$4.45

Concession: \$2.75

Concession number: _____

Official Ride Tee Shirt

I wish to order a ride tee shirt. I understand that I will pick up my shirt and pay for it on the morning of the ride at Belmore Park.

My shirt size is:

Sizes: 10, 12, 14, 16, 18, 20, 22

TOTAL ENCLOSED ...\$

☐ Cheque ☐ Money order

☐ Bankcard ☐ Mastercard

CREDIT CARD AUTHORISATION

sign only if using your Bankcard or Mastercard.

Cardholders name _____

Card number _____

Expiry: / / _____

Signature _____

Repco Freewheeling to the 'Gong Bicycle Ride 1985

Entries close November 1st

Entrants first name/surname _____

Entrants address _____

Entrants locality/Postcode _____

Entrants contact phone number business hours - Area code - Phone no. _____

All entrants under 16 must be accompanied by an adult and provide the name of this adult and the signature of your parent or guardian below.

Accompanying adults name and home phone number _____

I certify that I am the parent/guardian of the entrant who is under 16 years of age and that he/she has my permission to participate in the Repco Freewheeling to the 'Gong Bike Ride and will be accompanied by the above adult.

Signature of parent/guardian _____

Declaration: (1) I, the undersigned, in consideration of and as a condition of acceptance of my entry in the 1985 Repco Freewheeling to the 'Gong Bicycle Ride (herein after known as the Event) for myself my heirs executors and administrators hereby waive all and any claim right or cause of action which might otherwise have for or arising out of loss of my life or injury damage or loss of any description whatsoever which I may suffer or sustain in the course of or consequent upon my entry or participation in the Event.

(2) This waiver release and discharge shall be and operate separately in favour of all persons corporations and bodies involved or otherwise engaged in promoting staging the event and the servants agents representatives and officers of any of them and includes but is not limited to Ozbike Tours, Freewheeling Australia Publications, The Repco Bicycle Company, Volunteer Guides, Medical and para medical practitioners and personnel, members of the Motorcycle Riders Association, Police officers and shall so operate whether or not the loss injury or damage is attributable to the act or neglect of any one or more of them.

(3) In order to ensure the safety of my fellow participants I agree to heed traffic regulations, the advice of the Event organisers and Ride Guides and help make the Event a safe day for all.

Signed (Entrant, parent or guardian) _____

Please find enclosed the following as payment for my Repco Freewheeling to the 'Gong Bicycle Ride entry:

Send to Repco Freewheeling Sydney to the
'Gong Bicycle Ride, PO Box K26,
Haymarket NSW 2000.

the journey. Join in this year's ride by filling in the entry form below and sending it with your ride fee to *Freewheeling* post haste.

For your \$8.00 ride fee you will receive the following: A fully illustrated guide book - a great souvenir of the event, morning tea at Audley, Commemorative cloth patch, achievement certificate plus heaps of well organised support. Your fee also covers additional expenses such as a National Park service and postal handling charges. Your entry package will be posted to you and should reach you one to two weeks prior to the event.

Rail travel should also be booked when you enter as accommodation will be strictly limited. This year we expect to have full capacity on all of the trains running during the afternoon so reserve your rail ticket when you enter.

Please note if you are coming up from Wollongong to start the ride in Sydney you will need to find your own way to Belmore Park.

Prizes

This year we will be awarding cash prizes to the best team of four riders and bike gear to the two teams of

runners-up. If you've got a weird or wacky outfit then grab your friends and come along you could win. Full details and prize list will be published in the next issue of *Freewheeling*.

So onya bike for the biggest and best 'Gong Ride yet. The *Repco Freewheeling to the 'Gong Bicycle Ride* is open to people of all ages but for legal reasons children under 16 must be accompanied by an adult. The ride is run with the co operation of the National Parks and Wildlife Service, the Police, Wollongong City Council and the Council of the City of Sydney.

Big changes are planned for this years ride so even if you've been before grab your friends and see what's new this year. Full program details and competition prizes will be announced in the September/October issue of *Freewheeling*.

The Ride needs you - be a volunteer guide.

To keep the ride safe we need your help. Effective marshalling is essential and on the day we will need a number of community spirited riders to wear the famed Guides shirt

(this year its the yellow jersey) and act responsibly on the day.

There's not a lot involved but we would like you to attend one of our special Guides Briefings to be held in Sydney and Wollongong very early in November. Notification of date, time and venues will be made in the next *Freewheeling*.

Official Ride Shirt

You may order the official ride shirt on the entry form for pick up on the day. Don't send your money now you will need to pay on pick up. We strongly advise that you pre order as un-ordered stock on the day will be limited.

This years ride shirt will feature a two colour design on a bright yellow cotton shirt. Sizes available: 10, 12, 14, 16, 18, 20, 22. Cost \$9.50

Refunds

No refunds can be made after the close of entries on November 1st as all travel tickets, food and information package materials have to be ordered and paid for after that date. All applications for refunds should be made in writing.

BICYCLE AUSTRALIA

SOUTHERN HIGHLANDS WINTER RIDE

A FULLY SUPPORTED RIDE around Robertson, Moss Vale and Fitzroy Falls

Saturday 3rd to Monday 5th August, Bank Holiday long weekend.

Ride Fee of \$90 includes:

- * Accommodation in heated rooms at Fitzroy Falls Conference Centre
- * All meals * Log Fires
- * Support Vehicle for all luggage
- * Route Instructions and Tail-End Rider for assistance
- * Daily distances of 50 kilometres with optional longer routes.

THE 4 RIVERS RIDE

A Fully Supported Ride in the Hunter Valley

Saturday 5th to Monday 7th October, Labour Day, long weekend.

Ride Fee of \$70 includes:

- * Accommodation in local halls
- * Support Vehicle for all luggage
- * All evening meals and breakfasts
- * Route Instructions and Tail-End Ride for assistance
- * Daily distances of 65 kilometres with optional 85 kms route.



SOUTHERN CROSS TRAIL

A FULLY SUPPORTED RIDE from Cootamundra & Gundagai to Albury/Wodonga

From Saturday 23rd November to Sunday 1st December 1985

Ride Fee of \$250 includes: * All Meals, * Support Vehicle for luggage and gear, * Route Instructions and Maps, * Total distance of 386 kilometres. Links with Great Victorian Bike Ride.

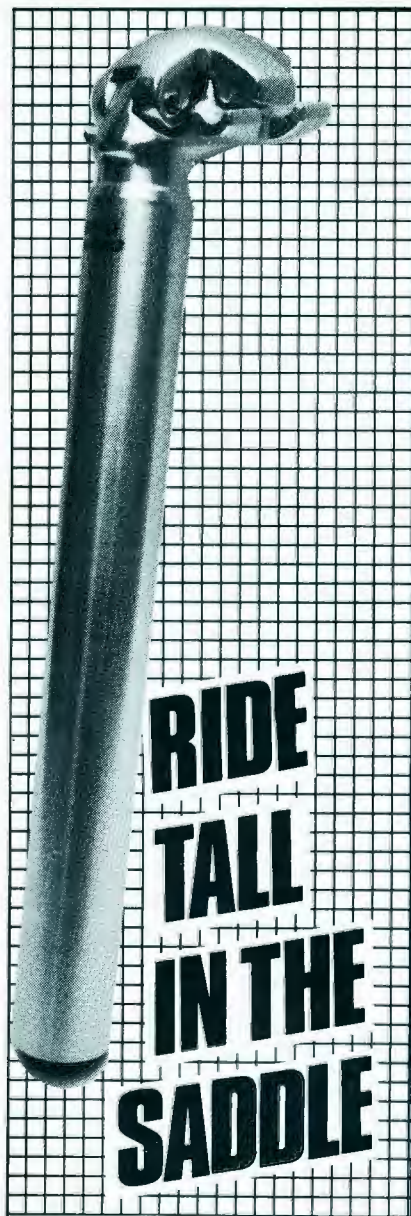
I would like to know more about the Bicycle Australia Ride. Please send information sheets and application to:

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Post Code _____

Please post to: *Bicycle Australia, PO Box K499, HAYMARKET 2000 or ring (02) 264 2521*



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Alan Parker – Ten years of bicyclisation

If there is one name that keeps cropping up within the Australian bicycle scene then it will most likely be that of Alan Parker. Alan more than any other person is responsible for many of the good things that are happening across this country for bicycle riders. It hasn't always been easy and there are many that will confess to having had at least one heated argument with him.

In this special profile *Freewheeling* Publisher/Editor Warren Salomon, who admits to not being immune from the fury of Alan's rhetorical attack, looks behind the public image of Australia's most successful bicycle advocate.

Only a few people may have realised it but 1984 marked ten years of achievement in the broad area of official planning for the bicycle in Australia.

The person who almost single handedly started it all at that time was lamenting not being able to ride his bicycle: at least for the time being. Alan Parker is Australia's foremost bicycle advocate and, like anyone who lives in a modern Western democracy, is not immune from the ravages of the "car wars". A motor cycle accident during his youth had smashed the bone in one of his legs ruining a promising athletic career as a long distance runner.

The accident and its aftermath had put a lot of pressure on his other leg and his hip joint had finally given way. Surgery was now needed to rebuild the damaged joint. Alan looked forward to the operation as it would relieve the pain of the last two years and open up job opportunities closed to hobblers who get around on walking sticks. It would also allow him to get back on his bike.

Bicycles were not always a personal commitment. Alan was born in the UK and grew up in Birmingham in the industrial Midlands where he started his working life as a cadet engineer learning to design materials handling equipment and factories in the fifties expansion period. That engineering background has been of tremendous benefit to him in the highly technical areas of bicycle planning and road traffic engineering.

It was in the Campaign for Nuclear Disarmament set up by Bertrand Russell and others that Alan first became involved in grass-roots political action.

As Convenor of Demonstrations for the Scottish Committee of 100 he came to understand how the political process in a democracy works. His view of himself as an intensely "political animal" stems from those days. Any wonder that his current favourite TV program is the British series "Yes Minister". One of the reasons he gives for staying in Australia after travelling here on an overland holiday was the better chance of survival here in "World War 3".

Since childhood he has ridden a bicycle for transport and enjoyment but it wasn't until he came to Australia on a holiday in the early seventies that bicycling became his main concern. "I guess I could have gotten involved in the anti nuclear thing here but at the time there were many talented people from the universities in that area that I felt that I would be wasting my time.

"I became interested in the bicycle issue as a result of a job I worked on with a town planner for a scheme to 'pedestrianise' Melbourne". About two years later he developed the concept of Bicyclisation which he describes as local area traffic management to encourage bicycle use as well as reduce the volume and speed of motor traffic.

"At the time (1974) no one in this country could talk sense for more than 5 minutes on planning for bicycles so I decided to develop my interest in alternative transport of appropriate technology. The end result was a four page article which was then published in the Melbourne Learning Exchange newspaper and later *The Digger*. From there I guess I got pulled in deeper and deeper into the public transport and anti-freeway movements.

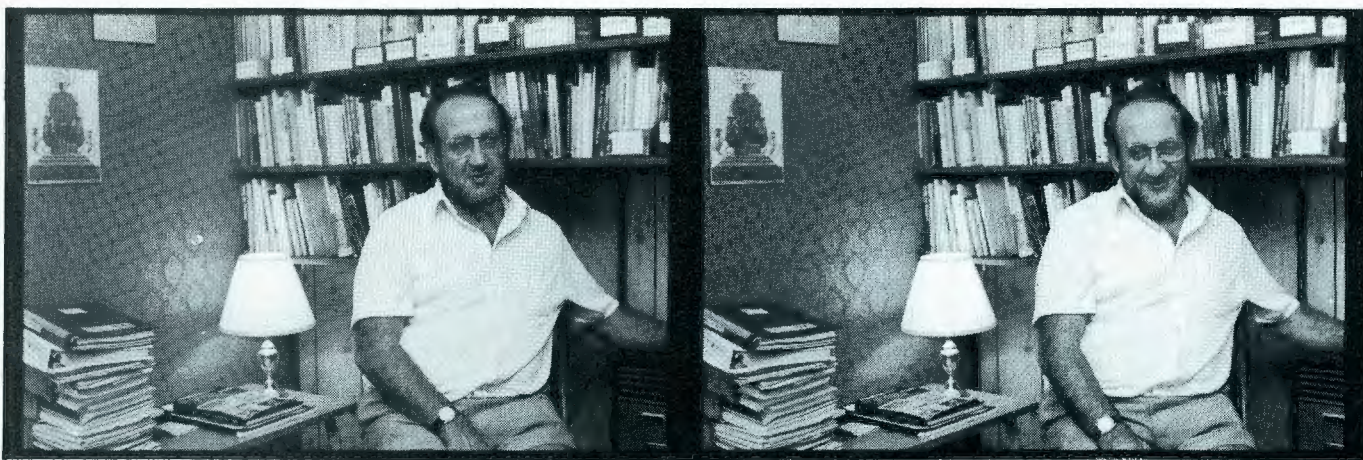
"I examined future trends at that time and predicted that in ten years two things would happen: large scale unemployment and an energy crisis. If these trends were coupled with the worldwide resurgence of interest in the bicycle then much could be achieved.

"My paper on Bicyclisation was then printed by the Department of Urban Studies at the Swinburne Institute of Technology. This was referred to the then Minister for Youth Sport and Recreation Brian Dixon who invited me to a special meeting to set up the Bicycle Institute of Victoria. At this meeting I was appointed Secretary of a steering committee to formally establish the BIV. I then wrote the report on the BIV's establishment for the Minister and that's how I became involved with the Institute and I have been involved ever since.

"I was similarly involved in the setting up of the Bicycle Federation of Australia and kept it going until others joined in and began working hard to make it operate more effectively for cyclists".

It was during the year spent working in Shiraz University in troubled Iran during the days of the Shah that he gained an insight into the coming world troubles. When he made his predictions unemployment stood at 1 ½ percent and most Australians thought that the prosperity of the fifties and sixties would continue forever. The oil crisis of the mid seventies and the ensuing recession put an end to all of that. But no one thought it would happen at the time.

Alan has never regretted his initial decision to begin campaigning for bicyclisation but since the campaign's



beginnings he has had to contend with "massive ignorance" on the part of both politicians and bureaucrats. He has become skilled both in telling people what they want to hear and ridiculing that ignorance if need be.

In spite of this he has had a fair degree of success. Though it is only obligingly referred to in the official history. Alan's involvement in the setting up of the now completed Geelong Bikeplans was crucial. Alan persuaded Minister Dixon that bicyclists did not want a Bike Path Plan but a proper bicycle plan with behavioural programs. "I asked Brian Dixon for an education program in the schools, enforcement of bicycle laws and an experimental 40 kph residential area speed limit and he gave me what I asked for. That's how the original planners brief was changed".

Above all he has always represented the interests of the ordinary bicycle rider in the many technical battles that have ensued as first the Victorian state government and then other state, federal and local governments began to spend money on facilities for the country's forgotten cyclists. He currently represents cycling interests on more government committees than any other person in the country.

Alan can be very proper when he needs to be but when he thinks it is tactically necessary to become involved in political confrontation Alan's approach is definitely boots-and-all. His Birmingham accent helps to reinforce the image of a "pure bread pommy bastard": a title that he prefers to foster for its obvious tactical advantages. Former Victorian Liberal Minister and first ever Chairman of the Victorian State Bicycle Committee Brian Dixon had regular consultations with Alan and once told him that he was "a bit too bloody abrasive".

It is his inability to suffer fools that has earned Alan much of the scorn that is occasionally heaped onto him. He has been threatened with many law suits but none so far have proceeded in spite of his forthright statements. In a

technical argument he is usually right and his persistence in pushing the technically correct solution is matched by a very forceful style.

Alan can be a very tough negotiator across the table and this, coupled with an ability to generate new ideas under the pressure of negotiation and deviate from a fixed brief, make him a very proficient cyclists representative.

Alan has spent the past ten years above all trying to effect worthwhile change that will benefit the nation's bicycle riders. His achievements are impressive but his list of 'things still to be done' makes him restless. "We still haven't got some of the programs that were promised in the original Geelong Bikeplan and the Government in NSW is still to make a firm commitment to completing the important Newcastle Bikeplan. Bicycle route maps have been developed in Melbourne, Adelaide, Newcastle and Geelong but nothing has been done in Sydney. Sydney is the cyclists shame!"

When his first article was published in 1974 there was nothing. Now millions annually are being spent on improving conditions for Australia's two and a half million cyclists. A lot has been achieved.

In recent years Alan has worked as a paid consultant (in contrast to his many years as an unpaid advocate) and has worked with planners in a professional capacity.

He has fought many battles with politicians but his biggest struggles have been with government bureaucrats. "Before I came along no one in the Victorian Civil Service would take cycling matters seriously let alone spend money on facilities and safety programs.

"The only way to affect worthwhile change within a bureaucratic framework is to first analyse the decision making process: find out who is the real decision maker. You have to find who it is before you do anything else. Is it the Minister; is it the public servant under them; is it the State

Bicycle Committee Chairperson or its secretary, is it a combination of senior public servants or is it a group from without manipulating the committees? You have to find out how things happen now and only then you can begin to change the status quo.

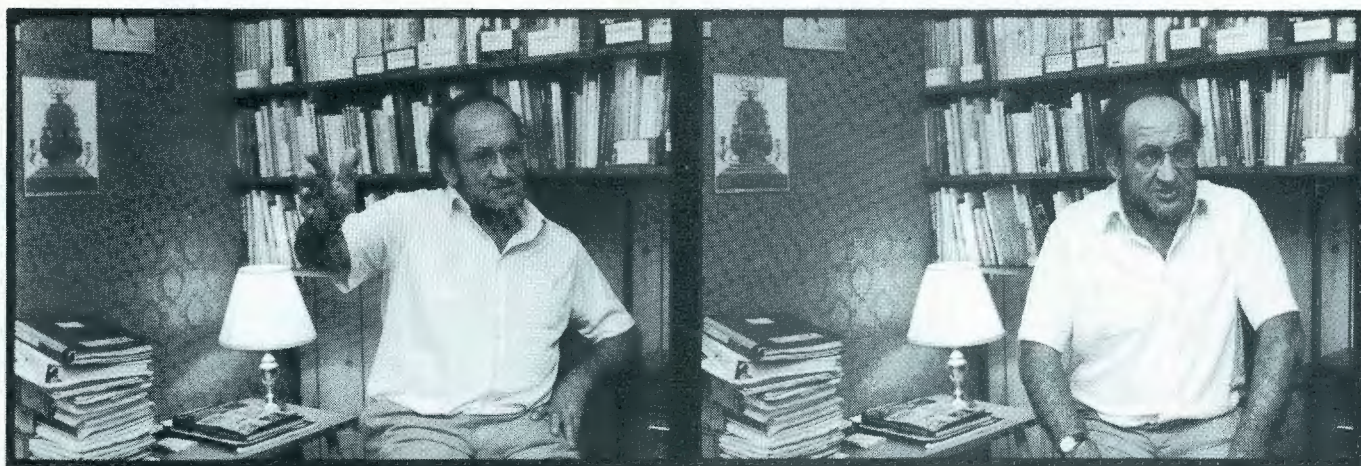
"Then you have to find a way to get to the decision maker to convince them that your course of action is right. The big problem with public servants is that they are protected in a cocoon of secrecy and departmental procedure. Once you have analysed the situation you then sit down and ask your self the question: how are we going to change this?

"It may well be that there is an easy solution and there is a committee that you can go to and make your case. If however you know that the committee is useless and its recommendations (which could well include your proposals) will be squashed flat by somebody above their heads you then have to ask your self: how can I get at that civil servant.

"To put it bluntly: How can you do something that they will perceive as being a threat to their career or further their career? For example you often find out that this particular bureaucrat is responsible for selling a particular idea or scheme to the Minister. The one thing a bureaucrat hates the most is to be blamed publicly for something that goes wrong. They will try to cover it up as much as possible but if it blows up in the media the Minister will turn to the bureaucrat and say, 'You got me into this mess now you're in big trouble. So you go out and create the bad publicity.

"Then you try the more direct approach and you will find that the bureaucrat will be a lot more willing to listen to you. They know that you are able to bring political influence to bear. Remember that you often have to exert political pressure if you want to see a particular decision made."

Whereas Alan has worked consistently on a part time/full time basis for over ten years he sees problems with the various bicycle groups who



have to rely on a transient staff of volunteer workers to do the important political lobbying. "You have to build up a knowledge of the individuals and organisations you are dealing with and the time span for achievement can be painfully long.. but you have to stick with it."

"Cyclists have lost out in the past and will lose out in the future because too many underestimate the problems involved or are ignorant of the bureaucratic decision making process. The only way I can think of educating cyclists is to get them to watch 'Yes Minister'."

Alan currently occupies the position of President of the Bicycle Institute of Victoria but has worked in every position in that organisation since he originally helped set it up. He is reasonably pleased with the BIV's long list of achievements but says that there are still a number of areas that they still have to push harder to gain a better deal. One such area is dual mode transportation. He admits that the Victorian Railways have started to install racks and lockers at stations but little else is happening both in Victoria and in other states.

He quotes Japan as a leader in the field with its 2.4 million commuters using bike park and ride facilities to ease inner urban congestion and pollution. Why doesn't it work here? Alan says its because the authorities still encourage parking in the centre of our cities. "In Japan there is no room to park and a massive pollution problem. It's a disgrace that Australian politicians and bureaucrats have to wait until the environment in our cities deteriorates to such an extent before they do something about it. When they do the bicycle will have a positive part to play."

It was the Geelong Bikeplan that marked the turning of the tide in official recognition of the bicycle as a "significant mode of transport". Since its release in 1978 usage has grown to such an extent that bicycle travel is

almost level pegging with tram use in Melbourne. "Considering the high bicycle use in Victoria I feel the present level of funding is totally inadequate. Public funding of bicycle facilities and programs should be set at 2 percent of the road construction budget (\$5 million per year) which fairly represents the current usage. The Government subsidises the public transport system but bike riders get very little. We don't want subsidy only equity". After a bit of work by Alan last year the State Bicycle Committee has asked for \$1.8 million this year instead of its usual \$1 million.

Looking ahead to the next ten years Alan thinks that the bicycle will have a far greater role to play than it currently does. He believes that his initial prediction of an energy crisis is being fulfilled even though the mid seventies supply crisis has now given way to an oil glut. This he says is only a temporary phenomenon.

"One of the good things that President Carter did was to release a secret CIA report on the future energy situation for the USA and the western world. It predicted the mid seventies supply crisis and the over supply/lower demand situation that is now occurring. What every one conveniently forgets is that the report also predicts a long term shortage starting into the nineteen nineties. I have numerous papers that confirm the long term prediction.

"Historians on the other side of the year 2000 will probably judge the Australian politicians and senior public servants of the last 20 years as being some of the most irresponsible on earth. We should be planning our economy now to cope with the eventual drying up of liquid fuels in the latter years of the century and protecting our industries from an over reliance on foreign fuels by using own own indigenous supplies of coal."

One of my most vivid memories of Alan Parker in action was at a transportation conference run by the Federal government in 1979. During a

general session Alan took the floor and proceeded to accuse the senior Transport Department officials present of high treason for ignoring the national security implications of their car free-for-all policies.

In reality the Government at the time didn't have a policy (the present one similarly lacks one too) and the main aim of the conference was to screw a few good ideas from the transport industry so they could slap one together. In Canberra little has changed but for Alan the struggle must continue for he believes that our way of life is threatened if we fail to change. "Why should a country that is so rich make its self dependent on the most politically unstable part of the world when it has got so many indigenous fuels?"

One of his more recent campaigns was to gain access rights for cyclists on sealed freeway shoulders. In response the Victorian Road Construction Authority gave way and let riders use certain rural freeways.

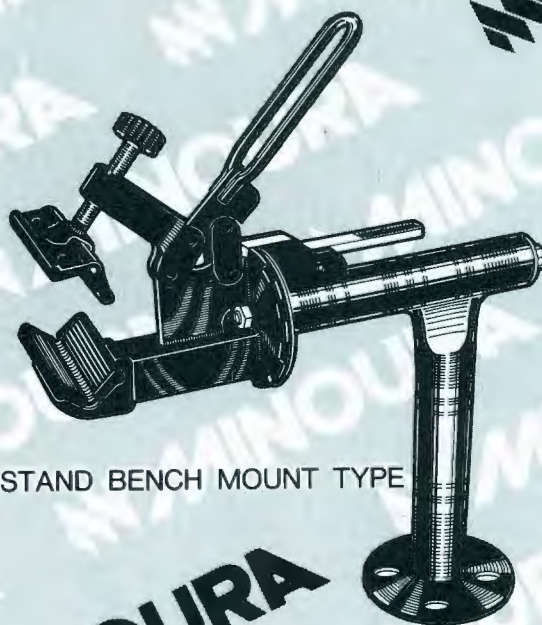
Part of the freeway shoulders campaign involved a demand for the RCA to appoint an engineer as a bicycle co-ordinator within the Department. Alan's representations were made directly to the Chairman and eventually a class 3 engineer was appointed. This engineer recently returned from a bicycle inspection of an urban freeway and was heard to comment that when you are actually on a bicycle and you experience riding along these roads you see that what appeared dangerous on paper as a motorist in reality was very safe for the cyclist.

"Until the people who make the decisions that affect the ordinary cyclist ride bikes themselves it will continue to be an up hill battle".

The road ahead? Alan's present campaign is to get the Federal Government to set up a National Bicycle Committee with an initial budget of \$1 million per year to undertake research projects of national significance. The Feds had better dust off their ten-speeds for as ever Alan means business.



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Looking ahead to the next ten years Alan thinks that the bicycle will have a far greater role to play than it currently does. He believes that his initial prediction of an energy crisis has not been fulfilled even though the mid seventies supply crisis has now given way to an oil glut.

"One of the good things that President Carter did was to release a secret CIA report on the future energy situation for the USA and the western world. It predicted the mid seventies supply crisis and the over supply/lower demand situation that is now occurring. What every one conveniently forgets is that the report also predicts a long term shortage starting into the nineteen nineties.

"Historians on the other side of the year 2000 will probably judge the Australian politicians and senior public servants of the last 20 years as being the most irresponsible on earth. We should be planning our economy to cope with the eventual drying up of liquid fuels in the latter years of the century and protecting our industries from an over reliance on fossil fuels."

Alan cites Sweeden as an example of what we should be doing to keep our country running if the supply of Middle East or Gippsland oil is stopped. "Their private cars wouldn't run but they

could run the electrified public transport system around the clock. Bicycles and mopeds would then be used to feed the transport system. As Sweeden has a well formulated national security policy they have stock piles of certain fuels, metals rare materials that will ensure essential industries do not close down.

"If you went to Canberra and asked the top Defence Department people what would happen if a Middle East war cut off our supply - which industries would be affected first and how would the country cope in such an emergency - they would look at you dumbfounded. They would not be able to give you a decent answer because their idea of national security is based on the nation's capacity to kill foreigners."

One of my most vivid memories of Alan Parker in action was at a transportation conference run by the Federal government in 1979. During a general session Alan took the floor and proceeded to accuse the senior Transport Department officials present of high treason for ignoring the national security implications of their policies.

In reality the Government at the time didn't have a policy (the present one similarly lacks one too) and the main aim of the conference was to screw a few

good ideas from the transport industry so they could slap one together. In Canberra little has changed but for Alan the struggle must continue for he believes that our way of life is threatened if we fail to change. "Why should a country that is so rich make its self dependent on a politically unstable part of the world when it has got so many indigenous fuels?"

His most recent campaign to gain access rights for cyclists on sealed freeway shoulders has seen the Victorian Road Construction Authority give way and let riders use certain rural freeways. The big turning point came when engineers actually rode bikes on the freeway and experienced just how safe it really was. This he sees as his biggest hurdle. "Until the people who make the decisions that affect the ordinary cyclist ride bikes themselves it will continue to be an up hill battle."

As one freeway engineer who recently returned from a bicycle inspection of an urban freeway put it, 'When you are actually on a bicycle and you experience riding along these roads you see that what appeared dangerous on paper as a motorist in reality was very safe for the cyclist.

Alan's biggest obstruction will always be ignorance. It's the thing that holds us all back.

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SACHS Orbit Two-Speed Hub

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- 6-cog sprocket cluster, matching front wheel hub: SACHS Orbit V

The SACHS Orbit hub replaces the second front chainwheel and the derailleur, felt by many to be difficult to operate. Together with the 6 speed Commander derailleur, this new combination provides 12 easy-to-shift sportsstyle speeds.

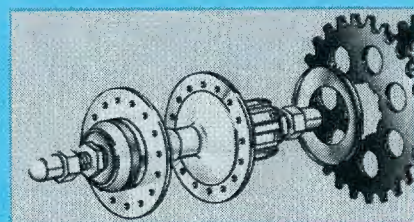
- Models: with or without quick-grip, also available with drum brake.
- Model with push-in type axle under development.
- 5 or 6-cog sprocket with 11-32 teeth possible. Available at present: 13-28 teeth.
- Quick change of sprocket clusters (4/5 sprockets placed on, 1 sprocket screwed down)
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- Accurate concentricity of sprockets.



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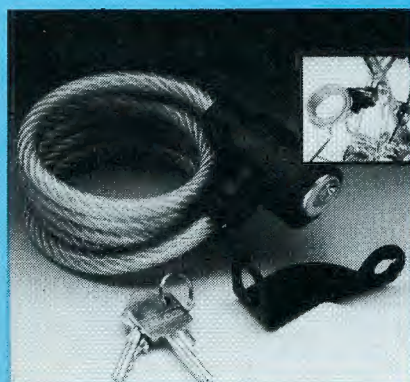


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The modern day peace travellers Judy Hawke and Lise Kelly cross paths with explorers of a different age as they pass through Melbourne on their journey west

Riding the Peace Trail

At the end of 1984 Judy Hawke, a Canberra child-care worker, decided that she wanted to do something positive about the threat of nuclear destruction. She decided on an epic 5500km ride across Australia from east to west to carry her concerns to the people. Geoff Hawke traces her journey with friend Lise Kelly on the peace trail.

The two women wheeled their bicycles from the front of Melbourne's Dallas Brooks Hall up what must have seemed to them an endless isle to the rostrum. Their hearts pumped hard and their bodies perspired profusely.

For all intents they must have looked as though they had ridden the 1500-odd kilometres around the coast from Sydney that day. In fact, it had taken three weeks.

Seven-hundred people, mostly members of the Nuclear Disarmament Party, stood and applauded Judy Hawke and Lise Kelly as they blushed their way to the rostrum.

Waiting there were NDP members

rock singer Peter Garrett, national chairman Dr Michael Denborough and Western Australian senator-elect Jo Vallentine. Judy was overawed and later recalled thinking: 'A standing ovation before I've even opened my mouth'.

It was a public meeting prior to the first national conference of the NDP; a party that rose to prominence on an extraordinarily swift and large wave just before the 1984 Federal Election.

Dr Denborough called on Judy to talk on what had been dubbed her and Lise's Peace Pedal to Perth to 'reinforce the issue of nuclear disarmament'.

She spoke of motivating people into positive action regarding nuclear

issues and cited herself and Lise as examples. 'I said we weren't political people, but wanted to really do something concrete to make people more aware of the nuclear threat. So we combined commitment with hobby and came up with a trans-Australia bike ride,' said Judy.

Judy got the idea for a trans-Aussie trip in November last year. 'I just thought why not. Sydney to Perth — coast to coast. I couldn't resist it.'

She asked Lise to join her and together they began preparing for the gruelling ride.

Judy and Lise, both 23, had attended the same Catholic girls school in Canberra and had travelled widely overseas. Lise visited Europe, the Mid-

dle East and Britain in 1983-84 and had already travelled over most of Australia. In 1984 Judy visited New Zealand. On her return she wanted further adventure

They began making plans, setting dates, gathering gear, money and experience riding 50km a day. The logistics of such a trip were, of course, enormous — especially since neither woman had toured on a bicycle before. Determination, if nothing else, would surely get them through.

Their trip began from a Palm Sunday peace rally in Sydney on March 31 and was expected to take until Sunday, June 30 to complete. It was not the smoothest of beginnings as the Sydney branch of the NDP did not appear to bother with the two women. According to Judy: 'They just plain weren't interested. I found out later that the Wollongong branch was upset because it thought it could have organised some mileage out of us.'

After riding one day, the rain set in and remained for a fortnight. It was as good an introduction to bike touring as one was likely to get. They travelled through Shellharbour, Huskisson and Tomakin. The night in Tomakin coincided with Lise's birthday, but it was miserable. 'It was raining and depressing and we had no light. So we were inside the tent by 6 pm. 'Usually in that situation we go into a laundry at a caravan park and read a book, but we couldn't even do that because the laundry was locked,' said Judy.

By the time they had reached Melbourne they were soaked, but after 1500kms were getting into the swing of things. One of the most stimulating aspects of the trip so far was the NDP support on the NSW south coast.

At Bermagui the two cyclists were met by Bega peace people and a car with a large sign on top which read 'Peace Pedal to Perth'.

The escort included Chris Polglase, to eventually ride with Judy and Lise to Perth from Ceduna, and Jock Blair, to drive a 1964 Holden ute carrying their gear.

In Bega, House of Representatives candidate Bob Shumack and his wife Meg drove with them to Boyd Town and camped with them a night. From Boyd Town they escorted them to Mallacoota where they were handed over to Jean and Blake Nickells. According to Judy, 'the Mallacoota people were brilliant. It is a town of 1000 people, 100 of whom belong to a peace group. It is just such a beautiful and peaceful town,' she said.

'We spoke to children at the local school and suggested they make their school a nuclear-free zone. I think they were taken with that idea,' she said.

By the time the women had reached Melbourne, publicity of their tour was already widespread. Hence, the walk down the aisle at Dallas Brooks Hall. After participating at the conference, the two women left Melbourne on Saturday, April 27.

On Sunday, April 28, Peter Garrett walked out of the first NDP conference, but Judy and Lise did not hear about it until they reached Warrnambool.

'We were just walking past a newsagent in the main street and saw this huge headline. Agh, freak. Everything suddenly seemed so futile,' said Lise. According to Judy, the two felt disgusted. 'To think that people

couldn't discuss and overcome things for the sake of their ideology. I was particularly disappointed in Garrett. You have to work things through. You can't just walk out,' she said.

Judy believes the issues at the NDP conference had as much to do with power-hungry factions as anything else. It's sort of Garrett and Vallentine on one side and Hocking and Denborough on the other. I think the NDP, and more importantly the peace movement, will survive the split,' said Judy.

The split did for a while have an adverse affect on the two cyclists. 'When we first heard about it we didn't know who we were campaigning for. I don't think anybody knew for

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a while. I mean after the party's most prominent figure (Garrett) walked out, what were we to think. I didn't have a clue. We still had the strength of Denborough urging us on as well as all the people we had stayed with.

'After the split things got pretty depressing, but at least we had our riding to occupy us,' an optimistic Judy said. So ride they did. From Warnambool to Mount Gambier then along The Coorong, that swampy west end of the Princes Highway they had followed so much of, again 'wet and with another bloody headwind'. Eventually they reached Adelaide.

Four television stations awaited their arrival out of the Adelaide hills and onto the flats. By now both women were adept at handling the media. Melbourne had been a good learning experience, if nothing else. They pedalled on into more headwinds, but at least the weather was warm. From Adelaide they rode to Clare, Port Pirie, Port 'Agutta', down to Port Lincoln, across to Ceduna where they would meet their support crew to begin the much vaunted Nullabor crossing.

At Whyalla the women encountered another group of people sympathetic to their cause. They went by the name of Goanna and expressed their views on things nuclear, environmental and

aboriginal through music. It was Saturday, May 18, and Goanna was playing at Whyalla's Sundowner hotel. Judy and Lise decided to let their hair down after experiencing more depressing headwinds coming into Whyalla.

They decided to stay two nights and 'make the most of them'. The tent was pitched and off they went to see the band. They spoke to Goanna tour manager Adrian Henderson and admitted after: 'It was a nice change talking to someone involved in what we were into. It sort of made up for those bloody headwinds'.

That night they (over) indulged in an entertaining evening — and ran out of money. They had just enough food left for Sunday. As Judy later said: 'We knew we could get money at Cowell 80kms down the Lincoln Highway on Monday'. What they didn't count on was a South Australian bank holiday. Luckily Judy remembered \$20 tucked inside her diary, given to her by a friend 'just in case' before leaving Canberra. It solved numerous problems that day.

The weather was better now. Sunshine and 'we even had a tail wind one day,' something they knew would become scarce as they crossed the Nullabor. They were preparing

themselves mentally for the demanding cross to the west. Most likely it would be boring and difficult with the headwinds. But Perth and the relatively lush south-west of the continent were not too far away now — only about 1500kms to go. They expected to reach Perth in the first week of July.

How they would cope with a pro-Garrett nuclear group in the west, they were not entirely sure. 'We'll just play it by ear. We know for sure that the peace movement will remain, if nothing else. In Western Australia we will call ourselves cyclists for nuclear disarmament . . . and take each day as it comes.'

By the time they have completed their peace pedal they will have ridden about 5500kms. Not bad for their first tour. The remaining days would still hold surprises with scores of peace people accompanying them from Albany to Bridgetown — where they would be treated to a civic reception. They would also receive wide television, radio and press coverage in Albany, Bunbury and Perth.

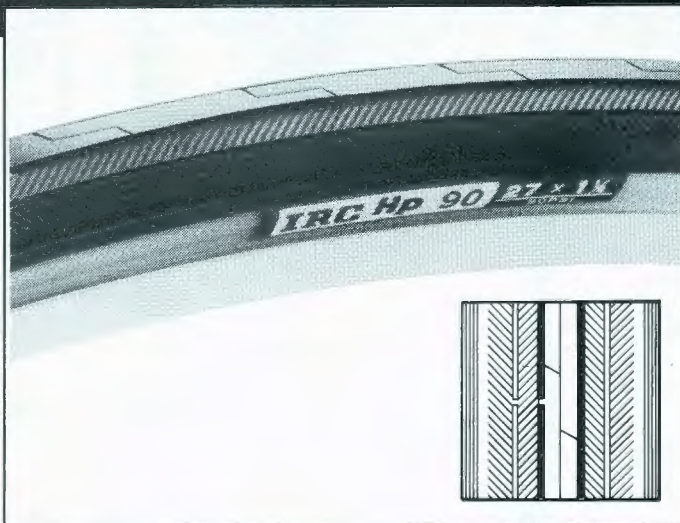
As Tasma Michael, a prominent member of the Bridgetown People for Disarmament said: 'If they are going to cycle across Australia for this cause, they should be recognised, and the world should know about it'.

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CYCLES

Counterpoint Tandem

Warren Salomon previews a new machine that makes significant improvements in the age old tandem design.

In the past one hundred and fifty years there have been many wonderful contraptions designed in the form of a bicycle. All have wrestled with the unique problems of pedal powered propulsion. Some designs like the Rover Safety model of 1885 have modern day descendents while thousands of others both weird and wonderful sadly have been thrown to the scrap heap of history.

Mechanical ingenuity right from the very beginning had a social purpose. People liked close company and so the tandem design was born. It too has gone through many design experiments and has finally settled on the now familiar design.

Designing a bicycle for a single rider is one thing but building a tandem requires a different approach. The present design has its disadvantages. For example the passenger sits in back and has a nice view of the driver's backside but very little control over the machine except when turning.

The biggest drawback in the current design is that the chain connects both the driver's and the passenger's feet together. (Yes I am purposely avoiding those antiquated tandem terms Captain and Stoker). If the passenger is pooped and wants to stop pedalling the driver must do so too. Of course the design is far from perfect but it is relatively efficient and as cheap as you will get for a two seater design.

Some of the very early designs put the riders in different positions like the side by side "Sociable" but mostly for wind drag reduction the 'one-behind-the-other' design has triumphed.

However human inventiveness is still at it tinkering in workshops all over the world. Even in 1985 some wonderful new modification can be made and a brand new machine is introduced to the world.

The Counterpoint tandem is one such marvellous device not because it gets you from one point to another but the way in which you do it and the interesting and enjoyable solutions it provides to some common tandem design problems.

Firstly the passenger sits or should I say lounges in-front while the driver steers and controls the gears on the drive wheel from an upright position



Jim and Marlene Weaver demonstrate the Counterpoint Opus II tandem. Photo: Larey McDaniel

behind. The view from the passengers seat is breathtaking and a photographers delight. But the best thing of all is how the Counterpoint overcomes the common problem of two riders of differing strengths. The passenger can adjust pedalling speed to suit their individual cadence by means of an extra three-speed freewheel and derailleur linked into the main drive chain. What's more the lucky passenger can stop pedalling if they want to. The twist is that if the passenger pedals then the driver must too.

The Counterpoint tandem is the invention of Jim Weaver a professional french horn player who originally took up cycling to improve his recovery time from playing the horn. His wife Marlene caught the cycling bug too and soon they bought a conventional two seater. This proved to be unsatisfactory as Marlene's cadence was slower and she didn't enjoy not being able to see where she was going. It eventually felt to both of them like it was often more work than a single bike. What to do?

After seeing some of the newer recumbent single bike designs at the annual Human Powered Speed Championships Jim, who is also a former bike shop mechanic, set about

building his first prototype.

He now has the Counterpoint in production and at a price of US\$2300 you won't expect to see many on Australian roads.

The only technical disadvantage in the design seems to be the amount of flex in the boom supporting the forward crank set. This boom is adjustable for people up to 6' 2" in height. The passenger's gear control is on the bottom forward edge of the seat and the "cadence modulator system" makes the Counterpoint a very easy bike to ride.

The tandem uses cantilever brakes and the steering system uses a special linkage to control the 20" front wheel directly under the passenger's seat. Counterpoint Opus II is marketed in the USA by Counterpoint Conveyance Ltd. We have printed their current US ad for anyone adventurous enough to buy one.

One final word of advice: if you do decide to buy you will find that it is cheaper to fly to the States and bring it back with you. Normally the Customs Department would charge you duty, sales tax and the rest if you imported it direct. Oh yes, when you do get it back let me know you have it. I'm dying to try it out.

Rambling

A report in a small paper indicates that we may be able to dump our bicycles, strap our panniers to ourselves and take up bike-free touring. Mind you, there's no indication that Alan was successful. The item read: 'A trip to Blackpool to see the finish of the Milk Race ended unhappily for cyclist Alan Gornall when he had his racing bike stolen. Alan plans to carry on racing without the bike.'

Keep your eyes peeled. Two friends of mine have met up with a 75-year-old Canadian man who is pedalling around Australia. One spotted him in Sydney, the other north of Brisbane. The scope of the trip and the man's age make him interesting, but even more so is his gear. For panniers he has kitchen tidies mounted on the bike.

Car drivers are slowly getting the message, if the following item from a British evening paper is any indication: 'Owning a car has become a very expensive business,' he said. 'The only time I use it is to take it round the corner to get petrol.'

You've heard about The Real Bike Rider? Rides 300km in a day, needs no tent, sleeping bag, sleeping mat or rain gear. Does so on all sorts of roads using just one gear and 1" tyres. Never has a puncture because three-corner jacks and glass are scared of her/him.

Bumper sticker spotted in Sydney's Burwood on a big American-style utility: 'If you don't like the way I drive, get off the sidewalk.' I've ridden on bike paths like that.

Recent improvements in headlights and tail lights for bicycles are aimed at making us more visible, but they still leave the problem of how we ensure that we are identified as slow vehicles. Being seen is one thing, being avoided because we are on bicycles is another.

Pedal reflectors are the item most commonly quoted by motorists as identifying us. Many also find flashing lights effective. There are two main types, the strobe and the bulb light. Strobes are usually brighter and have longer battery life but cost more initially. The life of any unit is probably best extended by attaching it to your body rather than the frame of the bicycle where vibration will damage it quickly.

A very satisfactory strobe is the Sanyo Pulse Guard and is available from many bicycle stores. It runs for weeks to months on four alkaline penlite batteries which helps to recoup its cost of around \$30. How long before we have laser tail lights and headlights. Rambling's crystal ball bearing says five years at the most. Watch this space.



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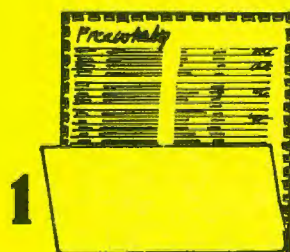
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THE FAT TYRE FANATIC

Mountain Bike Championships

The all-terrain season is starting to hot up and a series of big events are being prepared to give Aussie riders the opportunity to participate in some red-hot competition.

Kicking off the season is the Repco Fat-Tyre Classic run by Australia's only mountain bike club the Fat-Tyre Flyers of Melbourne. This year's event will be run in the Gembrook Ranges on a tough course only 60 minutes drive from Melbourne's centre.

The Fat-Tyre Flyers have developed the event into Australia's premier off-road event and it will take place this year on Sunday September 8th.

Prizes will be awarded in Expert, Novice, Womens, Under 16 and Over 40 categories. The event is open to all mountain bike owners. The course will also cater for spectators so grab your friends and come along. For all entry enquiries phone (03) 387 3012.

The Repco Fat Tyre Classic will incorporate the Victorian State Mountain Bike Championships and will select the team to officially represent the State in Sydney for the Nationals in November.

On October 13 mountain bike competition racing will kick off in the West with the staging of the first ever WA Mountain Bike Championships. Fat-tyred bikes are selling well in the west and owners are keen for some competition. The event is being organised from Avocet Cycles in suburban Perth so contact them for details on (09) 384 8365.

Riders in NSW will get their chance in October with the running of the NSW championships on the 20th over a course handy to Sydney.

Two weeks later Sydney will again be the venue as the second Apollo National Mountain Bike Championships take off. The Nationals this year will follow a different format this year to last year's race held at rural Sofala on the central western highlands. The '85 Nationals will be run on a rougher, tighter circuit

with laps rather than the one big loop of last year. This should mean a more spectacular event for spectators says the event organiser Martin Whiteley. For information about the NSW and the Apollo Nationals contact Martin on (02) 921 122 (AH).

National Mountain Bike body to be formed


If mountain bike riders are to get a fair deal in competition and in dealings with Government agencies and the like it is necessary for them to be represented by an effective national association. Since the staging of the first mountain bike National Champion-

ships last August discussions have taken place among the various bodies and individuals concerned with the development of mountain bike riding in Australia. The result of these discussions is a decision to proceed with the setting up of an association to represent riders and promote competition and non-recreational activity in off-road situations.

A special meeting to bring all interested parties together and elect a steering committee which upon incorporation will become the Association's Executive will be held in Sydney on Saturday November 2.

The Association to be called the Australian Mountain Bike Association AMBA upon incorporation will seek affiliation with all the major competitive and non-competitive cycling bodies in Australia. Apart from the sanctioning of competition events AMBA will represent off-road bicyclists in discussions with the various Government agencies who have a direct involvement in wilderness areas to ensure legitimate access for our non-polluting environmentally sound means of personal transport and recreation.

Full details of meeting time and venue will be published in the next issue of Freewheeling.



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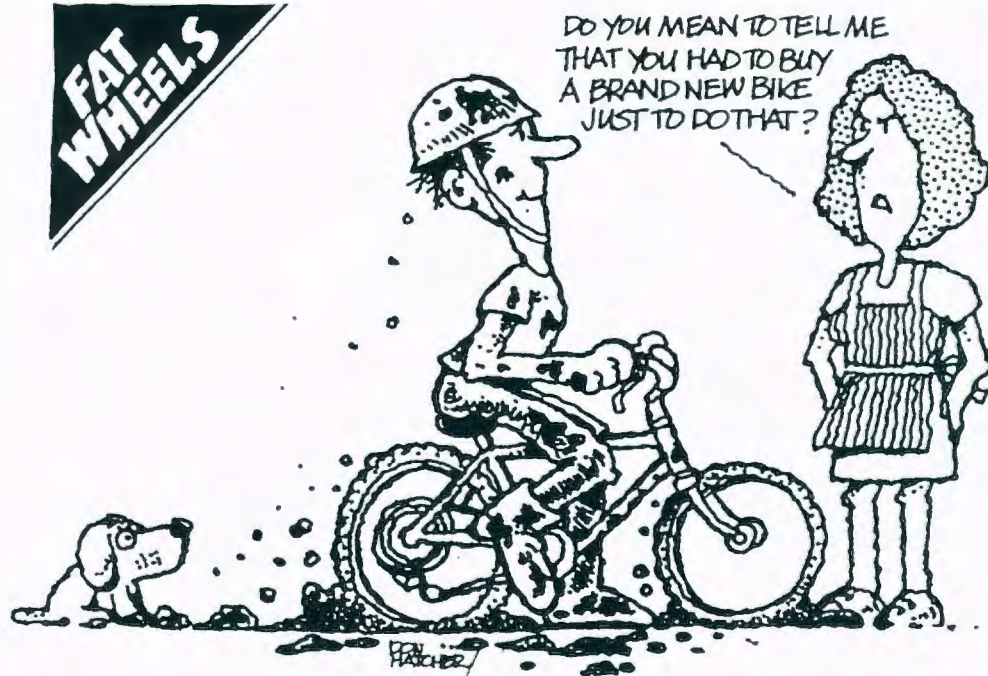


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**FAT
WHEELS**



The Wilderness Trail forges ahead

We mentioned in the last issue of Freewheeling the Wilderness Trail, a specially developed route through the heavily forested areas of eastern Australia for fat-tyre fanatics. I mentioned that some work has been done on its development and that more work was necessary to see it through to a stage where people could hop on their machines and, guide book in hand, ride all or sections of the route between Brisbane and Melbourne.

Freewheeling Fat Tyre Fanatic (in this case its Warren Salomon) is co-ordinating this exciting project and appreciates any help from individual riders and groups. Warren has had a lot of experience in trail development and was one of the people who started the Bicycle Australia National Trail Development Program - remember his article on the first stage of the Pacific Cycle Trail way back in Freewheeling issue number 4.

Stage 1 of the Wilderness Trail so far mapped stretches from Boonah in SE Queensland south to the Hunter River region. The only town actually on the route is Ebor which consists of a Hotel, General Store and a few houses. Stage 2 will bypass Sydney to the west and head through rugged Blue Mountains countryside to through the ranges near Canberra to the Victorian Border within the Kosciuskio National Park. Stage 3 will follow a high route along the range to emerge from the bush within sight of outer Melbourne.

If you are interested in developing this trail or even trying out a small

section of it then come along to a public meeting to be held in the Freewheeling office (see address and phone on contents page) at 6:30 on Monday October 21st. Also planned for 1986 are a series of expeditions to prove sections of the route.

New Equipment

Though the frenzied new product development of the past few years has quietened down there is still a steady flow of goodies designed to knock a hole in the bank balances of fat-tyre fanatics who want the latest and best gear.

Jim Blackburn has followed up his clean efficient rear alloy MTB rack with a good looking front rack. The FM-1 has a protective alloy shelf that doubles as a mudguard and is suitable for most front mounting pannier bags. Sensibly the rack mounts the bags high as the low position is useless for ardent bush riders. This rack only fits fat-tyre bikes and uses larger gauge alloy rod throughout.

SunTour's new XC-II range of off-road/touring components includes a



redesigned set of thumb shifting levers. The LD 3600 levers are made from forged alloy and have rubber hoods to protect the fingers and thumbs. Like their predecessors they offer a three position adjustment on the bar and use a clean 'endless band' clamp to fix them to the bars without protrusions.

One device seen and sold in the USA though not marketed here yet is the Hite Rite. This clever device clamps to the seat pillar and allows your saddle height to be adjusted while on the move. The Hite Rite was designed by mountain bike pioneer and frame builder Joe Breeze.



Cyclists' Accommodation Directory

The Directory is a list of people who offer simple hospitality to touring cyclists. Anyone on the list can stay with anyone else on the list.

Cyclists who use the Directory are asked to write or call in advance. They are urged not to drop in unannounced.

To be included please send your name, address, and phone number, with an indication of where you live e.g. 7 km SE Melbourne GPO. Please enclose a self-addressed, stamped 230x60mm envelope for your copy of the Directory.

The Directory is printed and distributed privately and a \$2.00 donation to defray costs would be appreciated. Send to:

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CRANKSET: Sugino TGT 24-44-48 (optional) inc. sealed B/B.

WHEELS: "XC", 13/14g butted spokes, Araya 7X anodised black centre.

TYRES & TUBES: OPTIONAL

- a) Panaracer Ridge 1.75
- b) Panaracer Radial 1.5
- c) Panaracer "Torque" knobby 2.125

GEARS: "XC" Ensemble.

BRAKES: Shimano "XT" Deore cant.

BARS & STEM: OPTIONAL

- a) CrMo Bullmoose.
- b) "XC" steam & Nitto alloy bar.

SADDLE: OPTIONAL

- a) Ideale leather wide No. 92.
- b) Avocet Anatomic leather cover.

SEAT POST: Laprade 250mm.

PEDALS: "XC" Sealed.

CHAIN: D.I.D. Lanner silver & black.

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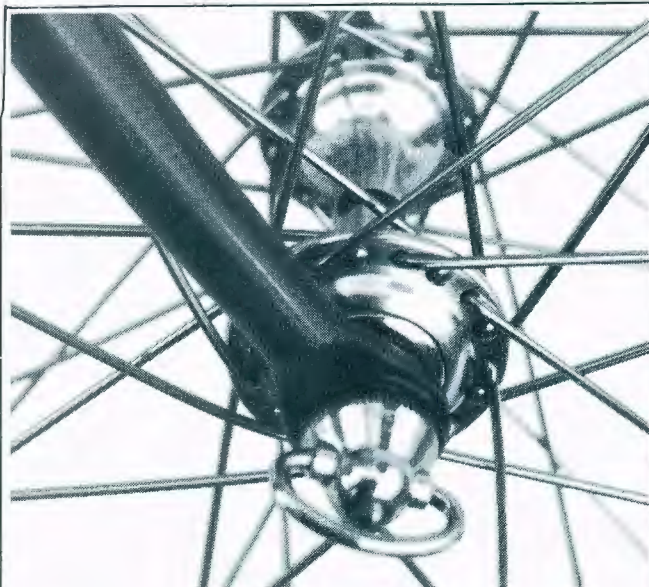
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The 1985 Caltex Great Victorian Bike Ride

By Graham Rebbeck Ride Organiser

The Great Victorian Bike Ride is a 600 km nine day fun ride from the River Murray to Melbourne. The route follows mostly quiet back roads and good support is provided for all participants. The ride is not a race and the average days ride is well within the capabilities of any reasonably fit person.

Campsites are provided with showering facilities at the end of each day and a baggage shuttle will carry your gear. The ride fee of \$67.00 (under 15) or \$95.00 (15 and over) includes breakfast, souvenir guide book, tee shirt, full back and support, train travel Melbourne to Wadonga to commence the ride (note no train travel organised from Sydney this year) and all camping fees etc. Lunches and dinners can be pre brought for \$55.00.

This years itinerary is as follows: Start at Wadonga on November 30 ride to Beechworth; December 1, Benalla; Dec 2, Shepparton; Dec 3, Rushworth; Dec 4, Bendigo; Dec 5, Maryborough; Dec 6, Daylesford; Dec 7, Sunbury; Dec 7, Melbourne.

New plans for this years ride

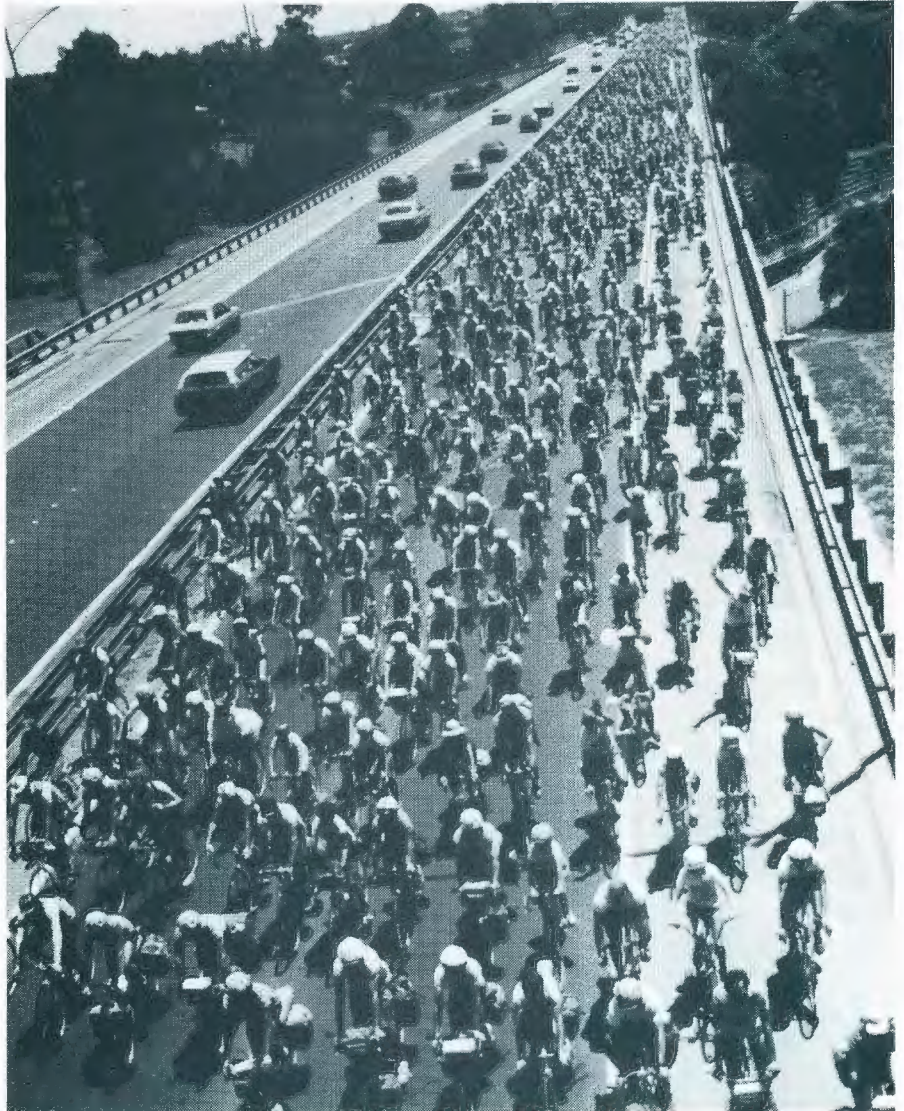
Plans are now well underway for the 1985 event and this year we hope to make life a little easier off the road.

We were able to contribute to a survey conducted by the State Bicycle Committee (Vicbike) and reaped rich rewards in finding out how you felt about the operation.

It is comforting to know that everyone had a good time (96 percent) in fact most said that they would do it again (93 percent). However our main interest was in the areas we can improve and they came up as showers, toilets and queueing.

This year facilities are being boosted threefold and unnecessary queueing should now be a thing of the past with one large catering firm handling the entire operation with a mobile kitchen.

Once again breakfast is included in the entry fee but lunch and dinner may also be bought in advance for just \$55.00. The meals will be big enough for a hungry cyclist and will vary daily.



GVBR riders occupy the Tullamarine Freeway on their triumphal entry into Melbourne at the conclusion of last years ride.

All meals will include a 200 ml bottle of fruit juice or other drink. Tea and coffee will be included with the breakfast and the evening meals. If you do not pre pay you may need to carry your own food on some occasions. Single meals can not be purchased once the ride is in progress.

Other changes include a reduction in the longer days. The route between Beechworth and Benalla has been shortened and Ballarat has been bypassed to include beautiful Daylesford. A camp security officer, information van, notice board, better

maps and signage on the road including distance remaining signs will also be provided.

The GVBR office is already busy with enquiries for this years ride and all looks set for another record breaking event.

Entry forms are available in Victoria from Caltex Service Stations, Ultra Tune outlets, Radio 3AW, the Bicycle Institute of Victoria office or Tourist Information Centres or write to The Caltex Great Victorian Bike Ride, GPO Box 450, Hawthorn, VIC 3122.

Mapping South Australia for the bicycle traveller

A project undertaken by three women for the South Australian Government will see that state's first ever touring guide book published.

Following the article in *Freewheeling* 28 'Discovering Sydney', it's time readers knew what's going on in South Australia for the cyclist.

Freewheeling is an excellent way of spreading the word and we would like everyone to know that a 'Cycle Touring Atlas' is being prepared of South Australia.

This project is being funded by a grant through the Community Employment Programme (CEP), three people are working on the compilation of the Atlas, Evelyn Gray (Co-ordinator), Eileen Baronian and Rosalie Day. Evelyn is an executive member of the S.A. Touring Cyclists Association Inc.

The field work is done on cycles and the team carry full camping gear. The work involves checking camp sites, cheap accommodation, road conditions and gradients, points of interest, cycle shops/repairs, supplies (food), water points, history, geology, flora and fauna, things to do (recreational), for the newcomer how to prepare for a tour, and just about everything the cyclist should know about touring, even the weather.

The Atlas will consist of a series of maps, all will be published individually for the convenience of the cyclist. There will be a plastic wallet

available that will accommodate the

complete set of maps including a handbook giving much more information for the cyclist and a directory of bed and breakfast accommodation in private homes.

The response from the people in the areas researched has been very encouraging, showing a genuine interest and reinforcing the fact that there is a need for an Atlas of this type.

The team are really excited about this whole project and are enjoying every minute, whether they be out on the road or in the office and hopefully their enthusiasm will encourage many people to dust the cobwebs off their bikes and get to South Australia pronto.

The first map in the series has been printed. It covers the popular Barossa Valley and its promotion and launching coincided with the Barossa Valley Vintage Festival. What an excellent time to try the route which goes past many of the wineries (they do have non-alcoholic wines too!).

The maps being used will be topographic maps 1:100,000 and 1:250,000 involving up to four maps being joined together, certainly good value and it depends on the area as to which scale is used.

The maps will all fold to the same size and will fit into a handlebar bag and for the retailer, will fit into the normal display unit. We have thought of everything. Even public transport within South Australia for transporting bicycles, so that the monotonous and sometimes dangerous main highways don't have to be cycled.

We have been told that the bus companies will implement appropriate actions if and when the demand is there. Please don't let us down, all they need is cyclists to use the facilities and they will get better and more abundant.

Further information can be obtained by contacting Evelyn Gray, Department of Recreation and Sport, 1 Sturt Street, Adelaide 5000, South Australia. Tel: (08) 212 5855.

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Headlights for bikes!

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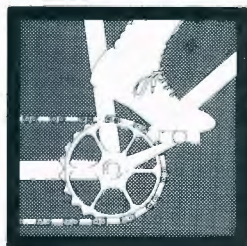
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HELMET SURVEY TIME LIMIT EXTENDED

The Helmet Survey being conducted by Dr Henry Pang and Mr Derek Miller for the Federal Office of Road Safety has been extended. The Survey is part of the **Bicycle Helmet Information Project** and aims to collect valuable research data that will help to save lives. The project wants to know how **you** the bicycle user feels about helmets in general.

Close of entries has now been extended to September 30. After that date the lucky winners names will be drawn at random from the survey forms received so send yours today. You have to be in it to win one of two Cat Eye Cyclo Computers or one of three ASA approved bicycle helmets.

Please note: This survey is being supported by *Freewheeling*

WIN A BICYCLE HELMET OR A CYCLO COMPUTER

This Bicycling Helmet Usage Survey is being conducted by Dr Henry Pang and Mr Derek Miller as part of a *Bicycle Helmet Information Project* commissioned by the Federal Office of Road Safety.

By participating you could win one of two Cat-Eye Solar Bicycle Computers or one of three bicycle helmets. Freepost No.21, Bicycle Helmet Survey, PO Box K534, Haymarket NSW 2000.

Name

Telephone number Bus/hrs.

Demographic Details

1. Your gender: M; F.
2. Your age.: -18; 18-34; 35-49; 50-64; 64 +
3. Your postcode:
4. Education (multiple selection permitted). Did you attend: High School; Tertiary Institution; Tech. School.
5. Employment. Do you work: full time; part time; are you a full time student; unemployed.
6. Income (per annum). Under \$10,000; \$10,000-14,999; \$15,000-19,999; \$20,000-24,999; \$25,000-29,000; \$30,000-39,000; over \$40,000.
7. Type of job. Professional; Technical/Semi professional; Public Servant; Trade; Managerial; Student; Clerical; Unskilled; Retired; Other.

Bicycle Ownership

8. Do you own a bicycle? Yes; No.
9. How many bicycles do you own? 1, 2, 3, 4, 5, 6, 6 +.
10. To what use do you put your most often used bike? General transport; Touring; All-terrain; Racing; General Recreation; Fitness.

11. How often do you cycle? Daily; More than once a week; Once a week; infrequently.
12. How long would you spend cycling on each outing? less than 1 hour; 2 hours; 3 hours; 4 hours; more than 5 hours.
13. What kind of bike do you own? Custom built lightweight; high performance sporting lightweight; high performance sporting lightweight; All-terrain; BMX; Tandem; Fixed gear track bike; cruiser type; Folding type; exercise bike.
14. What is the cost of your most expensive bike bought new. Under \$150; \$150-199; \$200-299; \$300-399; \$400-499; \$500-599; \$600-699; \$700-899; \$900-999; \$1000 +
15. Do you own any of the following items of bicycle equipment (multiple selection permitted): Toe clips; Tool kit; Battery lights; Generator lights; Specialised bicycle clothing; Automobile rack; 'V' type locking device; Chain or cable lock; Helmet; Touring Shoes; cleated shoes; Child seat; Bicycle computer; Windshield/fairing.
16. Do you plan to purchase any of the items below in the next twelve months. (Multiple selection permitted): Toe clips; Tool kit; Battery lights; Generator lights; Specialised bicycle clothing; Automobile rack; 'V' type locking device; Chain or cable lock; Helmet; Touring Shoes; cleated shoes; Child seat; Bicycle computer; Windshield/fairing.

BICYCLE HELMET SURVEY

Bicycle Touring

17. Have you been bicycle touring?
Yes; No.
18. What duration of trips do you prefer? One day; weekend; week long; two week; other.

Bicycle Selection

19. When considering the purchase of a bicycle do you use Freewheeling to guide your selection? Yes; No.
20. Where did you buy your last new bike? Bike shop; Department store; Sporting store; Discount store/supermarket; Toy shop; Automobile supply shop.

Bicycle Helmet

21. Do you own a bicycle helmet?
Yes; No.
22. Are you planning to buy a bicycle helmet in the next 6 months?
Yes; No.
23. How many bicycle helmets do you own? 1, 2, 3, 4
24. Which brand bicycle helmet(s) do you own? _____
25. Why did you purchase your particular brand? (mark in order of priority, 1-10, 1 being most important): ☐Advertising; ☐Low cost; ☐shops recommendation; ☐friends recommendation; ☐manufacturers reputation; ☐standards approval; ☐comfort features; ☐good looks; ☐good protection; ☐manufacturers return policy.
26. What do you think are the three best features of your helmet? Easy adjustment; good fit; good ventilation; good protection; safe colour; low weight; suitability for racing; good looks; other.
27. How could your bicycle helmet be improved? (mark in order of priority, 1-10, 1 being most important): ☐Improved ventilation; ☐lower weight; ☐more secure straps; ☐lower cost; ☐more comfort; ☐better looks; ☐wider colour range; ☐don't know; ☐easier to clean; ☐no improvement needed.
28. Perhaps you never wear a helmet or only occasionally, why? (mark in order of priority, 1-6, 1 being most important): ☐poor ventilation; ☐too costly; ☐useless; ☐no-one else wears one; ☐can't be bothered; ☐uncertain what to buy; ☐other.

29. What changes need to be made before you will use a helmet or use your existing helmet more often? (mark in order of priority, 1-9, 1 being most important): ☐Lower cost; ☐improve ventilation; ☐lower weight; ☐more socially acceptable; ☐more secure straps; ☐more comfort; ☐better looks; ☐compulsory legislation; ☐more information.

30. Is your bicycle helmet SAA approved? Yes; No.

31. Would you look for an SAA approval mark? Yes; No.

32. Would you like more information on what SAA approved means? Yes; No.

33. Do any of your friends wear bicycle helmets? None; few; half; most; all.

34. Why don't more of your friends wear bicycle helmets? (mark in order of priority, 1-12, 1 being most important): ☐Too costly; ☐useless; ☐poor ventilation; ☐too heavy; ☐sissy; ☐no-one else wears them; ☐not needed; ☐ruins hairdo; ☐gets too smelly; ☐none fit properly; ☐medical; ☐don't know.

35. Why do you wear a helmet? (mark in order of priority, 1-5, 1 being most important): ☐Good example to others; ☐club or school rules; ☐head protection; ☐increase visibility; ☐summer shade/winter warmth.

36. Are you a member of any cycling club? Yes; No.

37. Do you think that bicycle helmets should be mandatorily made to SAA Standard? Yes; No.

38. Do you think that the wearing of bicycle helmets should be made compulsory? Yes; No.

39. Do you think that adequate facilities are being provided for bicycle riders? Yes; No.

40. Which of the following items would be most useful to you if included in a bicycle information kit (Mark in order of priority 1-10, 1 being most important): ☐Reasons for helmets; ☐how helmets are designed; ☐how helmets are manufactured; ☐the role of the Standards Association; ☐the testing process; ☐the history and current status of the helmet Standard; ☐the case for and against compulsory wearing of helmets; ☐projects which have sought to promote helmet wearing; ☐the economics of the helmet industry; ☐the role of various actors in the helmet story.

as a community service but we are not conducting it. **Send your survey forms to the address below and not to Freewheeling.**

To be eligible for the prize simply include your name and telephone contact number on your form. Note: Freepost does not require a stamp to be attached to your envelope.

Send your completed form to:

**Freepost 21,
Bicycle Helmet Survey
PO Box K534
Haymarket NSW 2000**

Please circle your choices on the questionnaire and post today. Don't forget your name and contact number if you want to be eligible for the prize.

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The group that accompanied the author on his tour of southern China poses for the inevitable group shot.

In China awheel

The only way to see the real China is from the saddle of a trusty bicycle. In this new account of a China bicycle tour Wal Liddle explores the roads of Guangdong province in the south.

Was I to become the victim of State Bureaucratic oppression as some of my friends had predicted or would I live to see another day?

We were entering China via the Macau border post under red and gold flags of the People's Republic. The customs officers, both men and women, were taller than the normal Chinese and wore dark blue uniforms with brass buttons and gold badges. A single Red Star was worn in the blue

peaked cap. One woman officer was very interested in my books especially the one on philosophy by Alan Watts. My thoughts turned to the sayings of Mao, the Little Red Book and Hitler's book burnings.

Well, I wasn't considered to be a capitalist reactionary because after a few brief questions she waved my bike and luggage through the final barrier. Imagine my surprise to see a duty free shop at the end of the customs building stocked with Johnny Walker whisky and other western goodies.

Our party of 15, consisting of nine women and six men, lined up outside checking our 10-speed gears and the brakes ready for the days' ride. I was appointed leader and Malcolm the "tail". Although it is impossible for a Westerner to get lost in China it made for better organisation if we were grouped together between the leader and the "tail". We were all rugged in jeans, beanies and gloves for the cold weather.

Over the next 16 days we would ride 660kms, cycling on each alter-

The Freewheeling Index

At last the publication that completes any *Freewheeling* set — the Index of Issues 1 — 15.

This valuable reference is your key to the many technical articles, reviews, tour guides, reference articles and travel pieces locked away within the first fifteen issues of *Freewheeling*.

The index lists items under subject title and author with a special handy map reference to the many tour guides published so far.

If you are planning a tour or want to look up some important cycling fact then the Index 1 — 15 can be your key to the information.

The Index is illustrated with original cartoons by Phil Somerville making it a truly unique publication.

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Use order form on page 41 of this issue.

nate day, with a bus tour on each rest day. The longest day's ride would consist of 110kms between Foshan and Shaoquing. Our route with deviations would be from the border to Guangzhou (Canton) and north to Hot Springs. Some of us had trained in Australia preparatory to the trip but two of the women had not ridden a bike for years. To the cry of "mush" we cycled out of the walled compound onto a tarred road which skirted an angry sea.

Our route passed by a number of small seaside villages where bamboo fenced ponds stocked with white ducks could be seen. A large fishing net was draped across the entrance to the lagoon.

At a curve in the shoreline, the road deteriorated into a dirt track and cyclists had to be careful of punctures because of the sharp stones that were being spread on the ground by a gang

of men and women. The macadam surface again materialised but we were "slowed" because only one lane was passable. Three men were slaughtering and skinning a water buffalo in the other lane.

Our accommodation for the evening was at the Stone Mountain Tourist Centre in rural Kwantung — a modern brick complex situated in a shallow valley surrounded by mountains. Booking into the hotel to the relayed sounds of "Buttons and Bows", I was intrigued by the sign on my bedroom door which stated "If you're looking for your room maid after dark, please contact the main office."

Our route the next day continued into the countryside, hens wandered across our path and a small dog barked at us as we passed through one of the villages. A small group of ducks waddled along in military formation en route to the nearest pond, followed by their herder, a young boy who used a long stick with a flag on the end to control them. A gnarled old woman was ploughing a field, behind a water buffalo, dressed in black cotton slacks and jacket under a straw coolie hat. She was barefooted and sunk to her ankles at every step she took.

The school recess bell sounded as we turned down a dirt road to the Sun Yat Sen High School, the pathways being crowded with pupils on their way home for a two hour lunch. A loudspeaker was blaring out quotations from Chairman Mao! "Young people should be able to achieve anything". "The young should learn from the old". "Young leaders should be better than the old leaders". The heroes on the school wallboard consisted of Government leaders, opera stars and construction workers.

Next to the school was the home of the founder of modern China, preserved as a museum. Joseph whispered that the captions on some of the photos distorted the truth as they indicated that Dr. Sun Yat Sen was a "working class hero".

The further we rode, the heavier the traffic became as we weaved in and out of Chinese men and women riding their bicycles to the nearest town or coming home from a shopping expedition. Their bikes were heavy duty black or green, one or three speed, machines that were built for durability not for speed. As we came to a steep gradient, a middle-aged man was pushing a bike loaded to a height of two metres with a stack of green palm fronds. Further on, a man was doubling his wife, whilst their baby was tucked into the front basket. At a bend in the road we passed a bike with two large pigs slung in baskets from the rear carrier stack.

Hatta

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That afternoon, we were deafened by the honking horns of the buses and trucks that pulled out to pass us. Another hazard was the lack of road sense of the Chinese, who would change direction without warning or hand signals, imperilling their fellow cyclists including us Aussies. I learnt my lesson the hard way, when a Chinese gentleman turned across my path causing us both to do a "bike waltz". It was pure chance that we did not hit each other and end up under a bus!

Late that afternoon we entered the outskirts of Shiqui, a large provincial city situated on a tributary of the Pear River. Hundreds of bikes, pedestrians and three-wheeled carts were criss crossing each other along the dusty streets with blue uniformed police directing the traffic at the major intersections. We came to a dead stop in a "people and bike jam" outside the building housing the "Peoples Insurance Company of China", but eventually did our final weave down a wide avenue leading to the Overseas Chinese Hotel, a modern eleven storey building. The evening meal consisted of a seven course banquet with one of the dishes being a meat we did not recognise. Joseph informed us that the dog we had seen earlier might have ended in the cooking pot as a special treat for the overseas guests.

The next morning was spent wandering the town, absorbing sights and sounds, the narrow streets being lined with unpainted shops and stalls. The chemist shop sold only homeopathic medicines whilst the hardware store sold earth powders in different colours. Meat was sold uncovered and without refrigeration. An itinerant merchant was attracting attention by playing a trumpet of ancient design whilst a magician performed his tricks next door.

An old man had set up a table on the footpath complete with lacquered pots and brushes. For only a few cents he would paint Chinese characters on gold spangled red paper as a good luck symbol to welcome in the New Year. Two men, in civilian clothes, with red arm bands, patrolled the area on behalf of the Revolutionary Committee to prevent littering and enforce law and order.

Returning to our hotel, Joseph and I were stopped by the swing bridge which had been raised to allow the river traffic to pass down stream. After a thirty minute wait we formed a long queue of people waiting to cross the river by means of pole-propelled punts. Three or four of these craft were doing a roaring trade, ferrying bikes and people from bank to bank. The queue became a crush of men,

women and machines, in a metre wide alley that led to the wharf. As each punt approached to discharge its passengers, we would move forward, with the more agile men pushing to the front, elbowing the weaker men and women out of the way.

Our evening's entertainment consisted of ballroom dancing at the local "Palace of Culture", a large hall in one of the main streets. A sign above the counter serving cold soft drinks stated "Warmly Service for You". The ballroom floor was paved with ceramic tiles, whilst blue, red and yellow glass shades (design c.1940) illuminated the scene. All the doors and windows were open, letting in the icy cold but the Chinese did not seem to mind. The young couples, who were dressed in slacks and jackets danced the foxtrot beautifully, whilst us Aussies stumbled around the floor in

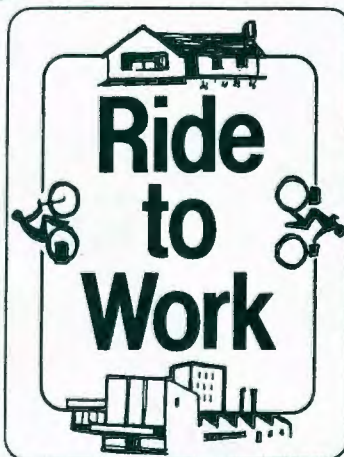
parkas, gloves and sandshoes. When we asked for disco music, we were told that it was banned by the Government as bourgeois and decadent.

The next morning saw our party cycling 42kms, to Da Liang, a small town in the county of Shunde. The road led past many irrigation channels which were used to transport bricks, sawn timber, bamboo poles and sugar cane. Our group came to a halt beside a very wide, swift flowing river, one of the main arms of the Pearl River Delta. We queued on the side of the road, in a long procession of Chinese and Japanese made trucks and buses, waiting for the boat ferry.

A long punt loaded with coal was tied up at the river bank with two hens pecking on the top of the heap. A

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young family of two children, a man and wife, lived in the back section, with no screen between them and the coal. One of the roadside vendors was selling blackmarket cassette tapes whilst others sold cakes, fruit and cigarettes. An old lady crossed the road, right under our noses, carrying two buckets of evil looking human manure, for use on the vegetable crops. We now knew the source of the peculiar smell that permeated the countryside.

The first vehicle ashore from the incoming ferry was a large, black limousine with a red flag insignia on the bonnet. The chauffeur driven car contained high government officials travelling to a conference. So much for the equality of the proletariat! The cyclists were ushered in first, being crammed in by the high sided trucks, many of which were of a 1940 Russian design, similar to the Chevrolet. Our ferry curved in a wide arc for about 15 minutes before reaching the opposite shore of the muddy brown river.

Joseph suggested a ride into town; to get some milk which proved to be different to what I expected. The shop was a very drab affair with a concrete floor and hard wooden benches. The proprietress was distinctly grubby but did wear long leather gloves, to serve the milk which was kept in tinned

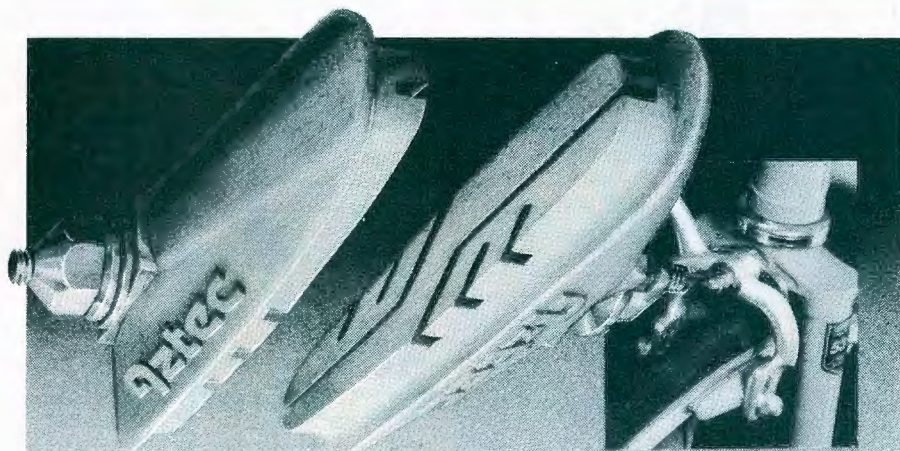
buckets, on a white-tiled fuel stove. The junket-like milk was served, hot or cold, in ceramic bowls. I don't think they had ever heard of "malted" or "chocolate" flavouring.

At the Dae Li County Commune, one of the many that provide work and sustenance for 800 million people from birth to death. Mr Chang, the chairman, said that the commune was only part mechanised because full mechanisation could mean unemployment for some of the 81,000 persons under his control. He stated that since Mao Tse Tung's death and a change in Government policy, people could now build and own their own home.

We visited a typical home of a farming family which was situated in a village of 50 houses in the middle of agricultural fields. Each house was joined to its neighbour with a small backyard to each. The house was not luxurious, by Australian standards, but was adequate and comfortable for a family of seven adults. A TV set stood in the corner of the lounge room. The kitchen contained a fuel stove and a white tiled bench on a concrete floor. Mrs. Chen was very proud of her electric rice cooker and washing machine but said that the washing machine had its drawbacks because there was no piped water supply to her house.

We celebrated Lorraine's birthday that night with an iced cake decorated with a bicycle design. A noisy wedding party was proceeding in a room next to ours and halfway through our own celebrations, the bride and groom entered, with a tray of offerings containing sweets, trinkets and small denomination paper notes. The bride was dressed in a pink suit, the groom in a dark grey suit without a tie and both wore a red feather, the Chinese symbol for happiness. Suddenly, a loud crackling noise, like machine gun fire, penetrated the room. This was the traditional method of celebrating a wedding, by setting off a string of crackers at the hotel's entry gate. The longer the string, the louder the noise, the more prestigious the occasion; but what a racket! The Communist Party has tried to stamp out expensive wedding feasts like these but has not succeeded.

From Foshan to Shaoquing proved to be a long, gruelling day relieved by a picnic lunch by the side of the road. We feasted on tinned dace (fish), pork, steamed white bread and Daiyun Beer, and somebody, forgot to bring the tin opener. On arrival at Shaoquing, hot and dirty, we were informed that the boiler had



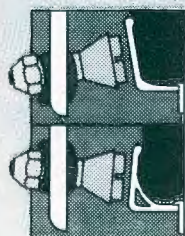
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broken down. We were amazed to see the staff of the hotel emptying all the thermos flasks and heating water on fuel stoves, to satisfy our needs.

Shaoqing was surrounded by vast man-made lakes, out of which rose high mountain peaks, hence the name for the district, Seven Star Crag. A Buddhist monastery was located at the top of Mount Dinghu, in the middle of a national conservation area. Our lunch consisted of a hot vegetarian meal served by the monks who were dressed in dull yellow and brown robes. The abbot indicated that the monastery had seen better times, under the Chinese Emperors, when 1,000 monks lived here. He said that part of the present buildings had been destroyed at the time of the "Red Guards Movement" but this damage had been repaired by the new Chinese leadership. One of the worshippers asked Lorraine to remove her shoes when she entered a sacred area to photograph the three Golden Buddhas.

We had our evening meal on the third floor of a "Tea House", filled with Chinese from all walks of life. I was intrigued by a group of men and women who were cooking strips of meat and leafy vegetables over a small coal burning brazier. Mr Ou Song Chiang spoke to me in English, in-



Bicycles everywhere. In China's big cities you certainly feel at home as a cyclist with so many others doing it too.

roducing his fellow executives from the China National Arts and Crafts Company who were being entertained, on his expense account. He had just returned from a sales promotion trip to Sydney.

On Wednesday, we arose early, preparatory to cycling halfway to

Guangzhou (formerly Canton), a distance of 52kms. The countryside was beautiful, with deep blue misty mountains in the background, the lower parts being terraced with rice fields.

The cyclists were strung out over a distance of 2kms with the support



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Riders take a roadside lunch on tour in rural China.

truck at the rear. As Malcolm and I came over a rise, a dramatic sight met our eyes, a portent of impending tragedy. Coming towards us was a motor bike and a side car containing two blue uniformed military police and a white uniformed traffic policeman. All looked resplendent with brass buttons and red stars but seemed out of place in this peaceful rural scene. We found out the whole story at our lunch spot when we were joined by other members of the group.

The policeman had been travelling to a village where a crime had been committed. One of the male workers had gone berserk with an axe, seriously injuring an old man. The rest of the village beat up the assailant and secured him with rope. The police arrived, arrested the "madman", commandeered our support truck and drove the victim to hospital. Apparently, some tempers had been inflamed by the old man receiving money from his sons in Hong Kong, to build a house. The "axe wielder" resented the gift, as wages in Hong Kong were on a grand scale, compared to the low rates of pay in China. That afternoon we experienced the physical evidence of the assault when we loaded our bikes into the truck and saw the blood on the tail gate!

As we approached Canton, we saw a most peculiar sign which said "Don't Drink and Drive", and featured two drunk Chinese on bicycles. We then realised how appropriate the sign was because there are no private cars in China, only taxi cabs and consular vehicles.

Our accommodation was at a super luxurious hotel on the outskirts of Canton, with everything laid on for the

Western visitors, including room service and coffee. We attended a disco, in the neighbouring Nanhu Hotel where we found a number of Japanese businessmen dancing to the latest Western tunes, with flashing strip lights, in the background. The price of 10 yuan we thought rather steep but our hosts indicated that the charge was comparable to similar resorts in Hawaii and Japan. They said that the price was set at that level to discourage participation by the local Chinese.

Our bus stopped at the market town of Taiping to pick up a young, Chinese nurse, en route to Hot Springs. The town was packed with people on their way to visit relatives or on shopping expeditions. Small welding workshops and tinning factories abutted the town square, ready made clothing was featured on many of the street stalls. A sign on one of the buildings stated, World Health Organisation Collaborating Centre for Primary Health. Next door was the Conghua County Public Health Bureau. Numerous billposters extolled the virtues of birth control with the slogan, "One Child is Glory".

A loudspeaker van sped by extolling the same theme. The wallboards in the town square displayed photos of drug smugglers, petty thieves, and large scale embezzlers wanted for their crimes. The captions stated:- Consolidate the Socialist Democracy Judiciary System! As we left the town our young nurse stood in the open doorway of the bus, waving and shouting remarks to her teenage friends.

At Hot Springs we were billeted in large guest houses, a la Katoomba

style, the villas being constructed by the Chinese and Russians in the 1950's when an amicable relationship existed between the two countries. The bedrooms were huge with a large enclosed verandah, across the front of the building. We had every amenity including a sunken bath, with piped water from the hot mineral springs. A large entertainment hall with a dance floor, billiard and tennis tables was located in the grounds.

The tourist centre was also used for Government conferences as we found out when walking along one of the back streets. We were stopped by a Red Army soldier with a rifle held at the ready. He made it clear that we were to proceed no further. As we retraced our steps, a group of elderly Chinese clad in dark blue, padded cotton jackets and trousers emerged from the buildings.

That afternoon we were joined by Charles Ng, the Managing Director of Cross Point Tours, who had flown in from Hong Kong to meet us. He was a small boned, middle-aged man who was very affable, joining in all our fun. Charles had been born into one of the classical Southern Chinese families and at the age of five, had actually witnessed executions of landlords by the new Communist Government. Although his mother and father had escaped death, their land was appropriated and the family fled to Hong Kong. At the age of 14 Charles had caught a cargo boat to Sydney and after a few years graduated as a TV technician from North Sydney Technical College.

He had worked for WIN5, Wollongong Television, for a number of years and had been active in the organisation of the China Day celebrations in the Haymarket, Sydney. Returning to Hong Kong, he became a producer of TV shows and made many contacts in Communist China. He now owns shares in a small electronics factory in the north of China.

Our farewell feast consisted of special dishes prepared in one of Canton's famous restaurants, hosted by members of the Chinese Youth Federation and the Chinese Travel Bureau. One of the highlights of the evening was a peanut eating competition in which the diners transferred peanuts from a saucer to the mouth, with chopsticks. What a slippery game it turned out to be with our laughter penetrating all corners of the restaurant. Our hosts presented each of us with a small soap-stone souvenir:- an elephant — a symbol of life, a tortoise — for good luck and a dove — of peace. The next morning we boarded a luxury diesel train, en route to Hong Kong.

BINSW moves to new office

The Bicycle Institute of NSW has moved to a new address at 802 George Street Sydney. Their new telephone number is (02) 212 5628 and postal address is GPO Box 272 Sydney NSW 2001.

Around Australia in 80 days

On July 14 this year Ian Hay of Melbourne left his hometown to ride around the coastal highway in eighty days. As far as we know Ian, who will celebrate his 55th birthday in Tennant Creek, will establish a new record if he completes the journey in his scheduled time. Ian who is a member of the League of Victorian Wheelman is riding a new Peugeot bicycle and will average 200 km per day on it. The end of his journey will come when he rides into Melbourne on Wednesday October 2. He will not have any rest days during the trip.

Bike Expo the biggest

Bike Expo which will be the largest bicycle exhibition ever seen in Australia will get underway at the Melbourne World Trade Centre on Thursday October 17 this year and run over the weekend to finish Sunday night. Expo organiser Bill Long of the Retail Cycle Traders says that the exhibition, which is free to the public, will see over 40 companies show their wares. There are over 20 bikes to be won by visitors to the show in various competitions.

On the Saturday the first stage of the Sun Tour will head off from the Bike Expo venue between 3 and 4 pm. The prologue, will start at 2 pm. A 24 hour 'Oppy' teams touring time trial run by the Audax Club of Australia will also finish at the World Trade Centre at 3 pm on the same day. Patronage for the event has been granted by the parent Audax body in Paris and teams of 3, 4 and 5 can enter. For info about this event contact Terry Gross (03) 4354437.

Expo will be held in conjunction with the Bike of the Year Awards which will select bicycles in 14 categories. The awards will be judged by a panel of expert independent judges who will deliver their verdicts at a special presentation dinner held at the end of the Expo on Sunday evening.

Penny farthing record set

Melbourne brick and stone merchant Phil McDonald has broken a 100 year old record with his four day two hour ride between Adelaide and Melbourne. Phil who is 39 rode his 105 year old penny farthing hard to smash the existing record of eight and a half days.

He has only been riding the penny farthing for fifteen months and already holds the Australian track title. His next exploit is a 24 hour non stop ride in November at the Northcote (Melbourne) velodrome.



Molly Meldrum heads Federal helmet campaign

Popular ABC Countdown compere Molly Meldrum along with several top Oz rock groups have joined forces with the Federal Department of Transport in a national bicycle safety campaign to urge young people to wear helmets while cycling.

Meldrum is featured in a series of four full colour posters modeling Guardian and Stackhat helmets instead of his familiar felt hat. The campaign was launched recently in Melbourne by the Transport Minister Peter Morris. The Minister said that eight out of every ten fatalities involving bicycle riders were due to head injuries.

Some of the slogans used on the posters include such gems as: Watch out for busted heads - go for brain cover; Don't hit the road without your helmet; Don't be a dead head - wear a helmet and Get your head into gear - wear a helmet.

Posters have been distributed to bike shops and clubs. They can be obtained free from the Office of Road Safety in Canberra. Check the number in the Canberra phone directory.

Government sponsors Effective Cycling course

The Victorian Government has broken new ground by agreeing to set up this country's first ever Australian Effective Cycling course. The course expressly run for adults to teach urban riding skills will be offered at the

Footscray Institute of Technology. The course will be called the Competent Cycling Course and will cater for a maximum of 20 people in the second semester this year. It will be run by Bill Dix Encouragement Co-ordinator for the State Bicycle Committee. The list of course instructors reads like a who's who of Victorian bicycling and includes: Alan Parker, Tony Adams, Stephen Whateley, Gary Trowell and Ron Shepherd.

Half year accident figures

In figures released by the Federal Office of Road Safety the number of bicycle riders killed on Australian roads in the first six months of 1985 totaled 34. Fourteen of those were in Victoria while both Queensland and NSW had seven fatalities each. None were recorded in Tasmania, three in South Australia and one each in West Australia and the Northern Territory.

NSW Bike Week 1985

The second annual Bike Week will be held across New South Wales from October 12th to October 20th 1985. It is sponsored by the State Bicycle Committee.

Bike Week is a celebration of bicycling and its benefits for the individual and the community and what a better way to celebrate than with cycling events. The big events will be:

The Sydney Spring Cycle Sunday October 20 - A 35 km ride from Sydney to Parramatta with a morning tea provided at the Lane Cove River Park.

Ride to Work Day Wednesday October 16 - A chance for all would-be bike commuters to take the plunge and ride individually or in a group to work school or college.

The Great Slow Bike Race Spike's Bike Book for parents of little kids will be relaunched on Sunday October 13 in Sydney's Centennial Park. Children are invited to compete in the Slow Race.

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Age group winners will be those who make the least forward progress in a given time with an emphasis on safety rather than speed. Prizes for winners.

The Great Bicycle Discovery Ride
Newcastle will be the centre of a number of bike events including this one to be held on Sunday October 20. The Newcastle Bikeplan will take cyclists on a 20km adventure route and special certificates will be provided for those who compete. Lucky participant prizes.

Stockton Festival of Cycling
Saturday October 12. Riders will leave shopping centres around Newcastle and converge on the ferry wharf for the short journey across the Hunter River to Stockton where the stage conclusion of the Commonwealth Cycle Classic bike race will be witnessed. Criterium races are also planned.

Pedal your heart to breakfast
Tuesday October 15. This morning ride to breakfast in Burwood Park Newcastle will give sponsored riders the opportunity to raise money to help the National Heart foundation's fight against heart disease.

For further details on Bike Week contact the SBC Bike Week Co-ordinator David Martin on (02) 268 2800.

Queensland Government sets up Bicycle Advisory Group

The Queensland Government has recently announced its intention to form a Bicycle Advisory Group. The group is yet to meet and establish its priorities but is expected to perform a similar task to other State Bicycle Committees operating in other states. Peter Brandis who is President of the Brisbane Bicycle Touring Association has been asked to join the Group. Peter helped organise the very successful Queensland Bicycle Planning Conference held in Brisbane last year. The establishment of the Group is seen as a direct consequence of that meeting.



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Bruce Keach of NSW in action. Bruce is a member of the Australian Team to recently compete in the Japanese National Cycling Championships. The team was sponsored by Malvern Star who recently entered into an agreement with the Australian Amateur Cycling Federation to ensure advanced-technology machines to Australian teams.

New council meets with cyclists

Cyclists representatives from the Brisbane Bicycle Touring Association met recently with the new Vice-Mayor of Brisbane Ald Denver Beanland. The new Liberal run City Council will consider a submission made by the BBTA concerning the Brisbane City Bikeplan. The newly elected Council is reviewing the operation of its Bikeways Committee and the BBTA hopes it will be invited to represent the interests of Brisbane's cyclists when the Council completes its review.

Woodrup shatters 7-day cycling record

The Victorian town of Port Fairy met record breaking cyclist Graham Woodrup with flag-waving, balloons, cheering, bell-ringing and loud applause as he finished his marathon 2,727 km one hundred and sixty eight hour ride. Woodrup who also holds the Melbourne-Adelaide-Melbourne and Adelaide to Sydney records completed the Port Fairy to Melbourne and return circuit five times. He also holds the Australian 24 hour tandem record (707 km) with round Australia cyclist Ian Hay.

Graham broke a 36 year-old record and raised \$30,000 for the local hospital as a result. He rode through heavy rain and strong winds but was cheered on by a big crowd every time he returned to Port Fairy.

Wollongong cycleways expand

The Wollongong Northern Cycleway is to be extended and upgraded. The scheme which is now underway

involves funding from the Community Employment Program. The city of Wollongong is experiencing a cycling boom as the result of its original northern suburbs cycleway scheme. The network is being continually expanded with a proposed western suburbs route through the suburb of Figtree.

Perth Bikeplan released

The Perth Metropolitan Region Bikeplan has been released for public comment and the Department of Local Government is accepting submissions and comments from cyclists until the end of September.

Copies of the Bikeplan can be obtained from the Perth Bikeplan, 13th floor, Natwest House, 251 Adelaide Tce., Perth WA. Submissions should be directed to the Co-directors, Perth Bikeplan c/- Bicycle Policy Committee, Dept. of Local Government, 32 St Georges Tce., Perth WA 6000.



Anthony Koroman of Burwood NSW was the lucky winner of this Malvern Star Sprint bicycle. Anthony won the bike by participating in our recent readers survey. Calendars were sent to 49 other lucky winners.

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The great helmet debate – a bogus issue

In our last issue we took a look at bicycle helmets. One of the hot issues of debate at present concerns the move to make helmet wearing compulsory by Government legislation. Alan Parker who is President of the Bicycle Institute of Victoria introduces some new evidence and explains why the case for compulsory helmets doesn't stand a chance.

Compulsory helmet wearing is really a bogus issue because it is most unlikely to happen. Several difficult problems have to be overcome before mandatory helmet wearing will be supported by the legal and law enforcement arms of the bureaucracy and the powerful Police Force union. All these groups have serious objections but have not been vocal on this issue. They maintain what could be described as an embarrassed silence on the issue.

Compulsory helmet wearing is not the simplistic solution to bicycle safety that some politicians and public servants would have us believe. After all helmets do nothing to stop you from having an accident in the first place; they reduce the damage done but they are **not** an accident prevention measure like having good lights, being able to ride safely or getting drunk drivers off the road.

Before the necessary legislation to make helmet use mandatory is passed the following problems have to be overcome. Considering the magnitude of some of them there seems little chance that this will happen in the foreseeable future.

The helmet Standard is not presently suitable for mandatory helmet wearing and would not protect the Government from being sued if the helmets they compelled people to wear failed and resulted in injury or death.

The Standards Association of Australia recognises cyclists needs and has stated this year that the following plan of action be formulated to help provide cyclists with helmets to suit their real needs:

"An interim amendment to AS2063 is to be issued to cover specific requirements for bicycle helmets including a general requirement that they must provide some form of ventilation and that an effective retention system be used."

"Work is to commence on the preparation of a new separate standard specifically for bicycle helmets."

To satisfy the legal requirements of the Victorian Attorney General's

Department the new helmet standard will require much research to be done and it will take at least two years to complete. The survey which appears in this and the last issues of *Freewheeling* commissioned by the Federal Office of Road Safety is part of this work.

The Bicycle Federation of Australia's view is that the retention systems of a number of helmets on the market at present are inadequate. Tests conducted by the Victorian Road Traffic Authority clearly show that 61 percent of Star/Rampar helmet wearers can remove the helmet from the head when adjusted properly by just pulling the helmet from the back. Other helmets also had this problem but not to the same extent.

This is not to suggest that these helmets won't protect you in a minor accident or save your life in a serious fall but if a double impact is received this is when you need the helmet to stay on your head. This type of accident occurs when the cyclist is hit first by a car and then falls onto the roadway.

Not enough research has been done to allow the rapid development of a bicycle helmet standard suitable for all bicycle users.

Despite all of the facts about helmets protecting you in minor accidents presented in the article *Bicycle Helmets - the case for* published in the last issue of *Freewheeling* there is hardly any reliable evidence that shows how helmets that meet the present requirements of AS2063 protect you in serious accidents. There is no detailed evidence of what happens under impact so the helmet designers do not know where they need to strengthen the helmets or if by providing bigger holes the ventilation will be improved.

As disabling injuries cost far more than deaths in cost benefit studies we have to admit that we don't know how many of those who would have been killed are protected enough to turn them into living vegetables who are kept alive at a very high medical cost to the community.

The smoke screen of pseudo-science is blinding us from the current state of ignorance and the urgent need to do bicycle accident research. The SAA is however optimistic:

"It now seems likely that funds will be allocated for extensive research to develop reliable test methods and acceptance criteria for both the ventilation provided by helmets and for the effectiveness of retention systems."

The current ventilation requirements are unsuitable for universal usage and legal objections could be lodged on medical and safety grounds to wearing helmets by individual users.

Making an intelligent guess I have told the SAA that sweating and overheating problems in summer are not a problem for everybody. About 15 percent of all cyclists do find helmets intolerable in the summer heat and the Standard must cater for this minority. If helmets become compulsory then the Standard cater for helmets that 99 percent of cyclists can wear throughout Australia in a typical range of climactic conditions. How many Australians find the existing SAA approved helmets unsuitable in summer?

It seems ridiculous that a well ventilated helmet like the Bell V1-Pro does not meet the present criteria due to design-restrictive requirements of the Standard. A recent SAA bicycle helmet committee recognised that the existing standard is design-restrictive and that it will attempt to overcome this problem in the new standard.

The lack of law enforcement capability will make a compulsory helmet law impossible to police.

Australian police forces don't enforce existing bicycle laws so they can not be expected to suddenly implement a compulsory helmet wearing law. It is only a matter of time before the Police unions voice their opposition. In Victoria the Police need more resources; they need at least 2500 extra personnel, more vehicles air support

Continued on page 64



The New Shimano 600 EX series componentry

When the largest bicycle component manufacturer in the world releases a new range of equipment it's hard not to sit up and take notice. The Shimano Industrial Company operates one of the most technically advanced production lines in the bike world exporting its products to every major cycling nation. In its factories it is a big user of robotics and now it has turned to computer aided design to develop its New 600 EX component range.

The word New is used to distinguish from the original 600EX series released in the 1970's. The new range makes significant advances on the original.

Shimano have always made good equipment but the original 600 series had a few faults mainly in the lightness of its materials: a problem that is not in evidence in the new range.

The complete New 600EX range consists of front and rear derailleurs,

shifting levers, chainwheel set, pedals, brake calipers and levers, hubs, freewheel and head set. Lets examine each in turn.

Rear derailleur

The new derailleur is a smooth acting servo pantograph type of solid alloy construction. A servo pantograph derailleur has two main tension springs one on the pivot mounting bolt and the other on the pivoting pulley cage bolt. This type of gear uses slightly more cable but gives a more responsive action.

To ensure long life under racing conditions the rear gear has stainless steel pivot pins which move in brass bushings. This represents a major upgrading of the 600 EX range as such

features including the sealed main pivot bearings were previously only to be found on top of the line equipment.

The cable clamp does not chew up the cable and is adjusted with a 6 mm allen key accessible from the top.

Front Derailleur

The biggest surprise with the new front gear changer is its 18 tooth capacity. It has a strong well shaped steel cage with surprisingly little flex which should make it suitable for touring use with triples. As a racing changer it works quickly and efficiently.

Its 6 mm allen key type cable clamp bolt screws into the alloy and uses a helicoil insertion to prevent thread stripping. The front derailleur is a bottom normal action and is constructed from solid chunky alloy polished to a high grade finish.

Shifting Levers

These are available in a number of differing mounting arrangements from the normal clamp type to the top mounting braze-ons. They feature a sealed mechanism to contain the lubricant and an elegant curved lever design that comfortably fits the hand.

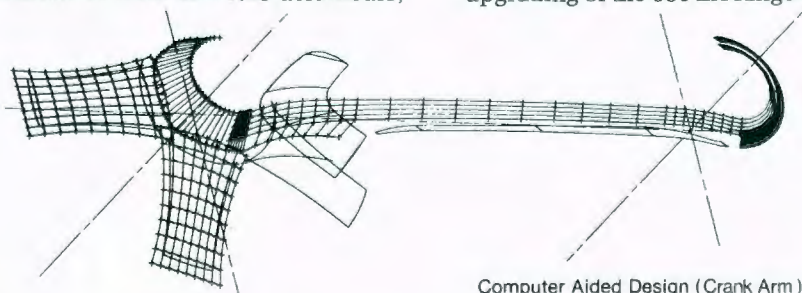
Chainwheel Set

What can you do to improve a chainwheel set? Shimano have answered this question by giving the computer free hand to produce a strong shape that uses the metal in an economical manner. The result is a clean five arm spider with a 130 mm bolt centre - the Shimano standard.

The cones on the bottom bracket are the loose ball adjustable type and have seals fitted to the cups to keep the road grit out.

Pedals

The pedals, a new addition to the 600 EX range, are a direct descendant of the famous Shimano Aero pedal. They feature a sleek cut away design which



Computer Aided Design (Crank Arm)



allows a rider to lean harder into a corner. The New 600 pedals allow a 31 degree cornering angle.

The fan shaped front plate can be loosened of to allow full clip adjustment in a way not previously permitted on conventional pedals.

The chrome moly axles have double labyrinth seals. Unfortunately the nylon straps have an awkward adjustment system and use Velcro for tightening. Fortunately the pedals will allow leather straps to be fitted in place of the nylon.

Brake calipers

Shimano have redesigned the 600EX brake completely and gone are the difficult to adjust cable clamp and quick release unit of old. The new quick release is a simple concentric type similar to the European designs and the cable clamp is kind on the cable. The cable is held by a 5 mm allen key type bolt. Allen key fixing bolts are also used on the main pivot. Gone too is the unsightly protruding fixing arrangement. This has been replaced with a neat 5 mm recessed allen key bolt.

The use of teflon lined outer cable casing to reduce friction improves overall performance.

Hubs Freewheel and Headset

Shimano still prefers to use adjustable loose ball bearings on all of its hubs and bottom bracket bearing assemblies. Instead of fixed sealed bearing inserts it has devised a labyrinth sealing arrangement to protect the inside of the bearings from road grit and moisture.

The hub bodies are made from highly polished alloy material.

Shimano's six speed freewheel has a polished outer bearing surface and uses longer length ratchet pawls. The headset also has a highly polished bearing surface and its alloy body has double labyrinth sealing.

The New 600 EX equipment has been so far well received by the bicycle industry in Australia and rightly so for the range combines high quality performance with a smooth uncluttered modern appearance. So wide is the acceptance that there has been a rush to get New 600 EX equipped bikes onto the market ahead of competitors. This equipment has even bred a new class of bicycle - the Triathlon bike.

There are now at least seven competing models on the Australian market all New 600 EX equipped. This may be good for Shimano but its a difficult choice for the customer. In our November/ December issue we will survey this class and try to pick the differences. The equipment is very good but how does the bike perform overall.



Detail of the New 600 EX brake set and headset on the sporty Ricardo.

The Ricardo New 600EX

A smooth operator for the sports rider

The Triathlon is a demanding sport. It requires good all-round ability and personal endurance. As the sport has matured its devotees have become more knowledgeable and as a result are more discriminating in their new bike and equipment purchases. There is now every sign that the major Australian bicycle distributors believe that the Triathlon is here to stay and that triathletes want bikes that they can win on.

One of the new breed of bikes for the triathlete is the Ricardo New 600EX. Its name only tells half the story. There is more to the bike than Shimano's componentry.

At the heart of this bike is an Australian made hand-built frame constructed with Tange number 2 double butted chrome moly seamless tubing. The lugged construction and tight frame angles gives this bike a firm responsive feel with rapid cornering capabilities.

The 58cm frame tested had a long top tube, short chain stays and came fitted with the most common brazed-on fixtures: brake cable guides, gear cable guides gear lever mount and one set of bidon mounts.

The Shimano New 600EX equipment is superb and works smoothly and efficiently. The brakes in particular are powerful and use Shimano's hard black pad compound. A full review of this equipment follows this review.

The Ricardo uses 700 x 25 c wheels so competitors can interchange these wheels for wheels using singles. The modular section alloy Araya 25mm rims are of the highest quality.

The Kashimax Aero saddle is firm and should suit most male riders. It is mounted atop an SR Laprade alloy micro adjust seat pillar.

A quick glance at the developing class of Triathlon bikes poses the question: "what sets this bike apart from the rest if they all use Shimano New 600 EX gear?" The answer must lie in the frame and the way the bike is put together and in those areas the Ricardo is a very able competitor.

Ricardo New 600 EX

\$HPrice: \$730.00
Sizes 53, 58.5 cm
Size tested: 58.5 cm

Frame

Tange Number 2 double butted chrome moly tubing (all tubes)
Head tube angle: 74 degrees



Seat tube angle: 74 degrees
 Bottom bracket height: 260mm
 Fork offset: 45 mm
 Wheel base: 995 mm
 Chain stay: 410 mm
 Drop outs: Cast racing type
 Frame mounts: Bidon, gear & brakes.

Wheels

Rims: Araya 700 25 c alloy modular type
 Hubs: Shimano New 600EX labyrinth seal
 Spokes: 14/15 double butted stainless
 Tyres: IRC Roadlite 700c

Brakes

Shimano New 600 EX side-pull type
 Pad type: Shimano NBM compound

Transmission

Pedals: Shimano New 600 EX
 Crankset: Shimano New 600 EX alloy double
 Chain: DID Lanner
 Freewheel: Shimano New 600 EX
 Derailleurs: New Shimano 600 EX
 Levers: Brazed on New Shimano 600 EX

Head Assembly

Head Set: Shimano New 600 EX Alloy

Handlebars: Nitto Olympiade
 Stem: Nitto alloy 100 mm reach

Saddle Assembly

Saddle: Kashimax Aero Metallic blue colour
 Seat pillar: SR Laprade
 Seat pillar bolt: Allen key type

Gearing

13 15 17 19 21 23
 53 110 95 84 75 68 62
 42 87 76 67 60 54 49

Helmets

Continued from page 61

and computing services. The personnel problem is a little better in other states.

It seems that there is little hope of a Police presence in the residential street network in the foreseeable future or for them to enforce a bicycle helmet wearing law anywhere.

A recent report in *The Age* about the 'epidemic' of burglaries quoted a criminologist who maintained that motorised patrols on residential streets were most uneconomic so who is going to patrol these streets now that the Police Union has objected to the State Bicycle Committee's proposals to reintroduce police bicycle patrols. The annual cost of a two person motorised patrol is \$250,000.00 and no government is going to pay for lots of these to chase little kids who aren't wearing helmets.

The accident data shows that the first priority is accident prevention and not the mitigation of the effects of collisions.

Helmets don't stop cyclists from having accidents but bicycle lights do. Consider the implications of the results of a 1983 survey by the Victorian SBC. Of the total sample of 4700 students 90 percent had access to a bicycle and 3000 questionnaires were received from those who cycled. Of these only 14 percent had a front light and only 17 percent had a rear light in working order. Bicycle accidents are more severe at night when there are more rear end collisions involving more head injuries.

Accident prevention via bicycle lighting enforcement is likely to be more cost effective than injury mitigation by helmet wearing but we don't know because no competent analysis of all the cost effective measures to reduce serious head injury have ever taken place in Australia.

No one is interested at looking at the whole problem and this situation will not change given the current policies of Road Safety Organisations throughout the country.

Ignore the bikeplans - give them helmets instead.

In the present circumstances what is happening is that bicycle education, facility provision and bicycle law enforcement are being, to all intents and purposes, ignored while compulsory helmet wearing is being pushed through by non-cycling politicians to catch a few votes. It is those politicians and bureaucrats who are failing to implement our urban bicycle plans and are pushing this simplistic solution the most. This undermines the work of the State Bicycle Committees on which cyclists have a voice.

What compulsory helmet advocates are saying is premature and extreme but what they are suggesting is a bit like scrapping motor driver tests because seat belts protect people in accidents. It is silly to regard seat belts and bicycle helmets as substitutes for good road user education programmes because safety products don't stop people having accidents; only better education can do that.

Classifieds

PERSONALS

The Freewheeling Personal Classifieds is a special section for readers who want to contact others, send messages to loved ones and issue pleading offers of reconciliation to estranged tandem partners.

Freewheeling Personals is a free service. You may place a thirty word ad plus your contact details. Longer ads cost 30 cents for each additional word over the 30 word limit. Some contact information (telephone number postal address) must be included to denote a genuine submission.

Fat tyre fanatics men and women wanted to help research a national Wilderness Trail. If you are fit and don't mind crossing flooded streams then this is for you. Contact Warren Salomon at Freewheeling (02) 264 8544 or come to meeting (see National Events Calendar).

Stolen Peugeot 12-speed, pale metallic blue, the word "Peugeot" is written on the top tube in orange letters. Serial no. 135. Location Sydney. Contact Robert Minard (02) 358 3287

TOUR MATES

Tour Mates is a service to readers wishing to find companions for bicycle trips and holidays. Both the Personals and the TourMates are a free service for the first thirty words plus name and address (or phone number), thirty cents for every word thereafter. You must include name, address and phone number for verification purposes though you may request that all or part of it be withheld.

Europe Companion(s) wanted for a cycling tour of Europe beginning in France. Low budget, could include some work. Start about April 1986 - Route and duration flexible. te to Melissa Davis, Alcoa Station PMB 27 via Alice Springs NT 5751.

India Companions wanted for ride across India. Starting early April 1986. Khatmandu to Bombay. Four to five weeks approximately. Contact Geoff Kinchin, (02) 622 3447.

Tasmania Touring companions for cycle tour of Tasmania, approx 3 weeks leaving after Christmas 1985. Some experience advised, we plan to travel East and West Coasts. Contact Peter Signorini 131 Dublin Rd Ringwood East 3135. (03) 870 1910.

Volcano crossing Indonesia volcano crossing. Anyone interested in crossing the Tengger Mountains in East Java? Cycle almost to the top of Boomo Volcano. Climb Mt Semeru, 3600m. Both active. One week. Contact Vic Esbensen, PO Box 94 Thompson Rd PO., Singapore 9157.

Touring companions wanted for easy going day and weekend trips. Also hoping to cycle the NSW coast and Europe in the future. Please phone Peter (03)580 1413 or write to 18 Bear St Mordialloc 3195 Victoria.

Cycle Perth to Pine Gap via Uluru. Begin early 1986. Planning group needed. Horses and wagons welcomed. Part of the "World Bike Ride for Peace." Participation in Peace march possible. Contact: Christopher Williams "Belltrees", PO Mt Victoria NSW 2786.

WANTED

Wanted ancient bicycles or parts for restoration and preservation. Contact Paul Farren (02) 241 4453.

Wanted to purchase Old, damaged, unused, unwanted, forgotten, neglected leather bicycle saddles, in any condition, wanted by cyclist leather worker for repair and/or restoration for vintage bicycles. Ring Bonnie on (02) 436 6244(w) - and leave a message or 95 4989 (h) 7-9am or after 7pm.

TOURS

Budget cycling tours in China. Three weeks in China plus five days in Hong Kong for only US\$995. Contact Bike China Tours GPO Box 9484 Hong Kong.

Cycle New Zealand. A cycle touring paradise. Incomparable scenery and environment. Quality fully supported tours to suit your style. Experienced leaders.

good spectator action. See ad in this issue.
Contact (03) 387 3012

OCTOBER

October 5 - 13 The Commonwealth Bank Cycle Classic. Australia's premier international road racing event. Brisbane to Sydney. Big carnival type finish at the Coodge Bay Hotel on Sunday the 13th.

October 5 - 7 The Four Rivers Ride. Spend the NSW long weekend riding the Hunter River area with Bicycle Australia. Accommodation in local halls, support vehicle, trip notes, breakfasts and dinners included. Average daily distances 65km. Optional 85km routes. Contact (02) 264 2521.

October 13 - 20 NSW Bike Week a big week of cycling activities brought to you by the NSW State Bicycle Committee.

For information on events ring (02) 264 8001.

October 13 Pedal for Heart The National Heart Foundation's big Sydney ride. Help raise money, get fit and have fun. Contact (02) 211 5188 for details and sponsorship forms.

October 13 West Australian State Mountain Bike Titles. Mountain bikes are booming in the West. Here's your chance to compete in the first ever State Mountain Bike Titles. Winner will represent WA in the National titles held in November. For full details contact Avocet Cycles (09)384 8365.

October 20 Sydney Spring Cycle. Wipe the winter dust of your machine and join the Bicycle Institute of NSW in this annual ride through the streets of Sydney and its suburbs. Full entry details from The Bicycle Institute Office (02) 264 8001.

October 20 NSW State Mountain Bike Championships To be held within easy access of Sydney this event will send a representative to compete in the National Titles held in November. Full details contact: Martin Whiteley (02) 921 122 (AH)

October 27 Green Valley Twin Century. An achievement ride to test your fitness. 50, 100 and 200 km circuits. Routes well documented and signposted through Sydney's outer urban and rural surrounds. Contact Russell Moore (02) 60 81125.

October 27 Bike-a-thon. This big bike ride is an ideal opportunity to do some training for the Great Victorian Bike Ride. Held as a curtain raiser for the GVBR this ride will be run in suburban Melbourne.

NOVEMBER

November 2 Australian Mountain Bike Association Public

Comfortable accommodation or camping. Bike Rentals. Brochure: Kiwiscene, Box 10141, Te Rapa, New Zealand.

Tour New Zealand Fantastic scenery, bargain rates accommodation, information and equipment. JACK TAYLOR TANDEM \$150 mo. Bruce O'Halloran 40 Amy St., Auckland 5 New Zealand.

EQUIPMENT & ACCESSORIES

The Num Bum Protector. A sheep skin bicycle seat cover. Ladies standard and racing saddles. Comfortable, durable washable. \$20.00 postage paid. Money back if not satisfied. Send cheque or M/O to C & N Locker, "Happy Valley" Adamaby NSW 2630.

HIRE

Rent-a-Cycle Tasmania 10-speed low gearing, all frame sizes, ladies and gents. Completely equipped for touring. Postal bookings accepted. Seven years hiring experience. Brochure, rates, your questions. 36 Thistle St Launceston, Tasmania Phone (003) 44 9779

Mountain Bike Hire in Melbourne. Hillman Cycles have all-terrain bikes for hire in all sizes for day weekend or week long hire. Hire now from the ATB experts and find out what fat-tyre flying is all about. Hillman Cycles, 46 Grantham St West Brunswick Vic Phone (03) 380 9685

Freewheeling Classifieds are seen by over 12000 readers across the country. Rates for 1985 are: \$12.00 per 30 words or less. 40 cents for each additional word. 15 percent discount for six insertions or more 10 percent discount for three insertions or more. Payment with order please. Send payment and typed copy to: Freewheeling Classifieds, PO Box K26 Haymarket NSW 2000.

Meeting This meeting to be held in Sydney prior to the National Titles will form a steering committee to form AMBA as an incorporated national body to foster the development of Mountain Bike recreational use and competition in this country.

Full details will be published in the next Freewheeling

November 3 Apollo National Mountain Bike Championships The second mountain bike Nationals will be held this year in the Sydney region on a fierce circuit in outer urban forest land. The Apollo Nationals will see riders competing from all over the country. Special preview in the next Freewheeling. For details contact Martin Whiteley (02) 921 922. November 3 The Double Century. Starts Aldgate Shopping Centre. A scenic tour on quiet roads passing through historic Copper towns and the gold rush crossing at Wellington. The route also passes through the historic town of Strathalbyn. Rated hard. A short course of 107 km is available. Support vehicles, St Johns Ambulance Free refreshments, certificates, badges and a chance to win prizes to the value of \$1000 in our lucky draw. This event is part of the SA Touring Cyclists Grand Slam Series. For full details contact Peter Pye (08) 2236929 (AH).

Sunday November 24. The Fourth Annual Repco Freewheeling to the 'Gong Ride. Cash prizes and helmets for the best dressed team of four riders. This years 'Gong ride will be bigger and better than ever before. Entry details and forms in this issue and in Sydney and Wollongong bike shops in September. 85 km. Morning tea, extensive support and entertainment all laid on. Return train travel option with the co operation of the State Rail Authority.

November 23 - December 1 Ride The Southern Cross Trail. A Bicycle Australia ride from Cootamundra to Albury/Wadonga to link with the Great Victorian Bike Ride if you are keen. Full support. Meals vehicle to carry luggage and route notes. Uses Bicycle Australia's newly developed Southern Cross Bike Trail. Contact (02) 264 2521.

DECEMBER

Saturday November 30 - Sunday December 8. The Caltex Great Victorian Bike Ride. Its on again this summer. A spectacular long distance touring event which attracted over 2100 riders last year. Don't miss it this year. Full details elsewhere in this issue of Freewheeling.

National Bike Events Calendar

Help us to publicise your Bike Event by sending details to us early. If you are planning a ride in the coming Summer and Autumn you should be sending your notice to Freewheeling National Bike Events Calendar now. Our readers will spread the word like wildfire.

AUGUST

August 3 - 5 NSW The Southern Highlands Winter Ride. A fully supported ride (support vehicle, accommodation, meals and on the road support) with daily distances of 50 km with longer route options. See ad in this issue for details and costs. Contact Bicycle Australia (02) 264 2521.

August 11 - 15 The Inaugural Masters Games. Labelled the veterans Olympics this event will bring together the athletic greats of years gone by. Cycling events will be held for men and women over 35. Held in Toronto Canada.

August 18 Audax 200 km Randonnee. A winter ride along the Great Ocean Road and back. Contact Audax (03) 20 5632.

SEPTEMBER

September 8 The Springtime Century. Starts 8am Balhannah Shopping Centre. A 100km ride through apple and pear orchards during blossom time. Rated hard. A short course will be available. This event is part of the SA Touring Cyclists Grand Slam Series. For full details contact Peter Pye (08) 2236929 (AH).

September 8 The Repco Fat Tyre Classic incorporating the Victorian State Mountain Bike Titles. This annual event for Mountain Bike riders will be run once again in the hills surrounding Melbourne. Prizes in Expert, Novice, Womens, Under 16 and Over 40 sections. Guaranteed rough roads and

In the funny bike stakes the Americans are laughing

Research conducted in the USA for the American Olympic cycling effort has produced some interesting results. It seems that aerodynamics engineers have got it wrong. What is good for the jet is not for the bicycle racer. Warren Salomon reports.

Australians familiar with the Americas Cup race win will know only too well that good designs need to be thoroughly tested to ensure peak performance. At the Olympics last year the Americans let their technology loose on their Olympic cycling effort. Instead of the water tank testing of Australia II their 'secret weapon' was the low-speed wind tunnel of the University of Texas at Austin.

Now that the Olympics are over and the US has scooped up most of cycling's gold some curious facts behind their

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Ultralight

- We've put thought into our design to give you a bike that gives top performance
- Carefully specified and racing built
- Impeccable frame
- 700c High pressure wheels

Designed and distributed by
Atom Imports Pty Ltd



The Raleigh/Huffy funny bike the product of low-speed aerodynamics

stunning success are beginning to emerge. The name of the game it seems is low-speed aerodynamics.

According to the head of the US Raleigh/Huffy Corporation's Technical Development Centre, Dave Allen who was in charge of producing the Olympic track bikes, the Japanese and Europeans have got it all wrong. According to Allen high speed wind tunnels were used to develop the 'Aero' componentry introduced into the racing scene some five years ago. The American researchers found that in cycling with speeds of 80 kph or less different rules apply.

Special tubing was developed for the bike frames that was 30 percent narrower but deeper front to back. The material used was a special lightweight alloy made for the Space Shuttle.

Clothing too received close attention and the result was a skin suit that is dimpled in the chest area not smooth all over. As Dave Allen explained, 'At track

racing speeds a certain roughness improves the aerodynamics.'

The Americans went to extremes to shave every excess gram of the overall weight of the track machines. These bikes valued at around \$25000 each had aluminium axles and nuts which couldn't be over tightened for risk of stripping the threads. Spokes were also stamped flat to improve aerodynamics and the carbon fibre disk wheels made up for their extra weight with improved aerodynamic performance.

What the Americans have done is to raise the cost of competition equipment. Other competing nations will have to do as the Australia II syndicate did and spend more on developing their own technological edge while at the same time training their athletes to use it to the limit. If Australian cyclists are to compete and win against the Americans they will need all the help and training they can get. Alan Bond where are you now.



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SHIMANO 600
EX

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For the weekend and occasional user, the Karrimor standard range offers bags in either KS100e or stain resistant Silvaguard fabrics. Standard range bags offer tried and true Karrimor designs in a large number of shapes and sizes.

For the beginner, Karrimor have introduced the Kobralet range. With these budget priced bags it becomes possible to get started in bicycle touring without a hefty cost or compromise in quality.

The Karrimor Guarantee

All bags made with the KS100e fabric are guaranteed for the lifetime of the user. Bags made from Silvaguard fabrics are guaranteed for 5 years. This guarantee does not apply to bags and equipment brought by professionals, outdoor centres, or activity groups. Not transferable. KS100e and Silvaguard are registered trade marks.



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