

THE AUSTRALIAN BICYCLE MAGAZINE
NUMBER THIRTY THREE DECEMBER 1985 \$2.50

Freewheeling

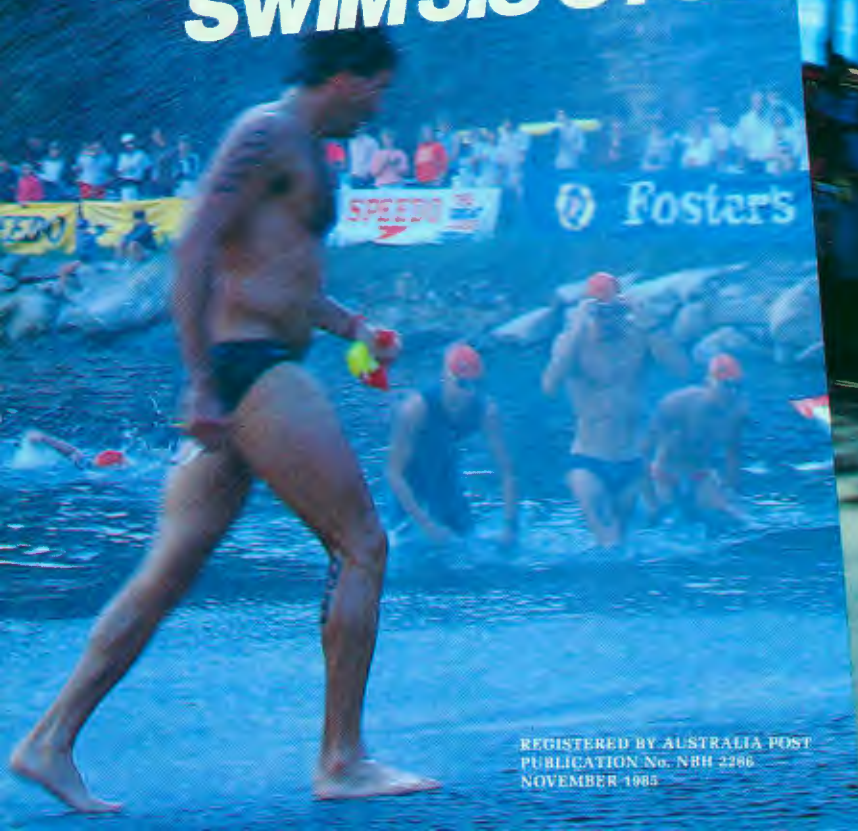


REPCO
Freewheeling
TO THE 'GONG
BICYCLE RIDE 1985

plus

Holiday Ideas

AUSTRALIA'S TOUGHEST TRIATHLON
SWIM 3.8 CYCLE 180 RUN 42km



REGISTERED BY AUSTRALIA POST
PUBLICATION No. NBH 2296
NOVEMBER 1985

DESIGN INNOVATIONS

MODEL NO. 2781



12 SPEED TRI-A

The Tri-A features tight racing geometry for quick response, made of Tange DB Chro-Moly tubing and incorporates internal brake and derailleur wiring. Shimano 600EX throughout, Araya hard anodised rims and Panaracer Tri Sport tyres make this the intelligent choice for the discerning cyclist.

15 SPEED CRESTA

A touring bicycle to the end. The Cresta is built with emphasis on long distance touring. Frame features Tange No.2 and No.5 Cro-Mo tubing, three biddon holders and extra eyelets to accommodate carriers. Drive train is Sugino TRT coupled to the new Suntour Mountech Tri pulley derailleur. Cantilever brakes, 40 spoke rear wheel and rear carrier completes this fine touring bicycle.

Available from leading cycle dealers

MODEL No. 2780



REPCO



CYCLES



Freewheeling

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.

Publisher/ Editor:
Warren Salomon
Layout and assembly:
Philip Somerville
Suzanne Powell

National Advertising Sales:
David Turner

Telephone (02) 913 1266 or (02) 264 8544

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.

Material in this publication may not be stored or reproduced in any form with out permission. Requests for permission should be directed to the Publisher. Editorial contributions including black and white prints or colour transparencies on all aspects of cycling are welcomed. Send an enquiry or write for guidelines. Freewheeling can not accept material previously published in other journals. Letters from readers for the Write On column are always welcomed.

Copyright © 1985

Freewheeling Australia Publications

FREEWHEELING 33 DEPARTMENTS

AUSTRALIA AWHEEL	79
BIKE EVENTS	81
CLASSIFIEDS	81
FAT TYRE FANATIC	55
NEW PRODUCTS	7
RAMBLING	82
SUBSCRIPTION OFFER	45
WRITE ON	5

CONTENTS

TRIATHLON FEATURE

A LONG AND TRI-ING DAY29

Australia's toughest triathlon

TRY BEFORE YOU BUY32

Finding and fitting a bike for the triathlon

LET'S TALK TORQUE34

Efficient pedalling involves the right amount of power

HOLIDAY IDEAS

TOURING AUSTRALIA'S HIGH COUNTRY21

A six page touring guide to the Snowys Region

A TOURIST LOOKING FOR SOME EXERCISE49

An Aussie finds out how the French cycle

TRACING THE MURRAY AND TRAVELLING LIGHT65

Lightweight touring from Adelaide to Albury

A TASMANIAN TALE70

Queenslanders descend on the Apple Isle

EUROPE BY BICYCLE — A GUIDE76

How to tour the Continent on two croissants a day

FEATURES

BIKE CITY: TOWNSVILLE IS THE NEW NUMBER ONE ..13

Good things are happening in the far north

BICYCLE BUDGETS STARVED OF FUNDS19

Financial restrictions placed on bike projects

REPCO FREEWHEELING TO THE 'GONG RIDE 198541

Our full colour pictorial from Sydney's big bike event

FULL PEDAL AHEAD61

Is it a bike or a boat?

ROAD TESTS AND REVIEWS

REPCO NISHIKI TRI-A38

BIKE EXPO 1985 — AUSTRALIA'S BIG BIKE SHOW58

Cover photos: The agony and the ecstasy of the Triple M Triathlon Australia's toughest ironperson event. Pictures top and bottom right show winner Marc Dragan in flying form. Photos: Warren Salomon. Illustration this page by Don Hatcher.



DELUXE WORK STAND
W-50



WORK STAND BENCH MOUNT TYPE
W-50B



WORK STAND WALL MOUNT TYPE
W-50W



RACING TRAINER DELUXE
826-1F DX

REPCO



CYCLES

MINOURA CO. LTD

1197-1 GODO ANPACHI GIFU JAPAN
TEL. (058427) 3131 FAX. (058427) 7505

Trade Enquiries:

REPCO CYCLE COMPANY

MELBOURNE, SYDNEY, BRISBANE, ADELAIDE

Write On

No Case for Compulsion

In Freewheeling May/June 1985 an article appeared entitled "Compulsory Helmets-the Case For". The title was an extremely misleading one. The author Graeme Hawthorn presented an arguable case for why he considered that helmets should be worn, but there was no case presented for the compulsory wearing of them.

He stated that 'community outcry by civil liberties groups has accompanied almost all of the road safety measures...yet all of these have been accepted by the community.' He has a lot to learn about the community. An extremely high proportion of the community abide by the practices forced upon them rather than risk incurring a huge fine in court.

The civil liberties of the public are being eroded away at an increasing rate. Whether a person decides to wear a helmet or not is an individual matter...the wearing or not wearing of a helmet only affects the person concerned unless in the case of children the parents are concerned and responsible and hence they have the right to decide. Surely some credit for intelligence must be given to the public and the right to make a decision left to the mature individual.

In the article a great fearsome ploy is made of percentages - but 99% of nothing is still nothing. Misleading statements crop up - '50% of cycling casualties suffer head injuries - yet only 1% of BMX competition riders do, chiefly because they wear helmets.' Firstly, 50% of cycling casualties is what percentage of the total number of cyclists? Very small I bet, whereas 1% of BMX competition riders do (have

head injuries) - chiefly because they wear helmets. I do think on those figures BMX figures should be cut out.

Secondly, seriously it is farcical to compare the behaviour and accident type and rates between cyclists generally and BMX competition riders.

The BMX rider competes under supervision on tracks where obstacle hazards are a minimum. By comparison cyclists in mid city Sydney or Melbourne are competing for road space with cars and trucks with the

possibility of being struck by them. They also travel over a harder surface so if they should fall they have a harder landing and may even hit a curb edge. Road surfaces become wet, greasy and slippery.

When the only person at risk is the non wearer of a helmet, others want to control his or her actions. Why? If a watch over and a fight for our civil rights is not made, we shall have none.

A Cowley
Dunkild VIC

TOP QUALITY FRAMES

SOLO TANDEM ALL-TERRAIN

Individually handbuilt to specification
Reynolds 753, 531, 50 or Columbus
tubing.

Lugged or lugless styles
Lifetime guarantee to purchaser
Phone Charlie Ralph on (059) 872 797
or (059) 867 050 for details and
brochure.

**Reynolds 753 Master frame builder
with 12 years custom frame
experience**

NEW Mail Order Catalogue



32 page fully illustrated and detailed Catalogue
including separate price list, all for only \$1.50.



inner city cycles

BICYCLE BUILDING SPECIALISTS

- ALL REPAIRS • CUSTOM BUILT BIKES •
- BRAZING • TOURING SPECIALISTS •
- BICYCLE HIRE • MAIL ORDER

31 GLEBE POINT RD, GLEBE (02) 660 6605

MAIL ORDER CATALOGUE

Name:

Address:

Tel:



***Keeping
the Rider
in the Ride***

Spenco®

CYCLISTS' AND SPORTS MEDICINE PRODUCTS

Spenco Saddle Pad — Made from lifelike elastomer that absorbs pressure and shocks like an extra layer of tissue. Gives unequalled comfort and protection for all types of riders.

Spenco Handlebar Grips — Superior to foam. Bonded externally with polypropylene. Moisture-resistant and wick moisture away from hands.

Spenco Brake Lever Pads — Made from the same material as the Spenco Handlebar Grips, and are great for absorbing pressure and shocks.

Spenco Palm Pads — Designed for the rider who doesn't want to wear gloves due to heat or other conditions. Made from Spenco elastomer, they absorb pressure, shocks and vibration like natural tissue.

Spenco Bio-Soft Gloves — Made from top quality leather with Spenco elastomer incorporated into the palm padding.

Spenco Orthotics — Designed to fit all running, leisure or touring shoes, they absorb pedal pressure during the power stroke to prevent foot and knee pains. Great for running and walking too.

Spenco 2nd Skin — Removes all friction, cleans wounds and relieves pain and itching through its cooling effect. Ideal for abrasions, blisters, burns and cuts.

Spenco Adhesive Knit — Made from breathable synthetic fibre, spun like a sock, to fit snugly over any part of the skin exposed to excessive friction.

Spenco Fiberflex Wraps — Ten times stronger than conventional elastic wraps and will not wrinkle, roll or lose elasticity with washing. Available for Knee, Wrist, Elbow and Ankle.

Other Spenco Sports Medicine Products include:—

**CHAFING CREAM — HOT/COLD PACKS and COMPRESSES —
'DRY FEET' POWDER — 'FRESH FEET' SILICONE FOOT CREAM —
INSOLES and HALF SOLES — BLISTER KITS**



Sole Australian Representative:

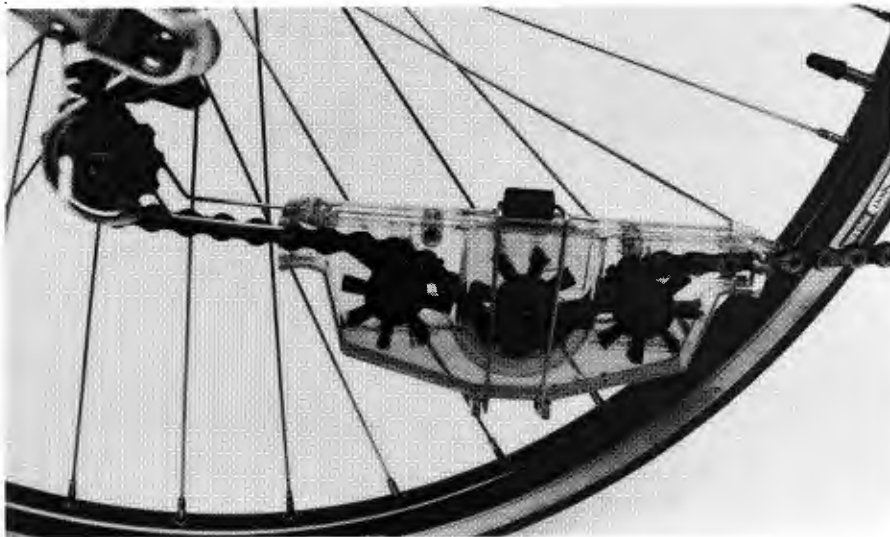
Cecil E. Mayo Pty. Ltd.



23 — 37 Buckland Street, CHIPPENDALE, N.S.W. 2008. Ph: (02) 211 5844
66 Collingwood Street, OSBORNE PARK, W.A. 6017. Ph: (09) 446 5300
87 — 101 Roden Street, WEST MELBOURNE, VIC. 3003. Ph: (03) 329 0161
5 Keele Place, KIDMAN PARK, S.A. 5025. Ph: (08) 356 2588
24 Horan Street, WEST END, QLD. 4101. Ph: (07) 44 6921

**NOW AVAILABLE AT LEADING
CYCLISTS' SUPPLIERS**

New Products and Ideas

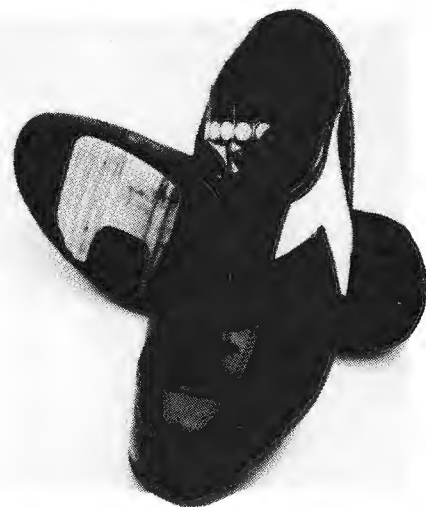


Unique chain cleaner

The Vetta chain cleaning device is a clever little package that cleans your chain without covering you with grease and solvent from head to toe. The best thing about it is that it allows cleaning without the need to remove the chain from the bike.

The Cleaner consists of a high impact plastic case with three rotating brushes inside. The chain is fitted into the device and cleaning solvent is then added. When the chain is rotated through the cleaning unit excess dirt and grit is removed by the three brushes.

The unit is very handy for mountain bike owners who need to perform regular and tedious maintenance on their chains. The Vetta Chain Cleaner is made in Italy and distributed in Australia by the Repco Cycle Company.



The Tourismo Shoe

The Diadora Tourismo is the first of a new breed of touring shoe from this

ADELAIDE

Excellent selection of Quality lightweight touring and racing cycles. Bicycles for novice to enthusiast.
Long established manufacturers of only the highest quality frames.



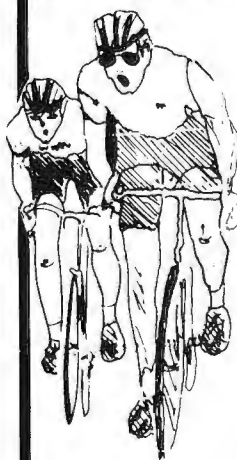
**SUNTOUR
SPECIALIST**

*Carriers-Clothing
Panniers incl. Wilderness*

CUMBERLAND CYCLES

468 Goodwood Road Cumberland
Park SA Telephone: (08) 271 6550

Member of the Bicycle Traders Association
of SA.



IMPORTANT NOTICE!

To all cyclists requiring
the best service available.

CUSTOMERS REWARD!

We want the chance to
prove that you will not do
better. Any facet of
touring or mountain bike
needs. More specials
available than our
previous ad.

Order by phone, credit
card or please drop in.
Professional cycle
enthusiast staff.

BICYCLE WORKSHOP

44 NEW ST RINGWOOD VIC 3134
PHONE (03) 879 2883

New Products and Ideas

European company renowned for its racing footwear. The Turismo features a special sole made of Diapan material which flexes upward when walking but will not flex downward when pedalling. The shoes feature a black mesh insert to allow good ventilation and the synthetic trim means that the shoe will not absorb moisture in the wet. Diodora touring shoes are imported by the Blacktown Bicycle Centre in Sydney.

Cruiser range for bigger 'kids'

Southern Cross Bicycles have followed up on its range of popular mountain bikes with a Cruiser model competitively priced at \$299 painted or \$309 for the fully chromed version.

The Turbo Senior Cruiser comes in 53 and 58 cm frame sizes and has a practical cushion saddle, six-speed Japanese gears and MX style upright handlebars. The Turbo Senior is also available in a ladies frame and is finished in fashion colours.

Southern Cross cruisers, mountain bikes and BMX freestyle bikes are



all assembled in Australia and are available at specialist dealers throughout the eastern seaboard. For the name of the dealer near you contact: (02) 450 1816.

Beating the heat

One of the biggest problems facing cyclists in the summer heat is to

adequately replace bodily fluid lost through sweating. Heatstroke and dehydration are some of the many complaints which can befall anyone who physically exerts themselves during warmer weather.

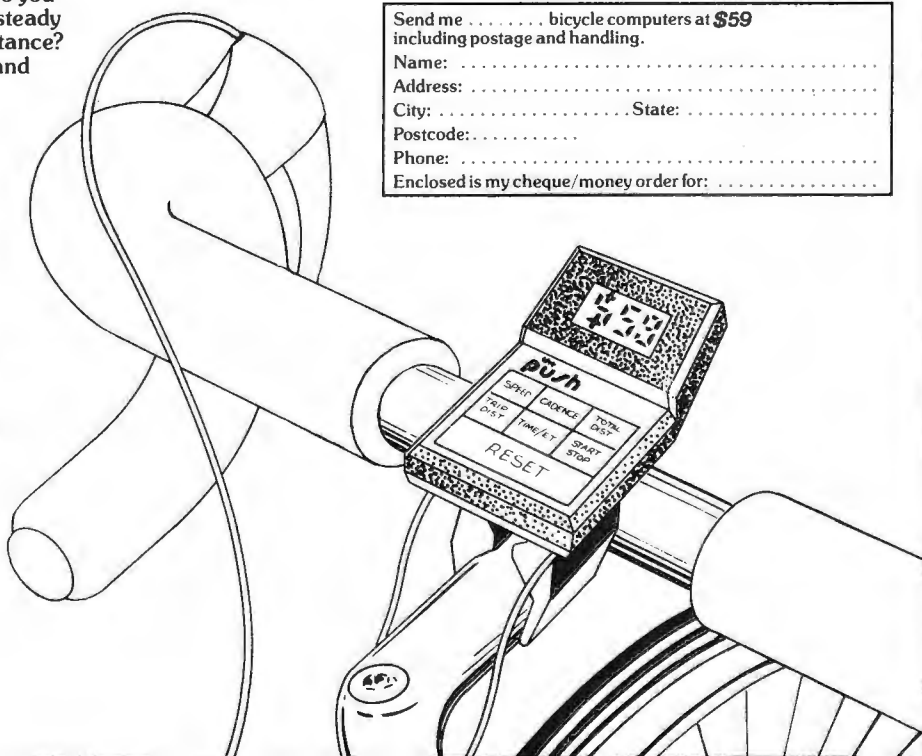
In many circumstances water is often the best and most necessary

PUSH YOURSELF TO THE LIMIT

It's tough to excel by bike alone, how do you measure your performance? Achieve steady Cadence (RPM)? Check speed and distance? The Push bicycle computer does this and more, offering you the most information, at less size, weight, and cost than any other bike computer available.

Functions include, AVERAGE SPEED, TRIP ODOMETER, TOTAL ODOMETER, CONTINUOUS TIME OF DAY, ELAPSED TIME, and CADENCE. The Push is simple and reliable, with only one tiny acting electronic component and a lot less to go wrong. The outside is water-proof, shock-proof, and weather-resistant. Installation is a quick 20 minutes, and the Push will slip in and out of its bracket for your convenience and protection. Whether you ride for performance or pleasure, the Push provides the results. Give yourself a little Push. You'll never go so far on so little.

Exclusive to: JAMS CO. P.O. BOX 144, AVONDALE HEIGHTS, VICTORIA 3034. Phone: (03) 3709161.



Send me bicycle computers at \$59 including postage and handling.

Name:

Address:

City: State:

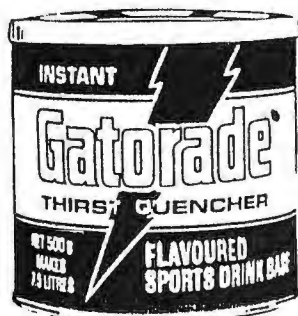
Postcode:

Phone:

Enclosed is my cheque/money order for:

New Products and Ideas

fluid to drink. But modern science has gone one step further and created a special drink which has correct components - similar to natural body fluid - to ensure swift absorption as well as providing additional energy.



Marketed under the name Gatorade it is made in Australia by the Edgell Company. Since the drink was first made it has won wide acclaim throughout the USA so much so that now a majority of American sports teams and individuals use Gatorade both in training and competition. Bulk quantities are available at good prices for sporting clubs. For a free sample sachet of Gatorade write to Edgell Pty Ltd PO Box 99 Crows Nest NSW 2065.

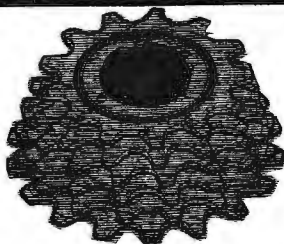


Stackhat peaks

Rosebank Plastics makers of the popular Stackhat helmet have announced a newly available accessory for Stackhat owners. The Stackhat Sun Visor is a handy plastic peak that fixes to a recessed channel on all Stackhats. The visor will keep the sun out of your eyes and make your helmet more comfortable in the summer. Available from all Stackhat retailers throughout Australia.

Winner Pro freewheels

The SunTour company of Japan have released their Winner Pro and Winner versions of their popular high quality freewheels. The latest Winner models offer by way of



improvement a fully sealed body assembly. One body only is now needed to build six or seven-speed freewheels. Additional features are: An oil hole in the body for easy cleaning and maintenance; service-

able splined sprockets; precision ground ball races; interchangeability with Microlite freewheels and 12 tooth top gear.

The Winner and Winner Pro have a simpler fitting and spacing system and most of the old "New Winner" sprockets will fit onto the improved Winner body. The big advantage in the new system is that all sprockets except the smallest one are splined which makes assembly a lot quicker. Trade distribution; Hanley Trading Pty Ltd.



THE REPCO SIERRA

The Repco Sierra ATB is superbly constructed from 4130 Chromoly steel. The 70° head and seat tube angle is designed to give you optimum handling for both on or off road cycling. There are braze-ons for every need, including carriers, fenders and mudguards.

Excellent choice of components are used throughout, SR MTP 110 pedals, 175MM TGT cranks, fully adjustable alloy seat pillar, SUNTOUR MOUNTECH gears, all that you have come to expect from a quality REPCO bicycle.

Inspect the SIERRA now at your local bicycle dealer.

ALL-TERRAIN
BICYCLE

REPCO



CYCLES

SPECIALIZED[®]

NO COMPROMISES, SIMPLY THE BEST

RACING

Turbo S

Almost defying gravity, this swift and lightweight tyre, is the ultimate in lightweight performance. The materials used in the construction of this folding tyre create a sub 200g racing clincher that's setting records.

SIZE	PSI	TPI	GRAM WT
27x1	100	100	195
700x25			195

GENERAL

Commuter

The name says it all. The Commuter tyre offers durability and performance at an economy price. We use a tough nylon casing with a beefy rubber sidewall for durability and strength. The tread has a deep ribbed pattern for the excellent lateral stability needed for confident maneuvering in heavy traffic.

27x1 1/4	85	25	500
----------	----	----	-----

TOURING

Touring K4

For the durability you thought you had to sacrifice for high performance we designed the K4 tyre. We laminated a thin belt of Kevlar belting between the nylon casings for added puncture protection.

27x 1/8	95	36	360
700x28			355
27x 1/4			370
700x32			360



SPECIALIZED TYRES are distributed by Atom imports Pty Ltd

Think bicycle parts



Remember



See the complete range of parts and accessories at your bicycle specialist or sports store.

Trade enquiries:

Team Australia Pty Ltd

NSW: (02) 684 1522

VIC METRO: (02) 684 1522

VIC COUNTRY: (052) 50 2227

QLD: (07) 44 6921

SA: (08) 42 7715

WA: (09) 459 6791

TAS: (003) 31 4500

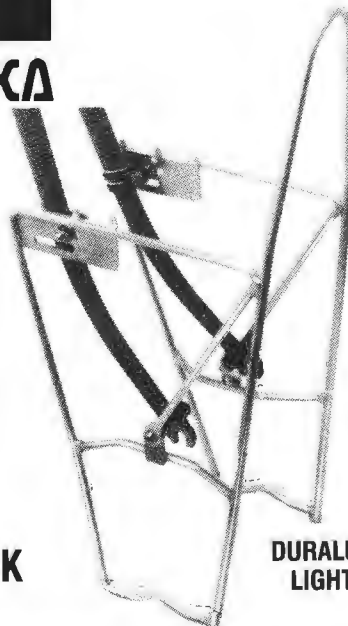
NT: (08) 42 7715



NAGAOKA

NAGAOKA QUALITY TOURING EQUIPMENT

NAGAOKA's Innovative Lower Gravity Positioning Racks Promise You an Enjoyable Long Distance Bike Touring.



FRONT

LOW RACK

Model AFC-LR1

Weight: 380g

DURALUMINIUM
LIGHT ALLOY

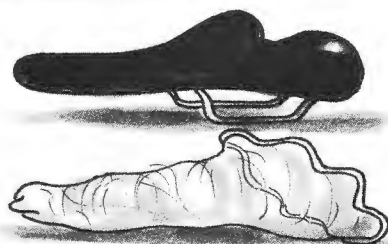
NAGAOKA METAL INDUSTRY CO., LTD.

1-8, 1-CHO MEISHINGUCHI TOYONAKA CITY, JAPAN

The Last Whole Earth

Cyclists' CATALOGUE

II



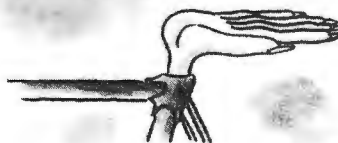
ANATOMIC SADDLE FOR 80's

Manufactured in black leather and anatomically designed for women and men these saddles have been tested at major AIDS clinic and certified antibody-negative. Comes with thin rubber sheath cover when lending to left-wing acquaintances. Written warranty guarantees, in event of purchaser's slightest doubt, entire male staff at factory will be sacked without resorting to medical facts.

YUPPIE HELMET

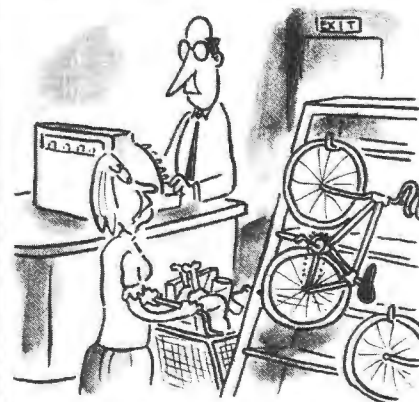
Latest complete bicycle helmet for today's young urban professional. Shell hand made in solid Cedar by craftsmen in Central America especially commissioned for their squalid wage levels. Interior lined with double layer of munitions and chemical corpotion stock certificates to absorb sudden impact. Extra features include:

- Ventilation openings for cooling, each fitted with replaceable filter inserts containing fine granules that screen out air pollutants and all AM radio programmes.
- Internal radio receiver, with discrete drop-down earphones, tuned to private data-text service that broadcasts continuous information on suburban real estate values and dates of wine auctions.
- Serial number engraved on inside crown for legal identification. Also engraved is phone number of good tax accountant.



POLITICALLY-SOUND SEAT POST

First adjustable seat post not based on offensive phallic design. Used by rad. fems. and seperatists alike. Ride to next collective meeting without embarrassment. Soon to be released: Politically-sound ball bearings.



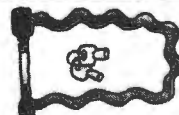
SHORT TERM BICYCLE

For today's cycling consumer who enjoys convenience of cheap, perishable goods comes long overdue product — a disposable bicycle. Distributed by Bic Aust, entire components moulded from plastic, styrofoam, tinfoil, pulped newsprint and discarded chewing gum. Licorice tyres are result of \$4 million research programme. From moment of purchase entropy takes over and owner should be able to squeeze out two trips to shops before bike is ready to be tossed into nearest protected bushland. Lovingly slapped together by Australian craftsmen. Pack of six.

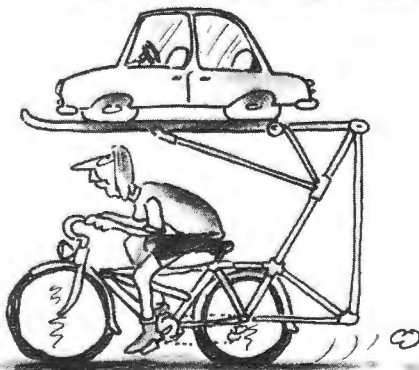


PORTABLE RECUMBENT BIKE

Newest micro-technology from Japan, a recumbent bicycle that can be slipped in pocket upon arriving at train station. Constructed around remaindered roller skates found in old Osaka warehouse, bike features two-speed gear system and half a brake. Aerodynamic and ergonomically-sound, although two staff testers resigned owing to Hemorrhoids.

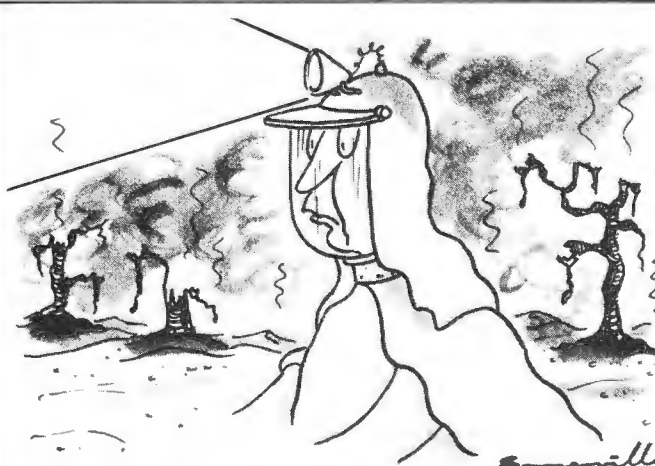


Long U-shackle bike lock made entirely from skintight black Lycra. Not worth a bean in protecting bicycle but looks real sexy.



ULTIMATE RACK

Do you like bicycle touring far afield but worry about breaking down and being stranded? Final say in specialised rack allows stable mounting of average size sedan car. Now you need never fear nameless horror of being dependent on your own body. Rack made of alloy to minimise extra weight.



NUCLEAR WINTER CYCLING CAPE

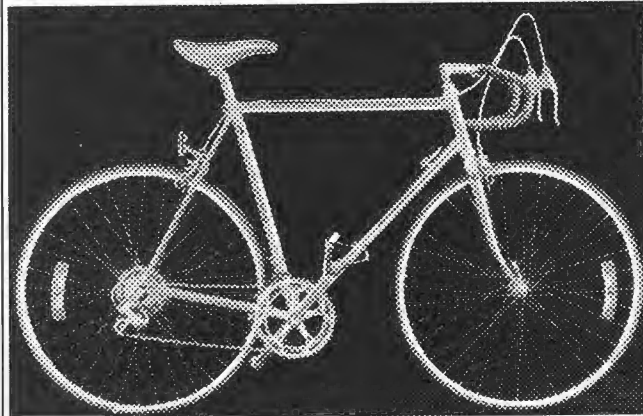
Sturdy, self-contained winter cape designed with timeless look in mind. Meets all needs of discerning cyclist for that spot of apres-armageddon country touring. Cape body made of 65% nylon, 35% lead. Low-level irradiated safety strip sewn on back for conspicuousness to speeding motorists carrying geigercounter in car. Attached hood has pull-down glass visor and internally generated oxygen supply. Motorised wiper on visor clears away annoying precipitating ash and cobalt. On crown a powerful infra-red light, used in conjunction with I-R sensitive goggles, will make night seem like day (which, in this case, it is). Practical aspect of cape's electrical features is that they are not solar-powered.

RICARDO



Put your trust in a stout hearted Australian made frame.

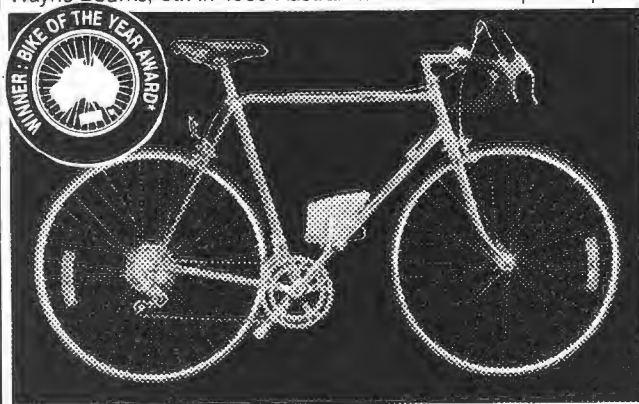
ATTENTION TRIATHLETES



THE RICARDO NEW 600 EX

NEW
**SHIMANO 600
EX**

- ★ Top of the Ricardo range superbly crafted ★ Full CRO-MOLY double butted frame and forks ★ (Seamless tubing)
- ★ Fitted with the exciting NEW SHIMANO 600 EX componentry
- ★ 700 x 25 wheel rims, IRC roadlite tyres and French value tubes
- ★ Very close frame for fast responsible handling ★ Ridden by Wayne Bourke, 6th in 1985 Australian Triathlon Championships.



THE RICARDO ELITE *élite*

- ★ 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.

(Retail Cycle Traders Award — Deluxe Multi-speed category)*

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

See the range at your nearest Ricardo dealer, for outlet locations phone.

QLD (07) 376 4544.

VIC/TAS (03) 793 3150.

W.A. (09) 344 6733.

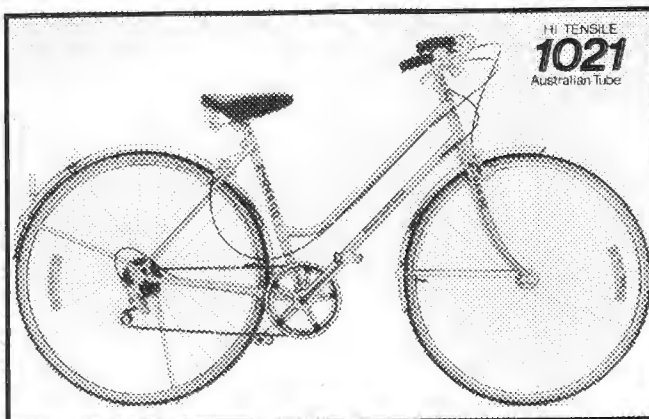
N.S.W. (02) 602 4445

NEW



NEW 15 SPEED BUSHBIKE

- ★ Tough frame made with Australian Hi-tensile steel tube
- ★ Wide gear range to cope with most terrain ★ Positive thumb-shift gear changing ★ Shimano front and rear Derailleur ★ Dia Compe micro-adjustable heavy duty braking system
- ★ Comfortable double spring coiled saddle ★ Thorn proof tubes
- ★ Two frame sizes 53cm and 58cm wheel size 67cm (26 inches).



LADIES AND GENTS 6 SPEED COMMUTOR

- ★ Easy pre-select mechanism ★ Wheel size 69cm (27 inches)
- ★ Hi Tensile 1021 tubing ★ Ladies seat bar size 47cm
- ★ 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.,
25 Narweena Rd., Regency Park, S.A. 5010.
(08) 268 9044.



Cycle City: Townsville is Australia's number one!

Ask a cyclist which Aussie city is doing the most for its bicycling population and the answer might be Geelong, Victoria or Newcastle, New South Wales with their innovative bikeplan schemes. The answer might also be Canberra because of its network of off-road cyclepaths or Adelaide or even Perth. Alan Parker* has recently returned from a study trip to North Queensland. He reports that work underway in Townsville puts that city far ahead of any other in providing proper facilities for its bicycle riding population.

While Governments in NSW, Victoria, South Australia, West Australia and the ACT have been dithering over the past few years with their cycle planning efforts real progress is being made in the Queensland city of Townsville.

Townsville is the new Mecca for bicycle facilities engineering on main roads in Australia. To put this achievement into its proper prospective we need to look at what has been happening elsewhere in Australia and the rest of the world.

What the bikeplans in Melbourne, Perth, Adelaide and Geelong all have in common is that they all recognise bicyclists as legitimate users of main roads but the state agencies responsible for main roads choose to ignore the bikeplans. Nothing is being done to make main roads safe for bicycles and hazardous new road intersections are being built across the country every day.

Most accidents occur at intersections so there is a great need to make them 'bicycle safe'. A few bikepaths have been built by Main Road Departments to keep bicyclists off the roads but they refuse to make on-road improvements.

Why do bicyclists have to put up with this professionally amateurish approach to their legitimate safety needs when it is known that the perfect model exists in California. Now it also exists in Townsville.

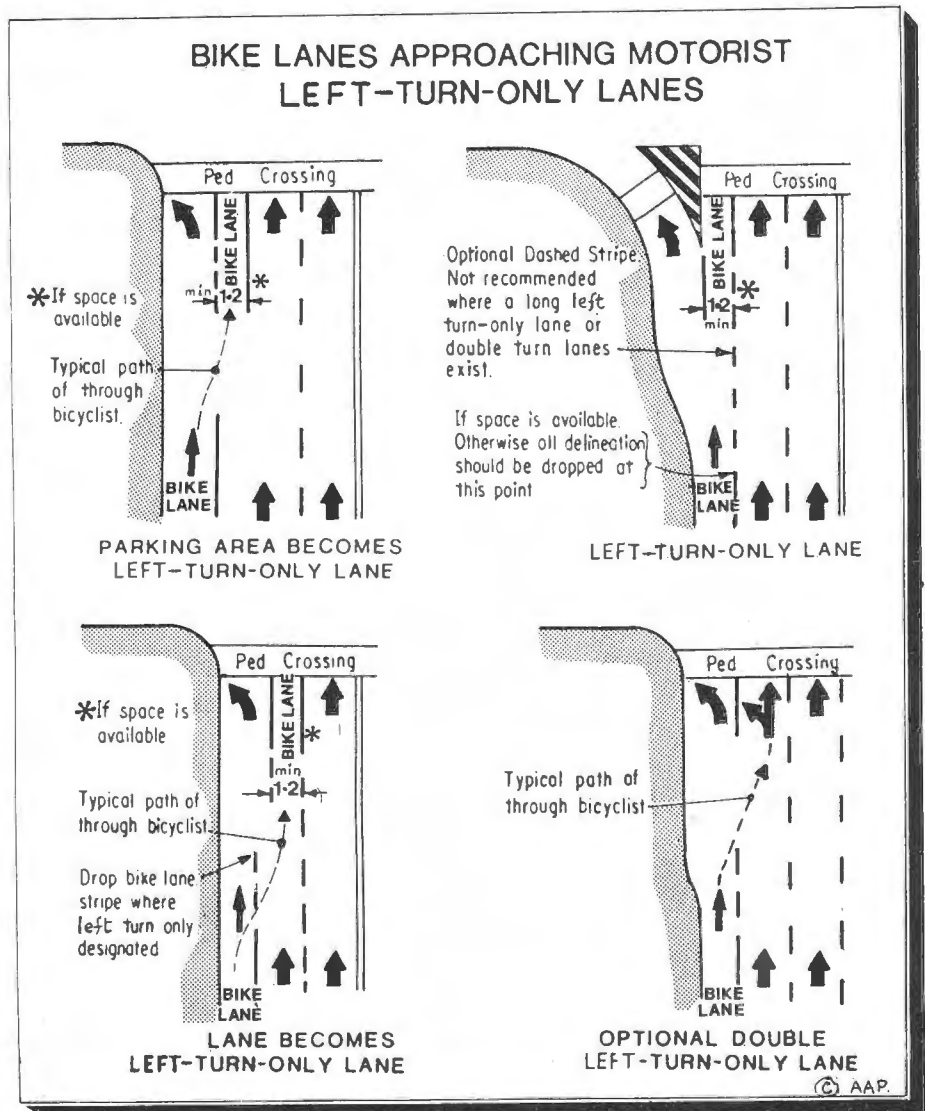
The Californian Highways Department properly provides for cyclists in its highway design manual (Caltrans 1982). This document spells out what must be done on all new roads and upgrading existing roads to provide for bicyclists. There is no good reason why its design ideas should not be put to use in all of the Australian states.

The Main Roads Departments sabotage the bicycle policies approved

by government by making sure they do not commit themselves to anything in the future. They use their influence to make sure that the State Bicycle Facilities Design guide books say very

little about what needs to be done on truck routes and main road intersections.

It would be too kind to suggest that the engineers and administrators of





DELTA 531

New Generation of Weinmann Centre Pull Brakes

- Aerodynamic design
- High braking efficiency
- Weighs only 185g
- Easy assembly
- Water and dirt resistant

Successfully tested under hard riding conditions in the European Alps.

TRADE ENQUIRIES: CYCLE CIRCUIT.
6 Tengah Crescent
MONA VALE NSW 2103
(02) 997 6606



Townsville's on-road bikeway system

The photographs on this page show the remarkable system which is being built in Townsville North Queensland. We have included this selection to enable the general reader and occasional cyclist see how much better conditions would be in your city if Townsville/Californian facilities were accepted by the state Main Roads Departments. Bike safe facilities for main roads are altogether too scarce in Australia. All photos were taken by Alan Parker during his recent study tour of the city's bicycle facilities.

1. White lines mark out 1.2 metre wide shoulder lanes on the outskirts of town. It has been found that bicyclists will use these shoulder lanes only when the surface is as good as that of the road.

2. A very wide bike/car parking lane. Most of the lanes are much narrower than this but still allow adequate clearance for car door opening. The minimum width of these lanes is 3.1 metres. Note that in cities such as Melbourne with heavier traffic the maximum width would be 3.7 m because cars would use the bike lane if it was wide as in the photograph.

3. In this photo a bikelane goes through a left turn only lane to a 1.2m wide bikelane refuge at a traffic light controlled intersection. On the corners children can make 'box turns' much easier from the corner refuges. See drawing elsewhere in this article for further detail.

4. A straight through bikelane on the right of a left turn lane. This is the only safe way to go when a bike/car parking lane runs into a left turn lane. For further detail see drawing elsewhere in this article.

5. At this arterial T intersection the bikelane goes around the left corner. There is also a right hand turn bikelane refuge between the RH and LH turn lanes. Refuge minimum width is 1.2 metres.

6. Dashed stripe (continuity line) goes through the T intersection on many large open intersections. Cars and bikes are kept in correct positions with these lines. Note the bikelane refuge at the left of the road island connecting the two shoulder bikelanes.



1



2



3



4



5



6

AAP

these agencies are basically well meaning and have an essentially amateurish and infantile approach to bicycles. These Departments are run by clever and devious men who quite deliberately subvert and undermine Government policies of encouraging safe bicycle use which the cyclists have fought hard for. Bicycle advocates in Melbourne have come to realise that getting a bikeplan is the easy bit: getting it implemented is much harder.

In Townsville former Mains Road Department engineer Jim Evanson who is that city's traffic engineer has been beaver away for the last seven years and has put into practice Californian style bicycle facilities most of which are on main roads. After a few days in Townsville talking to Jim and cycling over 30 kilometres on 'bicycle safe' main roads I can testify that the bike-lanes and sealed shoulders work well and that both cyclists and motorists use the facilities as intended and respect each others territorial rights.

There are 70 kilometres of on-road facilities within Townsville. The city has a population of 105,000 and 550 km of roads. Bicycle usage is high as five percent of the population cycles to work. Bicycle ownership is high with over 30,000 or one bike for every 1.3 households.

A significant proportion of bicycle

users in Townsville are school aged children who travel an estimated 300,000 to 400,000 kilometres each week by bicycle. Most trips are on existing roads and the most impressive feature of Townsville's bicycle facilities are that they are on main roads where cyclists want to go.

In other Australian cities cyclists get unconnected bits and pieces of bikepath and badly conceived shared footpaths but in Townsville the on-road facilities have been provided first. Seventy percent of their bicycle facilities are on main roads. Fifteen percent are on back street routes and another fifteen percent are off-road bicycle paths.

Shared footways have been tried but most of them have been removed because cyclists refused to use them and stayed on the roads. So far \$2.5 million has been spent on bicycle facilities and only 15 percent of the funds has come from the Queensland Government or the Commonwealth.

What makes Townsville particularly interesting is it provides a working Australian model for intersections with left turn lanes for motor vehicles. In the State Bikeway Design guides the standards for the bicycle-only bike lanes, the bike lane/car parking lanes are all there, what is missing is what to do at the intersections, where most of the accidents happen. The photographs

and captions explain what has been done in Townsville. The drawings I have made are from the Californian design manual and have been reversed to show 'keep left' Australian road use conventions.

There is an almost exact correspondence between the drawings from the American manual and the photographs. The drawing of the left hand turning lane treatments should be in all State Bikeway design guides and should be part of all State highway design manuals. Bike planners in Australia can now go ahead and use the Townsville intersection treatments because they have been proven to work.

THE last word on the Australian bikelane debate.

The marvellous thing about Jim Evanson's bicycle facilities is that they can be policed using existing laws regarding driving in relationship to edge lines. Special bicycle laws do not exist in Queensland as they do in other states. In Queensland law the bike lanes are not 'bicycle only lanes'; but sealed shoulders demarcated by an edge line, but this legal distinction is irrelevant as far as motorist behaviour is concerned because they keep to the right of the white line.

This is the ultimate hallmark of success, because as Eric Claxton the



LIFECYCLE



HUB OF THE CYCLING WORLD

Australia's newest range of lycra cycling clothing - modern young designs plus unequalled quality.

- * **KNICKS:** Contoured, 5 sizes, huge chamois. Black, red, royal blue leaf green, pink, aqua and yellow. \$37.00
- * **SHIRTS:** Magnificent new pattern featuring national colours - French, Italian, Aussie. S, M, L. \$59.00
- * **FASHION SHIRTS:** Ready? Beautiful fashion garments in prints. Three to choose from. Ask for details. S, M, L. \$55.90

Mail orders:
P O Box 68, Red Hill
Qld., 4059



We stock and recommend Berretto Custom Frames:

- * Touring - Triathlon - Racing
- * Tailor made or 'off the shelf'
- * Columbus, Reynolds or Japanese tubing.

***FROM \$199**

276 Petrie Tce. Brisbane (07)831 2611

designer of the Stevenage New Town in England once told me if you design the bicycle facilities right in the first place cyclists will choose to use them and compulsion is not necessary. Likewise with on-road traffic management measures: if the motorists accept them and drive according to them they work. That is the acid test.

Jim Evanson is quite a cautious man, who has applied Californian design guidelines, on a try-it-and-see basis over a number of years and has come to the following conclusions:

"According to comprehensive research by Dr. Ken Cross in the USA there is yet no clear evidence to show that there are short-term safety benefits in the provision of bike lanes. However, I believe, as does Dr. Cross, that such facilities have very desirable long-term effects in re-educating road users to the needs and presence of cyclists on our roads by their widespread use and conspicuity.

"Many thousands of road users daily are exposed to the presence of such facilities which assert the bicyclist's right on the road. This is likely to have a deep underlying and lasting psychological effect on road users.

"The existence of such facilities also helps to make cyclist action/behaviour more predictable and frees the balance

of road space for much more efficient operation. Providing design is adequate, we have found acceptance and observance of such facilities to be very high".

The effects of bike lanes have been studied elsewhere in Australia. In Victoria "before and after studies" of the car parking/bikelanes in Ludstone Street Sandringham, conducted by the Road Safety and Traffic Authority (RoSTA) clearly showed the safety benefits. Before the introduction of the lanes the cars were quite literally all over their half of the road. After the lines had been marked cars tracked between the white markings, and the child cyclists were better able to ride straight to the left of the white line.

The on-road relationship of cyclists and motorists was much improved and this experiment led to the passing of amendments to the Road Traffic Act (Feb 1982) that legalised bicycle facilities in Victoria.

The best bike lanes of all are Freeway safety lanes and 1000 miles of these are in use by cyclists in California, however that is another issue which was dealt with in issue 24, of *Freewheeling* March/April 1984.

Coping with the juggernauts

The Bicycle Federation of Australia (BFA) has studied the problem of truck

traffic in rural and outer/urban areas. It has concluded that while a sealed shoulder 1 metre wide may be ideal for cyclists on normal main roads, with a limited number of big trucks, on truck routes the sealed shoulders need to be made wider as truck speed increases (Mathieson 1984).

Heavy truck traffic generates air movements (Parker 1984) that can destabilise cyclists so the sealed shoulder needs to be wider to reduce the impact of the truck slip stream and other aerodynamic effects.

The sealed shoulder widths on the graph closely correspond to those recommended by Mike Hudson which are now part of the Victorian bicycle facilities design manual (SBC 1984). The BFA believes that the provision of 3500km of sealed shoulders on rural roads and rural type roads in urban areas has greatly encouraged adult bicycle use in California, particularly bicycle touring on inter city highways. We want this to happen here.

There is a great need for sealed shoulders for example the Melbourne Bikeplan (Stage 3) identified 400km of roads requiring sealed shoulders 1.5 metres wide in outer Melbourne.

What do cyclists want

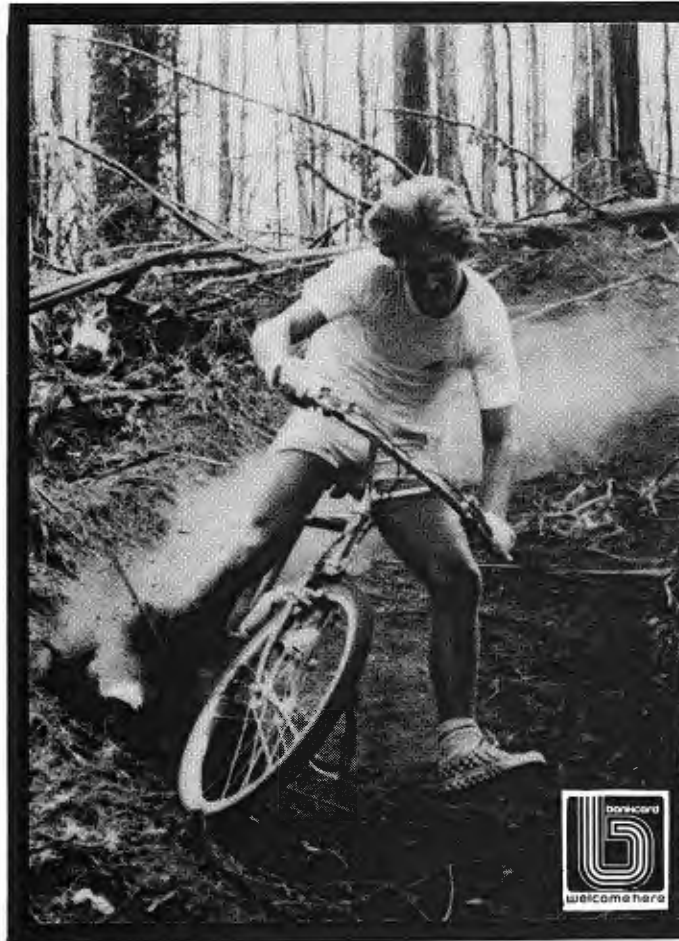
Not only do bike riders need on-road facilities but they also need enlightened

BALWYN CYCLES

268 Whitehorse Rd
Balwyn Vic. 830 5902

- * Lightweight frames and wheels — ex stock to order
- * Panniers — Racks — Spares
- Shoes — Nicks — Shirts
- Galli — Campagnolo — Dura Ace
- * Specialists in 15, 18 or 21 gear preparation.

apello



CLAMONT

QUALITY MOUNTAIN BICYCLES

CLAMONT

Coronet

CHROME MOLY TRIPLE BUTTED FRAME



**THE No 1 CLAMONT MOUNTAIN BICYCLE. FEATURES SUPERB
CHROMOLY TRIPLE BUTTED FRAME AND CHROMOLY FORKS.
THE VERY BEST OF COMPONENTS WITH SEALED BEARINGS
THROUGHOUT.**

Come and see the complete range of Clamont bicycles now at

Clarence St. Cyclery

senior engineers like Jim Evanson working where they are most needed. In Australia the position of specialist bicycle facility engineer needs to be created in all main roads departments to ensure that cyclists are provided for in all new road and bridge construction and wherever main roads and inter-sections are upgraded. When bikeplans exist this engineer would prepare a

separate bikeplan implementation pro-gram for the main roads department.

References

Caltrans (1982) -Highway Design Manual Chapter 7 Bikeway Planning and Design Standards Californian Department of Transport. July 1983.
Evanson 1984 Planning for bicycle traffic in Townsville. LJ Evanson. Queensland Bikeplan

conference - Papers and proceedings 19th Oct 1984, p. 17.3.

Mathieson 1984 Bicycle Safety - Peoples and Vehicles National Road Safety Symposium Canberra 29-31 Oct. '1984 - Dept. of Transport Australian Transport Advisory Council.

Parker 1984 The Way Ahead - by A.A. Parker. Queensland Bikeplan Conference. Papers and proceedings 19th Oct' 1984 page 15.5 fig 17.
SBCV 1984 Planning and Design of Bicycle Facilities - State Bicycle Committee of Victoria - Ministry of Transport 1984.

Left: This internal memo from the Victorian State Bicycle Committee to the chief Transport Department bureaucrat expresses the frustration and uncertainties which are currently being experienced in Victoria.

Bicycle budgets starved of funds by Labor Govern-ments.

According to the author of this report, Bicycle Institute of Victoria President Alan Parker, Liberal Ministers have always been more responsive to cycling matters than Labor ones. The present incumbent Tom Roper even refuses to meet with BIV representatives.

Given its background one would expect Labor to be more ideologically sympathetic towards programs which help the bicycle user especially since most users are children without political rights. What once was idealism in opposition becomes forgotten rhetoric in government. When a party becomes the Government the temptation is to abandon ideology in favour of the more pragmatic activity of staying in power. Almost all of the State Labor Governments are now showing the classic signs. And its the cyclists who are first to feel the effects as budget time arrives.

VICTORIA TRANSPORT

MEMORANDUM

To: Mr A S Reiher, Director-General
W Pattinson Acting Chairman
From: State Bicycle Committee
Subject: 1. TRANSPORT FUNDING FOR CYCLING
2. STATE BICYCLE COMMITTEE STRUCTURE

Date: 8 SEP 1985

1. At the S.B.C. Meeting on Wednesday 28 August the Committee asked that I make urgent representation to you on the S.B.C. Budget for 1985/86 in the light of rumoured cuts in the S.B.C. bid (Memorandum 25 April 1985). The Committee asked that I meet with you to discuss the following matters:
 - a The need for increased funding (of cycling as transport) is justified in terms of use - for example the bicycle and tram are of equal importance as the main mode of travel to work (ABS. 1984).
 - b In terms of equity the bicycle is the only form of individual mechanised travel available to those under driving age, and is a significant mode of travel for adults in trade and labouring occupations.
 - c A significant demand to build bicycle facilities exists. In 1984/85 Municipalities sought funding from the S.B.C. for assistance with \$3.4 million worth of engineering works of which less than half were funded on a 1:1 basis (i.e. MoT/SBC contribution \$650,000). Given the State Government cut backs in other areas to Municipalities (e.g. Local Roads) and the cuts in real terms over the past 5 years to Bicycle funds surely a lot could be gained by increasing bicycle funding this year.
2. At the same meeting I was also asked to follow up on material placed before the Minister on the S.B.C. structure. Uncertainty is causing problems with some of the working groups and in liaison with other Government departments.

Could I discuss these matters with you please.

1218L/33 fm

Warwick Pattinson
warwick pattinson

Of all the Ministry of Transport projects, the Melbourne Bikeplan Program administered by the State Bicycle Committee (SBC) is the most cost effective. Why then was the \$1.8 million budget proposed to implement the Bikeplan cut back? Why also has the NSW bicycle budget been also reduced in real terms.

For five years there has been a policy in Victoria of providing no increases to compensate for annual cost rises. When Labor came to office the first Minister

for Transport, Steve Crabb, continued this policy. When a new minister came to power the Bicycle Institute was assured that Tom Roper the new Minister for Transport would reverse this anti-cyclist policy, but nothing has happened.

The reason for this is that transport bureaucrats want the Bikeplan slowly strangled to death with inflationary cost increases so that there is no way the Bikeplan can be completed by the year 2,000 let alone 1990 as originally planned.

In NSW a similar complaint exists with the new Minister Barrie Unsworth.

The recently announced State Bicycle Committee budget for the coming year was only as much as the past years.

Fortunately for cyclists the Commonwealth has helped implement the Bike plans by its very generous funding of bicycle path construction through employment creation programs in conjunction with local councils. That was a big help but job creation funding will be drying up at the end of this year. The BIV has appealed to Tom Roper to establish a fair and equitable funding policy for the Bikeplan. This should take into account the following:

1. More children have bicycles today than ever before and they need a safe cycling environment.

2. Bicycles are an environmentally superior form of transport being quiet and non-polluting.

3. The Bikeplan would create a combination of safe residential streets linked to off road routes that would open up safe routes to bicyclists and enable them to avoid the more dangerous main roads, thus encouraging bicycles instead of cars.

4. Recent survey data (ABS 1984) shows that adults are choosing to cycle to work more and surveys on Melbourne's bicycle paths show increasing levels of usage (MMBW 1984).

5. Bicycles are cheap to operate and in Japan and Holland are used instead of a car for many short trips and make a major contribution to the efficient operation of the country's economy as a low cost means of transport. This could also happen here as recent trends show. According to an Australian Bureau of Statistics survey last October, the number of Victorian bicycle commuters are growing rapidly, from 14,000 to 27,600 in the past decade. This is still only 2% of all commuters, but if cyclists keep increasing at the same rate, they will soon outnumber bus (31,000) and tram (27,800) commuters. Hundreds of millions are being spent on a declining number of bus and tram users, while an insignificant amount is spent on the humble bicycle. Where is the logic behind this.

6. The transport needs of the young unemployed have to be considered as high levels of youth unemployment are here to stay. Labor's employment schemes are going to stop things getting worse, that's all, they are not going to take us back to the time of very low unemployment. The bicycle is the only viable alternative to the car for many of the unemployed.

For the first time the real losers will be the local councils who will be drastically starved of funds to spend on bicycle projects. Metropolitan Councils this year asked the SBCV for \$1,250,000 to spend on construction projects. The SBCV proposed to give them \$882,000 but with the reduced Government allocation they will only get \$471,000.

Rural councils are in a similar position. They asked for \$1,000,000 and should have received \$450,000 but will only get \$198,000. Fortunately the behavioural programs will get close to what was requested. The new funding provisions will have their greatest impact on the Melbourne Bikeplan which will now drag on well into the twenty first century... unless the Government changes in the meantime.

MOUNTAIN BIKES

WE STOCK THE BEST



Apart from our own Ultimate ATB we stock Apollo, Hillman, Graecross, Repco, Ricardo, Southern Cross and Centurion mountain bikes and cruisers.

WOOLLYS WHEELS

331 2671

82 OXFORD ST. PADDINGTON



The Snowy Mountains region has some of the best scenery AND the best mountain riding in the country. 'The climb up to Round Mountain (1600 m) is made more difficult by the fact that Khancoban is at only 380 m elevation. The climb (1220 m in 44k) is the longest sustained climb on any road in Australia.' In spite of the presence of the Hydro Scheme power cables like these are not a feature of the Snowys Loop described in this article.

Touring Australia's high country

For most Australians the problem in summer is where to go to beat the heat. Most people from the big eastern cities simply pack up and head in their thousands to the coastal beach resorts.

For the bicycle traveller wary of coastal traffic there is one relief and that's to head for the hills. Warren Salomon describes the most popular route through the Australian Alps: the Snowy Mountains loop.

For a country the size of a continent, Australia has very few mountainous regions. Any wonder that the largest of them, the Snowy Mountains area has a special place in the hearts of the people.

The Aborigines, the original inhabitants of the land, used to gather

on the alpine tops during the summer months to trade, conduct ceremonies and feast on the huge Bogong moths which breed in the rock crevices. Their cooking fires were noticed from the far-off plains country long before the Europeans ascended to the tops.

The region contains Australia's

highest mountain, Mt. Kosciusko, named by the Polish explorer Paul Edmund de Strzelecki who passed through the area in 1840. He named the mountain in honour of a Polish patriot because the flat topped mountain apparently looked like his tomb in Krakow.



"The view from Scammel Spur is unique as there is no where else on the continent where the western face of the Great Divide presents such a precipitous and spectacular appearance."

In geological terms the mountains of the Snowys region are dying. Long ago the area was uplifted, exposing huge slabs of granite which have now weathered, forming a succession of rounded-top block mountains. No jagged peaks are to be found here as the uplifting process has stopped and erosion is well advanced. Though some river valleys are cut deep below the peaks, nowhere are mountains like those in the Rockies or the Himalayas.

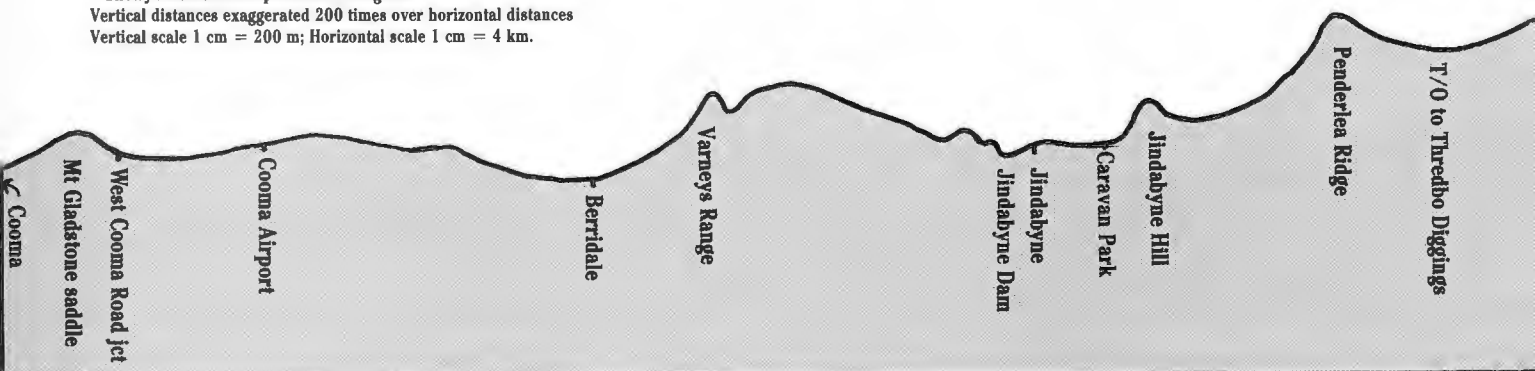
Australia's high country starts south of the national capital of Canberra and runs south west to near Melbourne. It is a land immortalized by such legends and ballads as "The Man from Snowy River". There is still much to remind the present day traveller of the early cattle and sheep grazing days. Though the high plains to the east and north of the Snowys are still used for grazing the tops are now protected for all time as part of the Kosciusko National Park.

Some of the best ski fields in the country lie within the park boundaries and the awesome task of providing for the winter population explosion rests with the parks administration, the NSW National Parks and Wildlife Service (NPWS). In summer, with the snow gone from all but a few permanent drifts on the tops, the area is quieter, less hectic and an ideal cycling environment.

The best route in the region for a bicycle traveller is the Snowy Mountains loop. This route will eventually be published as a full bicycle trail guide by Bicycle Australia. The Snowys loop will form part of the proposed Snowy Mountains Bicycle Route which will link with other routes in their national trails network.

The Snowys Loop is the only circular route possible through the mountains

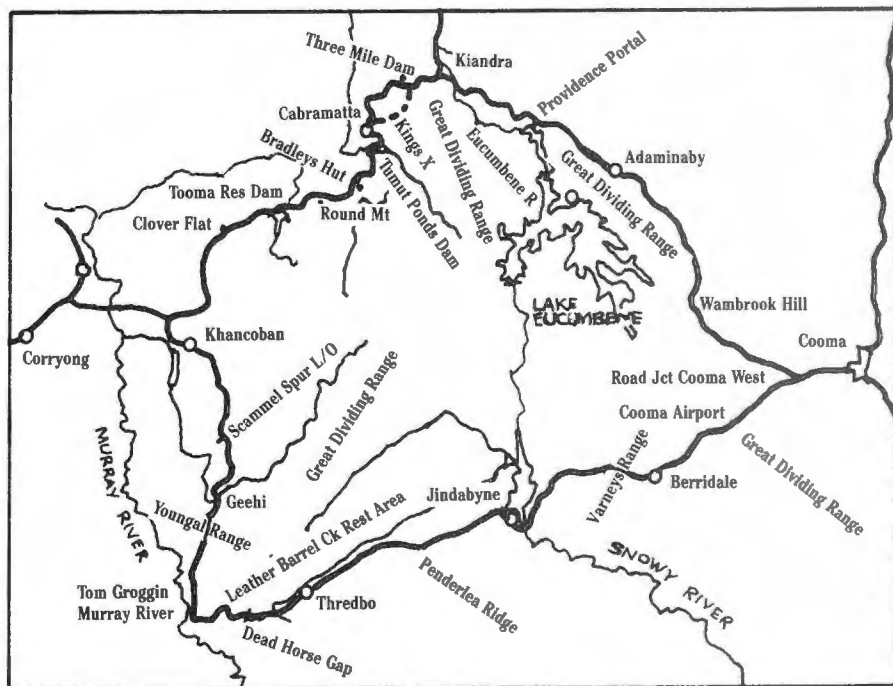
Snowy Mountains Loop Elevation Diagrams
Vertical distances exaggerated 200 times over horizontal distances
Vertical scale 1 cm = 200 m; Horizontal scale 1 cm = 4 km.



on good roads and offers the bicycle tourer a unique opportunity to experience one of Australia's few remaining mountain wilderness areas at first hand. As parts of the loop are remote from civilization (some supply and accommodation points are spaced more than a day's ride apart) tourers will need to be prepared to camp out and have food carrying capacity for at least two days.

The loop can be ridden in either direction and the best place to start the circuit is Cooma, the administrative centre for the area. Travellers approaching from Victoria can join the loop at Khancoban. Access and travel to loop entry points is covered in a later section.

The ride out of Cooma starts on the high rolling Monaro plains and heads straight for the uplifted granite country of the Main Range. The Main Range is the local name given to the highest part of the continental divide in the Snowy Mountains region. The Snowys, and many other ranges go to make up the Great Dividing Range which runs like a back-bone down the eastern part of the Australian landmass. The divide is crossed in four places by the loop. The first of these being on the rolling



Monaro near the Cooma Airport (altitude 900m). The word Monaro is supposedly an Aboriginal word for breasts!

Here the divide is a series of low connecting hills with Varneys Range the only steep section before Jindabyne. Cooma to Jindabyne is an easy days ride and there is plenty of accommodation in Jindabyne including a pleasant caravan park by the lake further past the town. The town is renowned for its Swiss bakery and other culinary delights.

Further on past Jindabyne is the ski resort of Thredbo. There are two steep climbs between these winter resorts. The first starts at the road intersection near the caravan park and the second involves crossing Penderlea ridge further on.

Most of a days ride will be spent climbing up to the village and on to cross the divide at Dead Horse Gap 1600

metres above sea level. At this altitude, forests of Mountain Ash and Snow Gums give way to open alpine meadows.

In January and February this country comes alive with spectacular wild-flower displays. The big attraction of the loop is the continually changing vegetation as the road ascends or descends and valley floors steepen or widen out into grassy plains.

Once past Thredbo it is a two-day ride to the next supply town of Khancoban. Leather Barrel Creek half-way down Dead Horse Gap or Tom Groggin (merely a colourful place name) on the Murray are beautiful camping spots along the way if you want to prolong your stay in the wilderness.

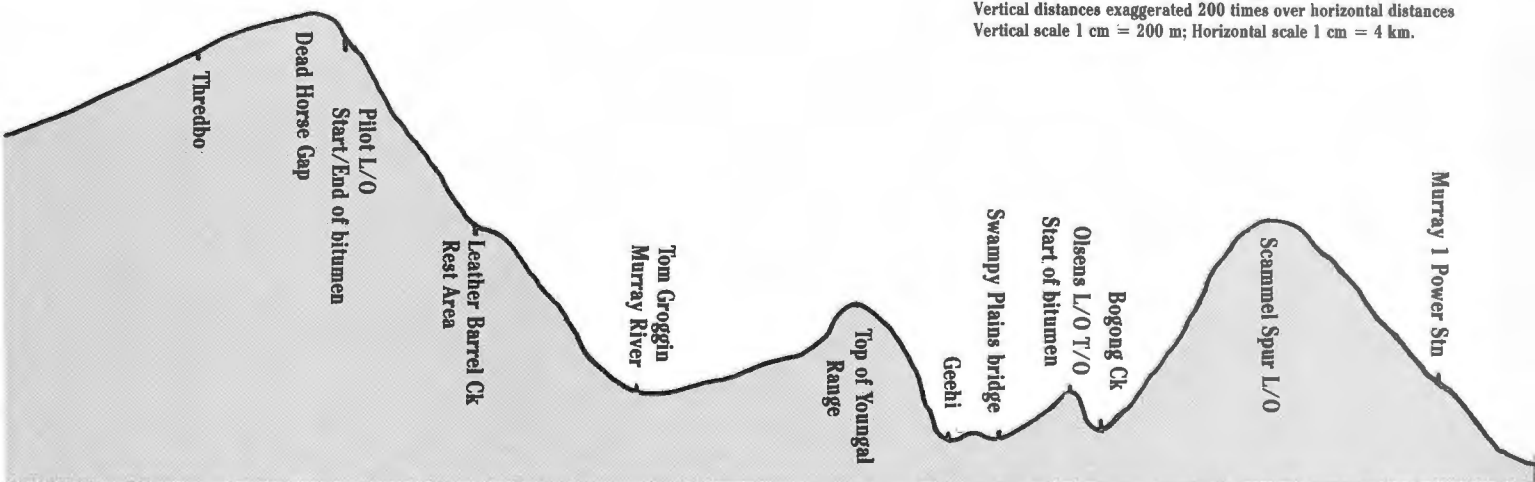
A fit rider with ultra-lightweight equipment could ride between Thredbo and Khancoban in a day but the magic of the mountains could pass by too quickly. It is best to spend some time in

Accommodation and Supplies

H = Hotel/Motel; P = Caravan park (on-site vans etc); C = Bush camping; F = Food supplies; I = Tourist information.

Cooma - H,P,F,I
Berridale - H,P,F,I
Jindabyne - H,P,F,I
Thredbo Diggings - C
Thredbo - H,F,I
Leather Barrel Creek - C
Tom Groggin - C
Geehi - C
Khancoban - H,P,F,I
Clover Flat - C
Bradleys Hut - C
Cabramurra - F,I
Three Mile Dam - C
Kiandra - (ghost town)
Providence Portal - H,P,F(limited)
Adaminaby - H,P,F,I

Snowy Mountains Loop Elevation Diagrams
Vertical distances exaggerated 200 times over horizontal distances
Vertical scale 1 cm = 200 m; Horizontal scale 1 cm = 4 km.





"Here the divide is a series of low connecting hills with Varneys Range the only steep section before Jindabyne." Varneys range has a short climb on either side. The riders here are heading for Jindabyne.

this wilderness and the Geehi area offers the ideal stopover point.

You can camp in or near the stone Geehi hut (down stream from the bridge at the end of the old airstrip) and watch the Southern Cross (or Halleys Comet in early 1986) rise over the western ramparts of the Main Range during the summer months.

It is a truly spectacular camping area by a rocky mountain stream with the Snowys range towering eighteen hundred metres above and only twelve kilometres distant.

In a land with few spectacular mountain ranges the Geehi area should not be missed by lovers of the high country. There are many tracks and historic huts in the area, so at least a one-night stopover is recommended.

Wild blackberry has overrun some parts of the surrounding river flats but usually this can be avoided.

Geehi is to the west of the divide and is much lower in elevation than Cooma. Khancoban further north is at the lowest point on the loop. To get to Khancoban is not that easy, for in between lies Scammell Spur with its climb of more than 500 metres in 8 kms.

The main advantage in climbing Scammell Spur from the south is that this side offers the best views in the whole Snowys region. Descending Scammell Spur and heading towards Geehi would cut short some wonderful opportunities to gaze at the magnificent spectacle of Australia's highest "hills". The view from Scammell Spur is unique as there is no

Cumulative distance in kilometres

00 - Cooma
034 - Berridale
061 - Jindabyne
094 - Thredbo
100 - Dead Horse Gap
118 - Tom Groggin
137 - Geehi
150 - Scammell Spur L/O
169 - Khancoban
213 - Round Mt
234 - Cabramurra
246 - Three Mile Dam
250 - Kiandra
287 - Adaminaby
337 - Cooma

Road Surface

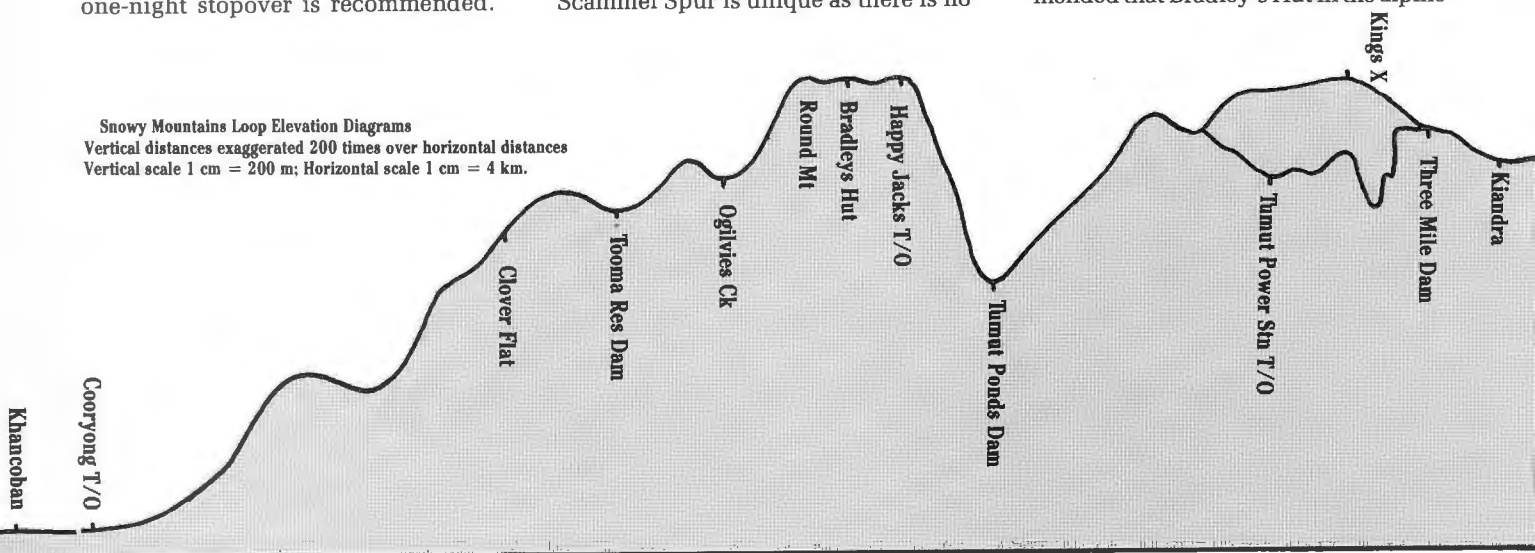
Sealed with adequate width except for a good unsealed decomposed granite surface, 37.5 kms long, between Dead Horse Gap and Olsens Lookout turnoff (near Geehi). The Kings Cross road between Cabramurra and Three Mile Dam is rough gravel.

where else on the continent where the western face of the Great Divide presents such a precipitous and spectacular appearance.

The other side of Scammell Spur is a steady down-hill which passes the pressure pipes, power stations and electricity cables of the Snowy Mountains Hydro Scheme.

This scheme was finished in the 1970's and harnesses the eastward flowing waters and directs them via a series of large tunnels into the western rivers. The falling water is used to generate electricity and ends up providing irrigation for the arid inland.

Khancoban is at the western foothills of the Snowys. Continuing on the loop from here requires a massive ascent to Kiandra via a good bitumen road. In the opposite direction this distance can be travelled in a pleasurable day of mostly down hill riding except for the crossing of the Tumut River ravine. If you are travelling clockwise, it is recommended that Bradley's Hut in the alpine



Climbs Worthy of Mention Clockwise

Climb/(metres)/distance (km)

Varneys Range 220/6.0
Jindabyne Hill 110/0.8
Penderlea Ridge 220/4.0
Dead Horse Gap 400/20.0
Youngal Range 220/12.0
Scammel Spur 580/8.0
Round Mountain 1220/44.0
Cabramurra Hill 460/9.0
Kings Cross Hill 140/8.0
Sawyers Hill 100/4.0
O'Connors Hill 100/2.0
Warmbrook Hill 200/24.0

Anti-Clockwise

Climb/(metres)/distance (km)

Warmbrook Hill 360/16.5
Great Divide 180/4.0
O'Connors Hill 200/2.0
Sawyers Hill 160/5.0
Kings Cross 140/5.0
Round Mt 550/5.0
Scammel Spur 700/15.0
Youngal Range 380/5.0
Dead Horse Gap 1020/18.0
Penderlea Ridge 110/6.0

area near Round Mountain be used as an overnight base.

The two highest points on the loop are at Dead Horse Gap and Round Mountain. The four separate climbs from either direction offer different challenges to the alpine cyclist. The climb up to Round Mountain is made more difficult by the fact that Khancoban is at only 380 m elevation. The climb (1220 m in 44k) is the longest sustained climb on any road in Australia. Fortunately there are a number of pleasant rest stops along the way at Clover Flat, Tooma Dam and Ogilvie's Creek.

Once on top it is an easy ride through alpine meadow country to the edge of the Tumut River ravine. From either direction the road drops 550 metres to cross the river on the Tumut Ponds Dam.

Cabramurra is the highest town in Australia and presents a closed face to the passing traffic. It is really a 'company town' as its sole purpose is to



"You can camp in or near the stone Geehi hut (down stream from the bridge at the end of the old airstrip) and watch the Southern Cross (or Halleys Comet in early 1986) rise over the western ramparts of the Main Range during the summer months.

It is a truly spectacular camping area by a rocky mountain stream with the Snowys range towering eighteen hundred metres above and only twelve kilometres distant."

house the technicians who operate the hydro power stations nearby on the Tumut River. Food can be bought at the town store but there is no hotel accommodation or camping ground available. This is no real problem for 14 km on is the idyllic Three Mile Dam camping area.

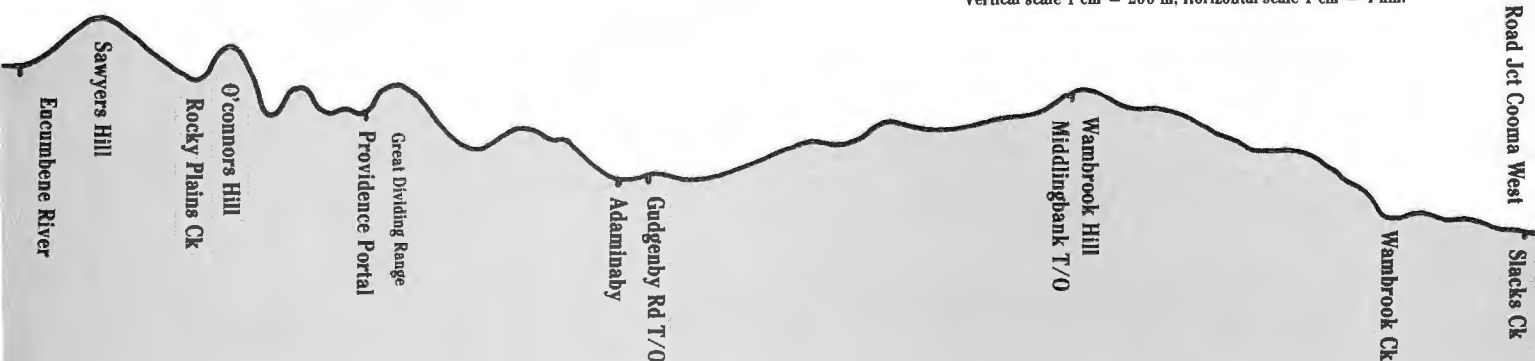
The Three Mile Dam was constructed by gold miners working on the Kiandra gold field around the turn of the century. Today it is a picturesque miniature alpine lake atop the divide.

The easiest road between Cabramurra and the dam is via Kings Cross. This gravel road avoids the steep grades and extra hill climbing of the bitumen road and offers better views from Mt. Selwyn. Cycle campers can get access

to the best sites at Three Mile Dam by wheeling their machines past the vehicle barriers near the end of a neck of land jutting out into the middle of the lake. Here one can camp peacefully on soft grass sheltered by snow gums and surrounded on three sides by the blue waters of the lake... Perfect!

A short way on from Three Mile Dam is the ghost town of Kiandra. Time can easily be spent exploring the area for evidence of the old gold mining days. The NPWS has assembled old mining machinery into a road-side open-air museum and publishes at least two leaflets detailing the area's attractions. Kiandra also marks another entry point onto the Snowys Loop. Tumut is a days ride further to the west but in the

Snowy Mountains Loop Elevation Diagrams
Vertical distances exaggerated 200 times over horizontal distances
Vertical scale 1 cm = 200 m; Horizontal scale 1 cm = 4 km.





"Cycle campers can get access to the best sites at Three Mile Dam by wheeling their machines past the vehicle barriers near the end of a neck of land jutting out into the middle of the lake. Here one can camp peacefully on soft grass sheltered by snow gums and surrounded on three sides by the blue waters of the lake... Perfect!"

opposite direction allow two days as a lot of climbing is needed to reach Kiandra.

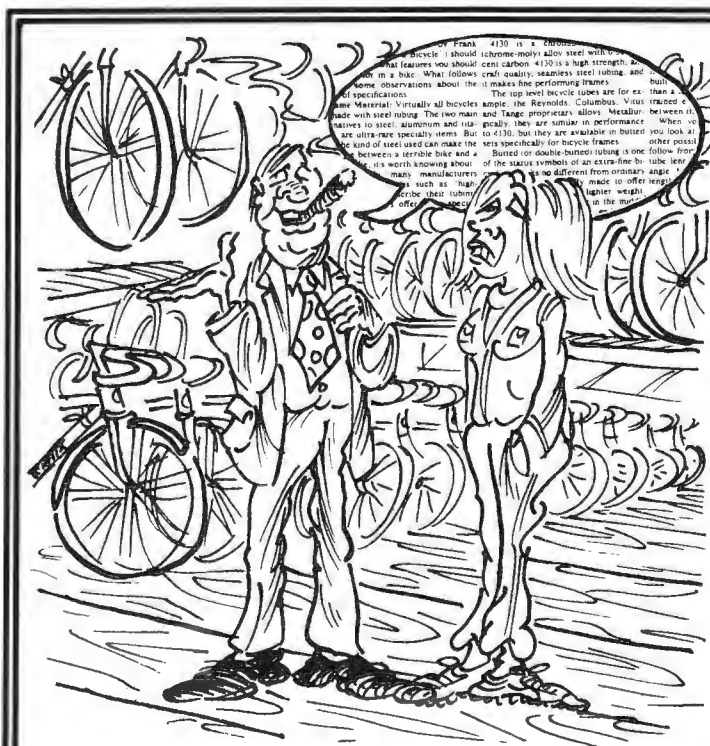
From Kiandra back to Cooma the route follows the Snowy Mountains Highway, a wide smooth sealed

highway with low traffic volume in summer. The divide is crossed for the final time before Adaminaby and from there the sweeping Monaro Plains are once more traversed.

Adaminaby is a pleasant little town offering good shops and all types of accommodation. The town was originally located on the other side of the Divide but was shifted to its present location when Eucumbene Dam was built. Little remains of the old township but it is still worth a visit if only to stay in the caravan park next to the old school house on the lake-shore.

The final leg of the Snowys loop on to Cooma is easily covered in a day. Winds and cold weather can present difficulties on this section as the road traverses the treeless plains. The huge Lake Eucumbene can be seen away to the west at the foot of the Snowys.

As you stand on the vantage point of Wambrook Hill on the way back to Cooma and gaze westwards towards the Main Range it is hard to realise that you are actually on the same side of the divide as Khancoban still further west. The erratic zig zag course of the continental divide in the Snowys region is further evidence of the massive geological forces which have shaped the area and thankfully gave the Australian land mass its only true alpine cyclig area.



Ever been in this situation?

If this has happend to you lately then its time you talked to us.

Are you tired of being talked at by sales people who don't want to know about your needs? If you've had enough come along to the friendly people in Blacktown. We will help you find and fit the right bike to suit your needs. We stock and service bicycles for racing, touring, triathlon, general recreation, BMX and commuting.

Your purchase gives us pride. Your appreciation is our advertisement.

BLACKTOWN BICYCLE CENTRE

5 Alpha St, Blacktown Tel (02) 621 8158

DESIGNER COMPONENTS



The New SunTour Cyclone Series.

SunTour's commitment to all cyclists—racers, touring enthusiasts and triathletes—is reflected in its newly designed Cyclone components series. During the intimate interface between rider and machine, SunTour excels at turning human endurance, strength and training into winning mechanical power.

From the patented slant parallelogram mechanism on the rear derailleur to the uniquely cambered outer link plates on our chain, SunTour delivers maximum performance. With smooth reliability.

It's all a part of our philosophy "Design for Function." We do it without tricks or gimmicks. That's because we're in the business of building the best components available.

Cyclone is both ergonomic and economic, which means you can build or upgrade your entire bicycle at an affordable, human price. Experience Cyclone: the whirlwind that is SunTour.

Cyclone components are available individually or in specially selected groups.

See your local dealer.



Wholesale stockists
Hanley Trading Pty Ltd
Sydney 666 9633
Melbourne 379 6941
Brisbane 32 9788

What's Dorcy peddling now?

Why spend a fortune on an exercise machine when you've got almost all of one already?

Simply add a Dorcy bicycle exercise conversion kit. You can assemble and disassemble it in minutes. It even folds flat for practical storage.

The Dorcy conversion kit fits 24", 26" and 27" bikes. And the adjustable tension control ensures it fits every person.

If you've got a toddler who'd rather ride, we've got just the ticket:

The Dorcy bicycle child carrier.
It fits 24", 26" and 27" bikes.

And has an extra large wraparound foot shield for extra safety.

Its polypropylene seat is strong and comfortable.

Also very strong is the tubular steel frame.

The safety belt is made of a non-slip material so it really is a safety belt.

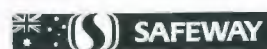
In fact, you'd have to be pushing it up hill to get anything better.

These two Dorcy bicycle accessories, and a whole range of other bicycle accessories, are available from these stores below.

Get pedalling to one now.



MYER



Larger stores only.



BIG W

WALTONS

Larger stores only.

venture

Selected items only.



A long and tri-ing day of it

It takes endurance and a lot of training to compete in a running marathon or cycle 180 km or swim almost 4km in open water... but to do all three in one day pushes human stamina to the limits. Warren Salomon followed Australia's toughest marathon event the Triple-M Triathlon and found that it takes a lot more than physical fitness to compete and finish in this gruelling event.

Akuna Bay is a surprising place. It lies tucked away in Ku-ring-gai National Park on a small inlet off the Hawkesbury River to the north of Sydney. The brown and white National Park road signs are distinctly low key and don't give warning of what to expect.

Around a corner, having descended through kilometres of bush country to sea level, you suddenly arrive to find tall-masted ships of all types and a huge marina with a boat house four stories high.

More surprising is the large crowd gathered around the entrance. Nearby are two large blue and white tents and a bike parking lot filled to capacity with expensive alloy machines. It is only six thirty in the morning and the dawn mists show no sign of clearing. You could hardly call this any morning for today almost one hundred men and women will start from this pretty little bay on the two hundred and twenty five kilometre journey of their lives.

The reason for the crowd, the journey, the event is the Triple-M Triathlon sponsored by Sydney FM radio station Two Triple-M. It is arguably Australia's toughest competition for that breed of athlete who must swim, bike and run their way to the finish line.

The sport of the triathlon which is rapidly growing in this country only began in 1979 with the first running of the Hawaii Ironman race. With a course similar in length to the Triple-M Triathlon the "Hawaii Ironman" was the first to combine the three disciplines of running, cycling and swimming into one single event. Last year the Hawaiian race attracted over 900 entrants bringing together the best triathletes from all over the world.

Its 6.45 am and the sound of a helicopter is heard overhead. The chopper descends through swirling

mist and as it approaches its landing place there is frenetic movement by race officials. They struggle to hold down equipment (including a small fibreglass kayak) and papers blown away by the rush of air from the whirling rotor blades. The NSW Premier Neville Wran (travelling in the Department of Main Roads helicopter) alights as the triathletes in bright orange swimming caps are already assembling at the end of the marina wharf.

There are no speeches: the competitors are in the water now anxious to begin. At two minutes past seven the Premier fires the starting gun and the race begins. Soon the flailing arms and bobbing heads have disappeared into the mist and officials return to the change over point to wait.

The Triple-M Triathlon like the Hawaii Ironman is an ultra marathon. The competitors have to swim 3.8 km on a course up and down Coal and Candle Creek, ride 179 km on a four and a half lap circuit and top it all off with a full marathon of 42 km. The maximum time allowed to complete the route is 17 hours. The swim course is closed 2 hours after the start and the cycle course is closed 8 hours later. Considering that the winner will finish in about ten hours it is a tribute to the tenacity and personal endurance of the competitors that some will still continue to compete even up to eleven o'clock that evening.

There is a wry admiration expressed by those in the crowd not directly connected with the competitors. The assembled media crews are more cynical: "How crazy: what people will put themselves through".

"Not our idea of a pleasant Sunday out and about", they shrug, "but that's their business. We're only here to catch the action for the folks back home". And it will be the media that will hang out like vultures and swoop in when the

smallest sign of human weakness is shown throughout the event.

One of the frustrating aspects of the Triathlon is that for the spectator (and that includes the media) there is little of the mass appeal and action of the more conventional team sports. Most importantly the triathlon is considered test of personal endurance like a time trial in cycle racing. Once the starting gun has fired it's a race against the clock and a test of personal endurance. There may be sporadic tussles for position but in such a long event it is generally the ability to finish at a consistent pace that often wins the day. Many competitors often put too much energy into one leg only to burn out on the next.

Back at the change over point the clock has been running for thirty minutes and a large crowd has gathered behind the barricades to watch the athletes emerge from the water and begin the bike race. Thousands of dollars of lightweight bicycles are zealously guarded by race officials and relatives of the competitors in the area adjacent to the change room/tents. In a Triathlon the clock never stops so precious minutes can be gained or lost in changing from swimming costume to cycling gear.

The first swimmers are soon in view trailed by lifeguards on surf skis. The Bush Fire Brigade test their hoses and stand at the ready waiting to wash the salt water off the oncoming procession of triathletes. At thirty eight minutes into the race and Mark Pringle of Cronulla NSW is first to leave the water closely followed by Marc Dragan of Curl Curl NSW.

The change over is far from an orderly procession. As the bulk of the racers emerge from the water there is a criss cross of athletes running to and from the change tent and towards the bike parking area. The bikes have all been



Photos anti clockwise from the top: The triathletes enter the water at the start of the Triple M Triathlon. At 7.00 am they commenced their 3.8 km swim along misty Coal and Candle Creek.

Competitors are given a cold shower by local firemen before the start of the cycle leg.

Tony Unicomb (6) is eyed off by Marc Dragan the eventual winner as they prepare for the cycle race.

Food on the cycle leg is all important. This competitor munches his way out of the bike parking enclosure munching on a banana.

The winner Marc Dragan thirty minutes before he crossed the line the winner. The runner up Peter Line was only four minutes behind at this point.

Kevin Hill from Mornington Vic takes the 42 km marathon in style as he heads for the finish at Manly and third place.

checked for mechanical safety by race officials the night before and stand waiting often with food and items of clothing attached.

Most have spare tyres and/or tubes strapped under saddles as race rules forbid mechanical assistance of any kind. Race favourite professional triathlete Marc Dragan treats the crowd to a quick change routine in the bike parking area and is first to leave on the bike leg. He is followed soon after by Peter Line of Frankston, Victoria and the 179 km "Tour de Ku-ring-gai" has begun.

Many athletes come to the sport of the triathlon from running or swimming backgrounds but few are cyclists. In the next few hours there were many examples of this to be seen. Bicycling is the only part of the event which involves machinery and it is the correct control of the mechanical that can make or break a competitor. Early leader Marc Dragan hit mechanical trouble when his tyre punctured early in the bike section. Another rider destroyed a rear derailleur on the road to West Head and had to withdraw from the race.

It was not only mechanical trouble that caused loss of time and energy. Some riders found the hilly course more than a challenge for their mastery of derailleur gears and would resort to sheer force of effort to push them through often producing needless physical exhaustion.

The cycle course consisted of four and a half laps of a very hilly course through the Ku-ring-gai National Park. From Akuna Bay the course wound along the saltwater inlet and then climbed up to the top of the 210 metre sandstone plateau only to dip down to cross McCarrs Creek. From there the route headed out and back to West Head with numerous ups and downs along the way.

Throughout the day a friendly atmosphere developed among the thousands of spectators who gathered at points along the route. The hundred or so that chose to ride their bicycles also found that they were able to gain some of the best vantage points on the route.

Triathlons are lonely events for the competitor and it is on the cycle leg that this first becomes obvious. The rules prevent group riding techniques common in cycle road racing. For example drafting is prohibited. Competitors are required to maintain at least two bike lengths distance unless overtaking.

By the third lap it is difficult to tell which position the riders are in as the leaders have lapped the tail enders long ago.

Meanwhile at Bayview Park some seven kilometres away to the east the crowds are beginning to gather around another pair of those blue and white



Many competitors did the triathlon simply for the personal challenge. This competitor rode a very ordinary ten-speed bike complete with brake extension levers.

striped tents which serve as change rooms for the athletes. A rock concert is underway nearby but close to the tents all eyes are on the digital clock that has been set up near the entrance. It's now two o'clock in the afternoon – seven hours down, and for some, ten to go.

Suddenly a cyclist appears. It is Peter Line who has overtaken Marc Dragan in the last lap of the cycle leg. The crowd claps and cheers as Line is directed towards the change tent. By this stage his body has been through a substantial test of physical endurance and there is a 42 km marathon race to be run before it is all over. Soon he is into his running clothes and off towards the finish at Manly Beach followed a few minutes later by Marc Dragan in hot pursuit.

After a short pause the rest of the riders begin to arrive in ones and twos. The field is now spread out over many many kilometres. For some of the casual spectators the interest has receded and they turn their attention back to the concert.

On Barrenjoey and Pittwater Roads that afternoon there were many personal dramas unfolding. People were sharply divided into spectators and competitors. The internal dramas of the competitors could only be wondered at by the spectators. Many who watched reiterated the belief that here was a sport in which its adherents submitted themselves to brutal physical torture. The outward signs were there but ask any of those on the road that afternoon and they would have reaffirmed their love of the sport and their willingness to continue in it.

Who are we to judge. If some one wants to climb Mt Everest and risks life and limb to do it they are considered heroic. But run a marathon or swim, bike and run a full triathlon and the

mere mortals on the sidelines shout insane.

Sure Marc Dragan did collapse into the arms of waiting officials when he finally crossed the finish line a minute under ten hours and so did Peter Line three minutes later but for them the stakes were high and they pushed their physical endurance to the outer limits.

For the many others who had no chance of winning the race ending was less dramatic. There were few physical collapses and many moments of sheer personal triumph.

It takes a special kind of person to complete such a long and demanding event. Even after dark they were still arriving: not to win fabulous prize money but to gain the satisfaction in completing the event. If mountains are climbed because they are there then the triathlon represents another physical development peak which must also be scaled.

In retrospect

For their effort Marc Dragan and Peter Line received \$20,000 and \$7,500 respectively in prize money.

Teresa Kunaeva was the first of two women to cross the finish line and of the eighty seven actual starters only twenty were forced to withdraw for one reason or another. The last competitor crossed the finish line in fifteen hours and fifty six minutes almost exactly six hours behind the winner.

Most athletes expressed a deep commitment to the sport and given the chance will compete again next year. The only big disappointment of the day was that the big name Americans, including last year's winner Scott Tinley, could not make it. But that's another story.

Tri before you buy

In the triathlon the bicycle leg depends heavily on equipment. Many competitors come to the sport with backgrounds in running or swimming not realising that the cycle leg demands more than sheer physical ability. Choice of the 'right' equipment can be a critical pre-race decision.

Let's start with some basics. In the bicycle section of the triathlon you will have to contend with a machine. In the run or swim it's just you and the water or the road but that machine, that bicycle, can either make things very difficult or very easy.

Like a good pair of running shoes you need to first make sure that your bicycle is the right fit before you buy it. Don't be misled into thinking that you can only find out if your new machine will fit you *after* you take delivery. The best advice is to try before you buy and here are some useful hints.

When buying a new bike for triathlon use you can do either one of two things: buy a production model 'off the rack' or have one custom built to your specifications. With a large number of the top manufacturers building bikes specifically for triathletes you will be faced with a bewildering variety to choose from. Provided that you can find the right bike to body fit (more about that later) then a production model will be the most efficient use of your money. The cost of the components is always cheaper when they are fitted to the frame in the factory. Once you get into the area of the custom built machine the price begins to rise dramatically.

If however you want the best in frame materials and componentry, in a special combination to your requirements, you will have to go to a custom builder and there are a number of things to look out for when ordering. For a start when you are ordering a custom built frame you should have the option of getting the frame built to your bodily proportions. For some frame builders with years and years of experience building frames for cycle racers a few vital measurements and a discussion about your present bike and riding position are all that is necessary. This seemingly unscientific method is being slowly replaced by more exacting techniques.

Brett Richardson of Triathletes World (one of Australia's first specialist 'Tri



Shops') has been building frames for years but he feels that his frame sizing jig pictured on these pages is the best way of building a frame to the riders bodily needs. One variable that must be taken into account is the length of the top tube. If the frame is too long then the rider is easily fatigued while a too short frame bunches up the riders spine with pressure pains resulting.

Brett has recently started to specialise in custom frame building for triathletes. His standard Tri bike features a 72 degree angled head tube more common on touring bikes. The rear triangle and seat tube are strictly racing angles and lengths. His reasoning is that in a triathlon the cycle section is quite different to a straight cycle only race. For a start the triathlete mounts the bike tired after a long swim. With tired arms to contend with the softer head angles allow the bike to steer its self while the riders legs do all of the work.

What is emerging from the experience of builders like Brett

Richardson is that the triathlon is an event with its own unique requirements and to simply put triathletes on top road racing machines is to miss some important points.

Finding a production machine with the right fit for your body requires a retailer with the knowledge of your requirements and the stock to back it up. You may have to try out a few different brands if the frame on one is the wrong shape. Some manufacturers make their top tubes longer than others for example. This means that if their bike in your correct frame size is too long you should try another brand.

Unlike the professional bike racer who will probably have a bike just for training and one especially for racing you will probably use your bike for both purposes. If this is the case avoid the top notch competition frames made of ultralight materials. These frames will only last but a season if you subject them to daily use. A good road racing frame made of double butted chrome moly tubing or manganese moly (Reynolds) will be a far wiser choice.

Above all remember that the frame is the most important part of the bike. You can (and probably will) change the componentry to your hearts content but the frame is what makes you bike and your body function properly as a unit.

Don't go away now!

This short article is the first of many Freewheeling articles dealing with the bicycle side of the triathlon. Obviously its beyond the scope of a general cycling publication such as Freewheeling to concentrate all of its editorial pages on the sport but we believe we can provide the best service to triathletes by sticking to what we know best – the cycling side of things.

In future articles we will continue this discussion on finding the correct bike/body fit and we will outline how to set up your bike correctly to get more from your riding position. Though this series is written for the triathlete the information provided should be of benefit to all types of riders.

A CLINCHER NEVER HAD IT SEW GOOD.

If you think you need a sew-up for great road racing performance, think again. Whether you're a roadie or a triathlete, you know the importance of lightweight cycling. IRC's new Road Lite EX delivers this performance with the durability, convenience and cost savings you can only find in a clincher. Road Lite EX is the lightest clincher in the world—innovative tire compounds and hi-tech manufacturing techniques make this possible. Road Lite EX weighs less than the lightest clinchers produced by other leading manufacturers, and, in fact, even *with* IRC's super-light-weight butyl tube (70g), it weighs less than a standard tubular tire.

WORLD'S LIGHTEST

WEIGHT (g)	0	100	200	300
BRAND A			235	75g*
BRAND B			220	75g*
IRC ROAD LITE EX			205	70g*
TUBULAR (STANDARD)			280-300	

All tires 700 x 25C. Brands A and B are nationally available, and represent the lightest clinchers produced by these Japanese companies. Tubes are lightest butyl tubes available from each manufacturer.

From blackwalls through skinwalls, and now Road Lite EX, IRC technology has been at the forefront of bicycle tire manufacturing since 1922. Today, IRC is a division of INOAC, a multinational corporation specializing in the rubber, plastics and polyurethane industries. A constant exchange of information between divisions means IRC fully exploits new developments and applies them as practical solutions to a variety of esoteric problems. This interaction has helped create the world's best clincher: Road Lite EX.

Because IRC technology can produce an extremely light, strong casing

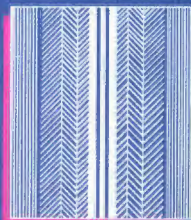
using slender denier, flexible nylon fibers in conjunction with specially developed rubber compounds, Road Lite EX demonstrates the lowest rolling resistance in standardized testing. When fully inflated to manufacturer's specifications, IRC easily out performs other clinchers.

EASY ROLLER



Comparison of Rolling Resistance based on 700x25C tires, standardized testing procedure. Brands A and B are nationally available, and represent the lightest clinchers produced by these Japanese companies.

In addition, the latest computer techniques are coupled with IRC materials technology to further enhance tire production. The Road Lite EX computer-aided tread design features a herringbone pattern that widens toward the sidewalls, a subtle change that helps provide better traction in turns and greater stabilization around corners.



Finally, Road Lite EX offers all these features—plus an additional bonus: lasting performance. The high carbonated rubber compound, combined with innovative polymer synthetics, makes an extremely wear-resistant tire. IRC has successfully sacrificed weight without

sacrificing strength or performance. IRC's Road Lite EX is nearly twice as wear-resistant as a standard tubular tire.

EXTENDED MILEAGE

WEAR RESISTANCE	0	50	100
BRAND A		52	
BRAND B		39	
IRC ROAD LITE EX			100
TUBULAR (STANDARD)		66	

All tires 700 x 25C. Tested by Akron method to determine wear-resistance of tread rubber. Brands A and B are nationally available, and represent the lightest clinchers produced by these Japanese companies.

Advanced design, superior construction, innovative materials, and hi-tech manufacturing all add up to Road Lite EX, the world's lightest clincher. Forget the glue, forget the hassles, forget the cost. Check into Road Lite EX, and see why our clincher has it sew good! Look for the entire EX series, including Touring EX and Road Winner EX, at bike shops nationwide.

EX SERIES SPECIFICATIONS

	WEIGHT	WIDTH	PRESSURE	OUTSIDE DIAMETER
ROAD LITE EX	700 x 25C 205g	24 mm	100 psi	675 mm
	700 x 28C 235g	26 mm	100 psi	683 mm
	27 x 1 210g	24 mm	100 psi	683 mm
TOURING EX	27 x 1 1/2 265g	26 mm	100 psi	690 mm
	27 x 1 305g	29 mm	95 psi	695 mm
ROAD WINNER EX	27 x 1 1/2 285g	26 mm	100 psi	690 mm
	27 x 1 305g	29 mm	95 psi	695 mm
BUTYL TUBE (w/ PRESTA VALVE)	700x28C, 700 x 25C, 27 x 1	70g	—	—

IRC
A DIVISION OF INOAC
TURNING HI-TECH IDEAS INTO REALITY

Inoue Rubber Co., Ltd. 3-28, Yatsuya-cho,
Nakagawa-ku, Nagoya 454, Japan

Lets talk torque

Joe Martin discusses a subject which has important implications for the triathlete and touring cyclist alike

The trouble with multi-gear constant cadence cranks is that you think that all you need to ride a bicycle is to get into your natural swing and maintain it, uphill and down dale, choosing anyone of your umpteen gears to match the load. It's not a new idea either, I read an article in a cycling magazine as long ago as fifty years advocating it.

The idea was, if you sneaked up on yourself whilst out walking and checked the cadence count of your footsteps, this would give you an idea of the best pedalling speed on a bicycle. There was a lot more in the article which tried to relate the pulse rate with pedalling speed and a lot of other "high technology".

The big mistake, as I see it, is to equate you, the bike engine, with a

petrol driven infernal combustion engine. This you are definitely not. You can develop maximum torque at very slow speeds whereas a petrol engine stalls and stops.

A petrol engine gives its best output at a fairly discrete range of revs per minute whilst your movement is only limited at one end of the scale by the torque you can produce or, by the highest revs per minute you can spin, at the other end. You can be compared with a reciprocating type steam engine where maximum torque is exerted whilst the engine is standing still and just starting to turn its crankshaft and, on the other hand, where the maximum revs per minute is limited by the mass of the rotating machinery and the opposing load. Remember, a Stanley Steam Car had no gearbox!

Translated to cyclists, one could compare the achievements of Charly Gaul who won the King of the Mountains in a Tour de France pedalling a 52 gear over those mountains at a cadence rate of 120 per minute to average about 18 m.p.h. and 5 times winner, Jacques Anquetil who was supposed to have said that a pedalling speed of over 70 was considered high. Yet he won the time trials at average speed of over 27 m.p.h. with extra

Gemini

Takes You There



Trials

Excellent handling, Shimano XT equipped 15 speed mountain bike, 21" low gear, 18", 20", 22" frame sizes, mountain rack, as tough as we can make it.

\$699* Mountain Bike of the Year Award (under \$700)

SUPPLIED BY
CALYPSO
CYCLES
179 KINGST. NEW TOWN N.S.W. 1570 517 1659

World Randonneur

Superbly equipped double butted steel alloy 15 speed long distance touring bike, 26 x 1 1/8" wheels suitable for both tar and dirt, unlike 27" available worldwide and giving the best compromise between rolling resistance and acceleration with enhanced comfort. **\$599*** Zefal pump extra

subject to exchange rate fluctuation

long cranks and high gear fitted for the occasion. Obviously a "torque" man.

As I see it, one has to be very powerful to ride a high gear and very very fit to ride a low — unless.

If you stop and think about it, you will want to develop about 75-100 watts, (unless you strive and urge) and this will give you about 10-12 m.p.h. With a 53 gear this means you will have to pedal with a cadence rate of about 70 r.p.m. which is about midway in the generally accepted comfort scale. In fact, if you try riding an exercise bike without loading or striving you will find that your preferred speed is up about 80 r.p.m., roughly about the cadence rate Rob de Costella runs. At 80 r.p.m. you could be riding at about the "design" power output of your body — if you don't start fiddling with those nice shiny gear levers.

Of course, if you hit a wind it will subtract from the horse-power being converted to m.p.h. and you will have to slow down or bust your guts. Similarly, if you go down wind, or down hill, you can put up a higher gear and use the "free" horse-power to gain speed.

Whether you spin your granny gears up a hill, torque your gut-buster

gear, or just walk your bike, you still have to do the same work and you will, almost, use the same amount of fuel. If you want to go faster than the other bloke, you will have to develop more horse-power and if you can't, you won't. It's no use having the gears on your cluster if you haven't got the legs to drive them.

I prefer to think of myself as a battery driven series wound electric motor. If I take the load off, my legs will spin until they reach their mechanical limit. If I stop against an insurmountable load, my legs will develop maximum torque in the same way that a car starter cranks an engine. Like a car starting motor, if I continue to apply torque (even though I don't turn the pedals) the muscles in my legs will accumulate lactic acid in much the same way that a battery polarises and I grind to a "stop", only to recover when I have become "depolarised".

To make cycling easy, learn to recognise that "natural" output of about 100 watts and try doing it up hill and down dale. You will be surprised how redundant gear changing can become.

There is a catch to this approach, however. The easier your pedalling,

the harder the saddle becomes to sit on. I have used a first class leather saddle for years. Broken in and intimate with my posterior, I raced on it in the Melbourne-Warrnambool, non stop, for 8 hours or more and never knew it was there. I had too many other things to think about and a racing saddle sees very little of a racer's rear. That same saddle, on those long flat stretches across Kansas some years ago, never failed to tell me when I had been sitting for three hours. I could set my watch by it.

On any days work (apart from racing) the only friend a cyclist has is time and the longer you can sit on your saddle, the further you will go. Remember Cliff Young? Forget about those high speed averages, you won't be able to keep it up, day after day, but, emulating the tactics of the Tortoise, get yourself a real roadster type saddle and enjoy yourself. Cunning bloke, Mr. Brooks.

Finally, think of those blokes who ride the six day races. A lot of them turn their handlebars back and up in the quiet moments. Given a tail wind, I've ridden for miles without pedalling in this position since I've bought a saddle that I can sit upright on. Looking like a racer is romantic but no way to do long rides.

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

Tourlite

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



BELL

THIRTY YEARS AT THE TOP

THE EUROPEAN AFFAIR

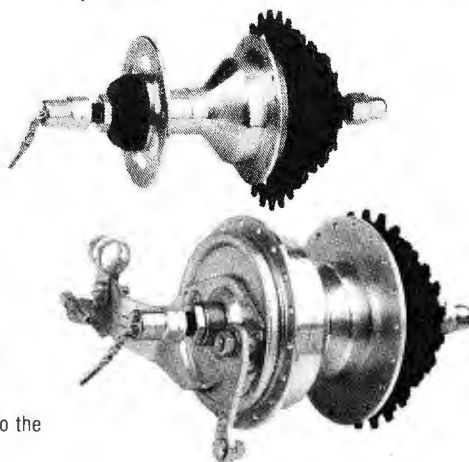


The manufacturer
of the European
Austro Daimler Bicycles



Steyr-Daimler-Puch — Austria Since 1864
P.O.Box 157, Mulgrave, Victoria, 3170.
Phone: (03) 546 0111

SACHS® Orbit, Hubs for Derailleur Systems



SACHS Orbit Two-Speed Hub

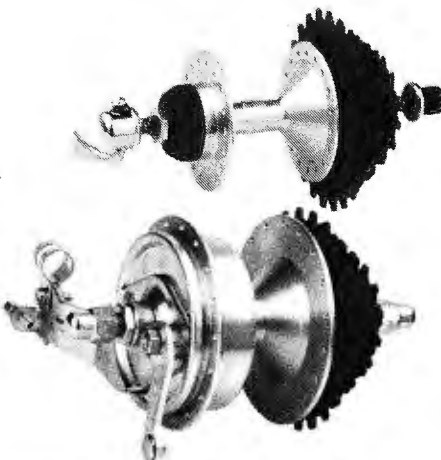
Sports cycling with multi-speed derailleurs can only become accessible to a wider spectrum of customers through easy operation and less maintenance work. Leisure-time cyclists with an eye to sport who appreciate a greater number of gears and a higher degree of operational convenience will therefore prefer a combination of hub and ratchet gear with gear pre-selection to the conventional derailleur system.

- Spider gear Transmission. Transmission ratio: 1st speed: 1:1 2nd Speed: 1:0.74
- Aluminium sleeve
- Replaces front double chain-wheel, with tooth differential of approx. 13 teeth
- 6-cog sprocket cluster, matching front wheel hub: SACHS Orbit V

SACHS Orbit HT. Rear Wheel Drum Brake Hub with 2 Speeds

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)
- Excellent easy pedalling due to hub sleeve running on separate bearings.
- Accurate concentricity of sprockets.

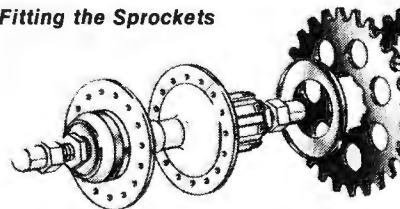


SACHS Galaxie HT. Rear Wheel Drum Brake Hub

SACHS Galaxie Free-Wheel Hub

Fast sprocket changing coupled with excellent easy pedalling and a quick-grip device serve to make the SACHS Galaxie the ideal basic sporting element for all types of derailleurs. With its 5 and 6-cog clusters, it is suitable both for the SACHS Commander pre-select system and for conventional gearing systems, even through to the out-and-out racing systems.

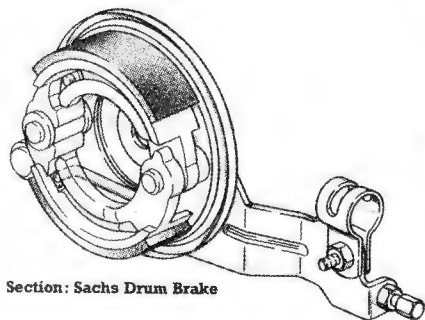
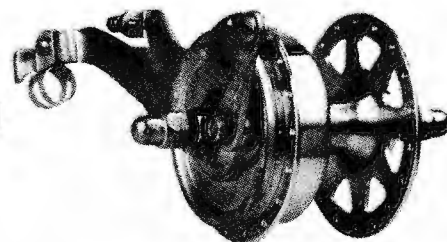
Fitting the Sprockets



Torpedo Three-Speed T Type H 3120 Rear Wheel Drum Brake Hub with 3 Speeds



SACHS Orbit VT. Front Wheel Drum Brake Hub



Section: Sachs Drum Brake

"Downhill in the wet" - a typical situation during a cycle tour: no problem for Sachs drum brake hubs. The internal expanding brake, optimally designed with regard to performance, diameter and optical style, brakes evenly and reliably whatever the speed - even on longer downhill runs.

Drum brake hubs give the tourer that added plus in safety, both on touring and racing cycles, and provide a safety reserve for cycles with dérailleur systems. The all-weather, wet-surface braking system for cycles without coaster brakes.

DISTRIBUTED BY:

BICYCLE BUYERS CO. LIMITED

SUPPLIERS OF BICYCLE ACCESSORIES & PARTS — "Cycling Sam The Bicycle Man"

5A MICHELLAN COURT, BAYSWATER 3153, AUSTRALIA.

TELEPHONE: (03) 729 0405 (03) 729 0344 TELEX: AA 39461-BIKEBY

Bicycle Road Test

Repco Tri-A

A well finished and flashy bike designed expressly for the triathlete

The fact that every major bicycle manufacturer now has a bike in their catalogues designed specifically for the triathlete is a sure sign that the sport is having a huge impact in this country. Many bike shops have been caught unawares in the past two years as athletes brandishing fat rolls of dollars started asking for good racing bikes 'off the rack'. Of course the initial reaction was one of surprise but those dollars have a voice that demands to be heard – at least in the bike trade that is.

The first phase of triathlon bike buyers were mostly serious athletes with primarily a running background. Some had swimming as their main sporting discipline but all knew very little about cycling. Those with the fattest wallets, purses and gold plated pieces of plastic were certainly sold the very best that their budgets could afford but in many cases the type of machine was too refined and better suited to a season of European road racing than the rigours of triathlon competition and training.

Triathletes have to be good all-rounders. Most competitors want a machine for competition but this must serve them for training runs as well. The Repco Nishiki Tri-A is a good bike for all-round use. It is superbly equipped and stylishly finished.

Its appearance is, to say the least, stunning – with its high sheen black paint work and bright yellow trim. One of the most interesting features is its recessed gear and brake cable routing. This treatment is done purely for visual impact and on the Tri-A it works well. The lack of exposed cables and the hooded cable tunnel openings give its Tange 9000 chrome moly frame a sleek uncluttered appearance.

Performance wise the Tri-A is a snappy bike to ride with tight racing frame angles and close rear frame triangle. The 700c 100 psi clincher tyres give minimum rolling resistance and are fitted to a beautiful pair of bronze coloured Araya 20A modular 16.5mm alloy rims. Stainless spokes and Sanshin alloy quick release hubs are also used on the wheels.

The Tri-A is not a superlight bike but it is designed to last more than a season. Its componentry is mostly the Shimano New 600 EX grupo: the de facto standard for all triathlon bicycles. The reason that Shimano New 600 EX gear is so widely used is that it gives very good performance without costing the earth.

Gearing on the Repco Nishiki is a close step twelve-speed combination with a good high of 108 and a low of 47. The gears are controlled by a pair of brazed-on 600 EX levers and are easy to grip and smooth to operate.

The Shimano brakes use a very efficient pad compound which gives safe, sure performance. The caliper arms are a beefy well-finished alloy but I found their performance slightly but only slightly spongy.

On the road the Tri-A was a very responsive performer with its 40 mm fork rake giving tight cornering and instantaneous response.

These days almost all of the bikes marketed as machines for the triathlon have the Shimano New 600 EX componentry fitted. It is a bewildering choice for the first time buyer. Often the wheels and frame are the only differing components and of course there's the price. With the Tri-A you are getting a fast bike that performs well. Its frame could be lighter but to keep the cost the same all of those stylish extras such as the recessed cabling would have to go.

So, in the final summing up, the Tri-A represents a good blend of performance and style. Its definitely a 600 EX bike that stands out from the rest of the pack ... and isn't that what you are supposed to do when riding it?



The head assembly of the Tri-A features an investment cast fork crown, Shimano New 600 EX alloy headset and contrast paintwork on the head panel. Note the dissappearing gear and brake cables.

Repco Nishiki Tri-A

Price: \$725.00

Sizes: 53 58 64 cm Tested: 58

Colours: Raven black with yellow trim

Frame

Tubing: Main tubes – Tange 900 chrome moly double butted with forged dropouts. Cast fork crown.

Head tube angle: 73 degrees

Seat tube angle: 73 degrees

Bottom bracket height: 270 mm

Fork offset: 40 mm

Wheel base: 1001 mm

Chain stay: 410 mm

Frame mounts: 2 Bidons, gear levers, internal gear & brake routing with cable guides.

Wheels

Rims: Araya 20A 700x16.5c hard anodised alloy

Hubs: Sanshin RE 600 alloy Q/R

Spokes: 14 gauge stainless

Tyres: Panaracer Tri-Sport 700x25c 100 psi

Brakes

Model type: Shimano New 600 EX with recessed bolt

Levers: Shimano New 600 EX with black gum hoods

Transmission

Pedals: Shimano New 600 EX alloy

Crankset: Shimano New 600 EX alloy 52/42x170 mm cranks with hard anodising on outer ring.

Chain: Shimano UG silver and black

Freewheel: SunTour 6-speed Gold 14/28

Derailleurs: Shimano 600 EX

Levers: Shimano New 600 EX

Head assembly

Head set: Shimano New 600 EX sealed

Handlebars: SR Custom alloy

Handlebar covering: Pearl yellow tape

Stem: SR Custom alloy 100 mm reach recessed allen key bolt

Saddle assembly

Saddle: Kashimax Turbo black suede cover

Seat pillar: SR Laprade alloy

Seat pillar bolt: Recessed allen key type

Accessories

Plastic spoke protector

Gearing

-----13 14 17 19 21 24

52--108 100 83 74 67 58

42---87 81 67 60 54 47

Frame and forks guaranteed for lifetime of purchaser, parts guaranteed for three months after purchase. Distributed by The Repco Bicycle Company (03) 568 0211.



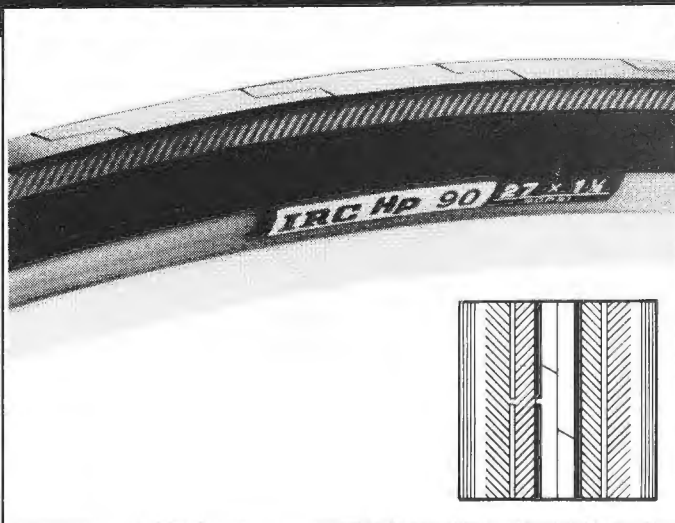
The Repco Nishiki Tri-A side-on. The bronze hard anodising of the Araya rims is matched to the anodising of the 52 tooth Shimano chainwheel. Toe clips and straps are standard on this machine.

ANOTHER QUALITY TYRE FROM I.R.C.

HP90

AVAILABLE
AT YOUR
LOCAL CYCLE DEALER

AUST. DISTRIBUTOR
REPCO CYCLE COMPANY.

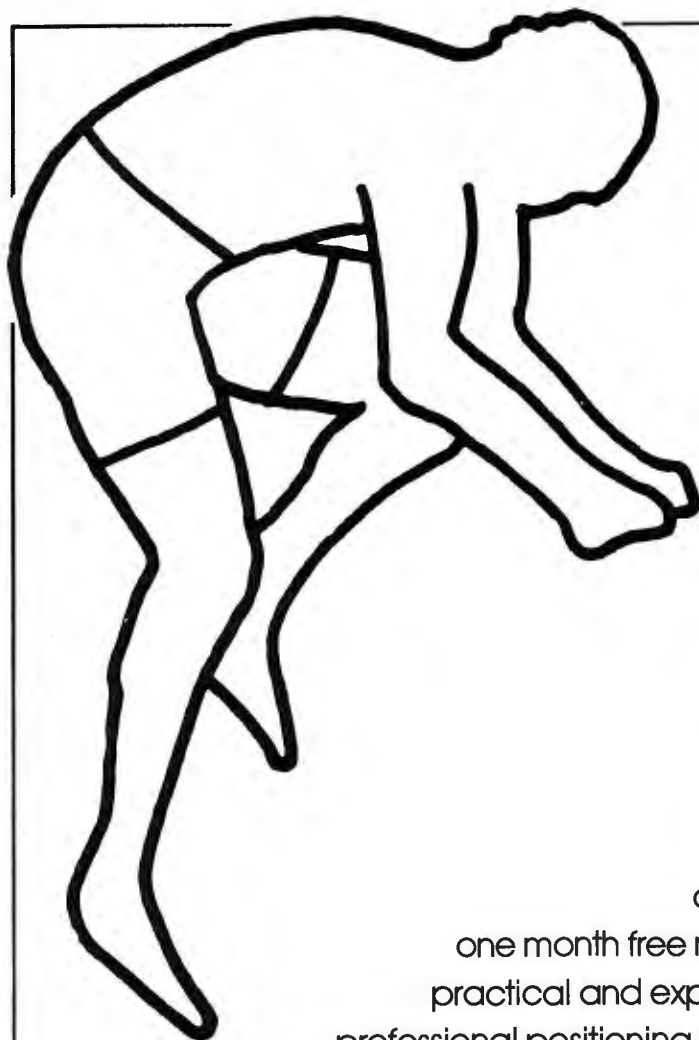


Looking for strength? Look to the IRC HP-90. This tyre is loaded with features — it's great for all purpose touring in any kind of weather. The overlapping cord construction gives strength where it's needed most. Check the tread — the raised centre ridge minimizes rolling resistance, while the unique grooves offer superior traction and braking in a variety of conditions. Available in gumwall construction.



SIZE	SIDEWALL	MODEL NO.	CONSTRUCTION	AIR PRESSURE	WEIGHT	WIDTH	OUTSIDE DIAMETER
27x1 1/4	Gum	HP-90	w/o 3 grommet wire 0.97mm	90 psi	500g	29mm	695mm





OFF-ROAD RACING COMMUTING TOURING

Wooly's Wheels invites all their regular customers and all readers of this magazine who have yet to experience their friendly, expert advice to come and view the newly renovated shop. People who buy a bike from Wooly's Wheels understand the comprehensive back-up service they get after purchase.

WOOLYS WHEELS guide all prospective and established tourers in:

- choosing the right bike and gear •
- one month free run-in service for their bike •
- practical and expert training advice •
- professional positioning for the tourer •

WOOLYS WHEELS are
the sole outlet for the

TRAVELLER 300 – GOOD MID-PRICE
RANGE TOURING BIKE

ULTIMATE ATB – A HIGH QUALITY MACHINE –
IT IS EQUIPPED WITH SOME EXCELLENT
COMPONENTS AND PERFORMS
WELL ON BOTH BITUMEN
AND DIRT ROADS.



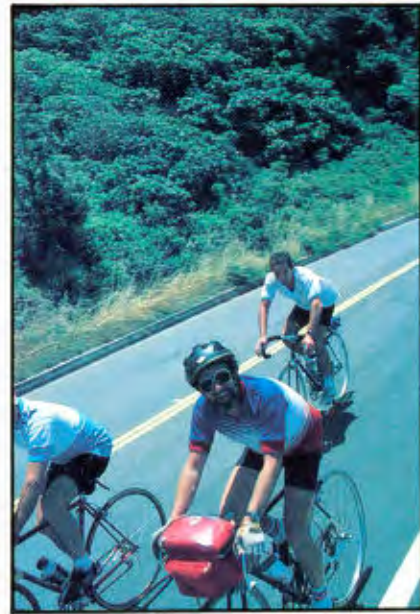
WOOLYS WHEELS are
the sole outlet for the
award winning **SARINA** originals...
in Tri Suits and knicks.

- tailor-made on the premises to your specifications
- clothing for individuals designed for safety
- choose from a variety of designs already made up or look through her book of samples and decide with **SARINA** on your own style.
- let your clothing identify you.

82 OXFORD STREET PADDINGTON NSW ☎ (02) 331 2671

The fourth Repco Freewheeling to the 'Gong Bicycle Ride





Fun and fashion on this years 'Gong Ride

The fourth annual Repco Freewheeling to the 'Gong Bicycle Ride was run this year in brilliant sunshine and attracted around about two thousand riders. Among the activities featured on this years event was a lunch time fashion parade. Ride organiser Warren Salomon tells the story.

The Repco Freewheeling to the 'Gong Bike Ride is now four years old and this years ride to me showed signs of early maturity. For a start it was possibly the best behaved and friendliest bunch of bikies seen anywhere.

It all began early on Sunday morning the 24th of November. After two months of rainy weekends the day of the ride began with clear skies and cool air. Some said it was perfect cycling weather though Alderman Frank Arkell did apologise for the high cloud which obscured the sun by the time we finally reached the 'Gong.

Gone were the queues of previous years for pre-registered riders though the recent troubles with the mail system? meant that a few lucky riders had to negotiate with Vicky our Registrations el Supremo.

About 200 people turned up to register on the day a big increase on last year. Though the promised breakfast caterers failed to materialise we will make sure they do next year.

At 8 am the Lord Mayor Alderman Doug Sutherland officially declared the ride underway and the biggest group so

far (estimated at over 2000) left Belmore Park and headed up Pitt Street on their way south to Wollongong. I should point out here that the official number of registered riders was 1750 which was about 400 more than last year.

The Police played a more prominent role this year. Word spread quickly that the the boys and girls in blue were under orders to book traffic offenders. On the way out of Sydney two cyclists were given tickets for running red lights. This information spread through the ride like wildfire and by the time the bulk of riders had reached the Wollongong city limits the Police could only report well behaved groups of riders along the route.

I am sure that 1985 will be regarded as a watershed for the ride in a number of important areas. For example there was a veritable explosion of private support vehicles accompanying the ride. Every second vehicle I saw on the route seemed to have a bike beak or trailer in back. I expect this trend to continue but there were a number of incidents which suggest that some input from the ride organisers will be

necessary to prevent a major incident from occurring in future.

The biggest problem with private support vehicles is when they attempt to follow their friends as they ride. I saw one such vehicle with trailer in tow blocking off the remaining lanes to motorised vehicles because they wanted to drive along beside their kids. The trouble with this behaviour is that the bike riders get the blame and motorists take out their frustrations on the innocent riders further back.

In the main the progress out of Sydney went well with the bikers occupying sensibly only the kerbside lane.

Colour photos from this years ride are by Ric Bolzan. Page 41 shows part of the lunchtime crowd that watched our fashion parades. The models, all bike riders, rode the ride from start to finish. Page 42. This triptich shows the only a few of the total number of riders and includes the NSW Manager of the Repco Cycle Company Peter Gow showing the firms colours and enjoying the ride. Page 43 Tom Gibbons and Mandy Baker in full flight during this years Red Cedar Flat Fashion parade.



Morning teas were once again served at Audley and further signs of change in the riders feeding habits were observed by our crew of early bird billy boilers. Cordial and milk were in big demand this year in preference to hot drinks.

I should point out here that all of our truck crews and the morning tea crew were on the road as early as 5.30 am to bring you the services that most now take for granted. The burners under those 60 litre pots of water need to be lit at about 7.00 am so that the early riders at Audley could have their hot cuppa.

Riders began arriving at Audley around 9am and from then on there were continual comings and goings until the last group left about 11.30.

Lady Carrington Drive claimed our only injuries this year. Both were attended to by staff, guides and members of the Motorcycle Riders Association Tourers who were our efficient marshals. Lady Carrington is a pretty 8 km road but its gravel surface continually presents problems to many of the riders.

Red Cedar Flat this year fairly hummed with activity as our first ever lunch time entertainment got under way. Two fashion parades were held much to the delight and amazement of the gathered crowds. Eight athletic men and women modelled a wide range of sporting clothing for tour, track and

triathlon. A special stage and PA system was set up and the large group of onlookers watched possibly the first fashion parade of its kind ever to be seen in Sydney.

All of the costumes worn by the models were made especially for the lunch time parades and are now on the racks in Woollys Wheels awaiting buyers. Thanks to Sarina Baker for the amazing outfits, Rose Costello for her superb commentary and the team from Woollys for their choreographic modelling.

The success of our lunch time entertainment this year has meant that next year we will have to do something at least as spectacular. In any case it was a thousand percent better than the Puncture Repair Race of previous years.

By the time the tail enders had reached Audley in the morning the first riders had reached Wollongong ahead of our early bird truck crew. The first large groups began arriving around 1.00 pm and the flow continued right through the afternoon.

The afternoon stopover point this year was moved to Coledale Public School in preference to busy Austinmer used in previous rides. The school P&C Committee did a roaring trade feeding hungry bikers and are now looking forward to doing a bigger and better job next year. This type of community

involvement should increase from year to year. On the famous London to Brighton Ride the route is now dotted with community groups providing all sorts of services to the riders at reasonable cost. It's all part of our plan folks to improve the ride and give you a fantastic days riding.

As always the ride was a great social occasion and it is so good to see familiar faces year after year. The good thing about cycling is that the faces seem to get younger not older.

At Flagstaff Point a young at heart Alderman Frank Arkell welcomed riders to his wonderful city. It certainly is a sight looking westwards from the Point with the Illawarra escarpment rising up darkly in the distance. Apart from the hospitality the rides most endearing feature is its spectacular scenery. The people of Wollongong are now realising that they have a draw card here and that the increasing number of riders pedalling the 85 km route will grow as word gets out about Australia's "best kept secret". In fact we should see an increase in support from the people and community organisations in Wollongong in years to come.

Meanwhile at Wollongong Station the expected difficulties with the State Rail Authority were overcome mainly due to the goodwill of the travelling riders. Many of the riders who turned up on the day thought that if they couldn't get onto one of our two special trains they could easily hop a scheduled service back to Sydney. They failed to heed our warnings and were rudely confronted with the Sydney bureaucrats policy of scrapping brake vans. We managed to squeeze many of these people onto our two chartered trains which were incidentally loaded to capacity. In the end bikes and people were all fitted in somehow and every one seemed to arrive back in Sydney safely.

By this stage the vehicle crews were showing signs of wear and at 9.30 after the last train was unloaded at Central they packed up and, need I say, headed for home.

A number of people have asked me to fully explain our problems with the Railways especially since everyone on the ride was asked to write to the Minister Mr Barrie Unsworth in support of our efforts.

Briefly the situation is this: On all previous rides the State Rail Authority has provided rail travel to Ride participants on a normal fare basis. This year at a very late stage they said that they would only charter trains to the ride organisers and that the price would be their normal charter price (roughly \$8.00 per person).

By that stage the normal rail fares of \$4.45 adult and \$2.75 concession had



TRAVELLING ADVENTURE

Travel the world on a hand built Overlander from Christie Cycles. This go-anywhere machine is designed around a frame made from Reynolds 501 mountain bike tubing for extra stiffness and durability. The 26 x 1 3/8" tyres are available anywhere on the globe so international repairs are a breeze. Only the best equipment is used: SunTour sealed bearings and gears; Sugino cranks; Araya alloy rims and Nagoaka alloy racks front and rear. The Overlander is exclusive to Christie Cycles.

CHRISTIE

Christie Cycles the touring and tandem experts.
85 Burwood Rd., Hawthorn, VIC 3122. Phone (03) 818 4011.

been advertised. As organiser I was faced with a difficult situation and initially it looked to me as if the ride would have to be cancelled or Freewheeling would be sent bankrupt. Furthermore there were accusations directed at me from within the SRA that trains were cancelled on last years ride. This is simply not true. Two of the trasins were reduced in size when the final number of riders were known but in the main the 1984 rail operation went smoothly.'

The only solution was to mount a hasty political campaign to try to make the SRA see the situation as it really was. A number of top level officials in the SRA were approached and it should be pointed out that the Wollongong people including the Lord Mayor Frank Arkell (who is also the local State member of Parliament) and the regional head of the SRA Len Oliver were the rides biggest supporters.

Assistance was also recieved from the State Bicycle Committee but the power

Winner of the inaugural Lord Mayor of Wollongong's Best Individual Rider Award was Charmaine Donohue of Mirrabooka near Newcastle. This balck and white picture does not do justice to Charmaine's colourful lycra suit. Alderman Frank Arkell looks on as Charmaine gives her acceptance speech.



of life and death rested ultimately with the SRA. As a last resort when things looked bleak I wrote an urgent letter to the Chief Executive of the SRA Mr David Hill seeking his assistance. I also requested a meeting after the ride and before the new year to sort out the SRA's position for next years Ride well in advance.

About two weeks before the ride the SRA's final offer was handed down in customary autocratic fashion: they would provide two trains for a fixed number of riders and that they would depart Wollongong at decreed times.....

The price was also reduced to about \$6.00 per rider which meant that I would lose only \$2,000 on the rail operation instead of \$4,000. But the ride could proceed.

The problems I have had in organising train travel for over 1000 cyclists are no different than those I experience when ever I travel with my family and friends on bicycle holidays. Even though it is stated Government policy to encourage cycling (and that includes dual mode bike/rail travel on country trains) the SRA would prefer that we take our bicycles elsewhere.

I would even go so far as to say that the 'real' policy - the hidden policy - of the SRA is to discourage cycling. The most important question to ask the Minister is this: If it is Government policy to

If you are not already a *Freewheeling* subscriber now is the time to become one.

New subscribers name _____

Address _____

Locality State Postcode _____

If you are an existing subscriber and are paying for the above subscription as a gift please include your name and address details below.

Existing subscribers name _____

Address _____

Locality State Postcode _____

I enclose my cheque/money order/ credit card authorisation for \$12.00. I understand that you will send my first issue free and if I am an existing subscriber you will add one further issue to my sub.

Credit card number _____

Expiry date Signature _____

☐ Bankcard ☐ Mastercard

☐ Please send the latest issue (33) as my freebie.
☐ Please send the next issue (34) as my freebie.

Subscribe to *Freewheeling* magazine now and receive your first issue free! Yes thats right, if you are not already a *Freewheeling* subscriber we will send your first issue free AND you will receive your magazines delivered to your door for twenty percent off the regular news stand price.

Freewheeling comes out every second month and is filled with stories, reviews, product info, road tests, real life adventure and much more all about your favourite activity - bicycling.

Act now to claim your savings. If you already have the current issue (number 33) you may specify the next issue as your freebie.

Existing subscribers can claim a free issue (added to your existing sub) by nominating a gift subscription for friend or relative. *Freewheeling* is the ideal gift that lasts the whole year through. Your friend will also receive a special card informing them of your kind thought.

Freewheeling

Send this coupon and payment to Freepost 16, *Freewheeling* Publications, PO Box K26, Haymarket NSW 2000. No postage stamp is required if posted within Australia.

NEW The thinking cyclist's brakeshoe

SM SCOTT/MATTHAUSER BRAKESHOES

DURABILITY Our high friction material is extremely long-wearing and there's almost twice as much of it as on almost any other brake shoe.

BETTER STOPPING Wet or dry the extra performance means that you'll have adequate braking available even under adverse conditions such as wet weather, steep hills, heavy loads and results in excellent fade resistance.

LESS HAND PRESSURE NEEDED Brake with the middle finger only, until you become used to the extra stopping power of these brakeshoes.

The top of the range are finned brakeshoes which have much larger friction surface area. The economy version uses the same high friction material in a standard size pad. The cantilever shoes area also jumbo-sized.

For just a few dollars more Scott/Matthausser stop far better and last longer.

At your specialist bicycle dealer

Australian distributor: Scott/Matthausser.

Atom Imports (02) 699 8930

encourage cycling then why is it so difficult to get your bike onto one of the SRA's trains? You could say the same for passengers luggage but that's another story.

Our bike ride is now the biggest annual one-day bicycle event ride of its type in the country. Above all we seek to promote cycling as a healthy and enjoyable means of personal transport. We also see the ride as promoting good relations with the Railways and dual mode bike/rail travel. I believe that the SRA should want to jump at an opportunity to prove to the general public what it does best and that's moving large amounts of people and freight.

Only the railways can move the numbers. Only the railways can make the 'Gong Ride work.

I would like to see the SRA next year as a ride sponsor. That way with the organisation committed to the ride's success we should see the stifled potential of this huge concern put to positive use. At present our ride is in the SRA 'too-hard' basket. Too many people with power in the organisation who are far removed from the needs of the people they are meant to serve would prefer that the November bicyclists just go away.

I urge you to write to the Minister of Transport, Mr Barrie Unsworth, Aetna

House, 227 Elizabeth St., Sydney NSW 2000 supporting the ride and our negotiations with the SRA Chief Executive Mr David Hill. At this stage only these two men can ensure the future of the ride if it is to continue to involve the SRA. But its more than the future of the ride that's at stake. If you enjoy touring and currently use the trains to get you and your luggage out of the cities to the start of your rides you will know what I mean.

In our next issue we will present a more leisurely account of this years Repco Freewheeling to the 'Gong Bicycle Ride. We are looking for short personal accounts of this years ride from participants. We have two OGK touring helmets to give away and we will award them to the two best 500 word stories submitted.

We would like to see your 'Gong Ride snap shots too. Send in your B&W or colour prints or colour slides and the two winners will receive a new Vetta Chain Cleaning Device (see New Products) plus a one year Freewheeling sub.

All winning entries will be published in our next issue.

Address all entries to: Gone to the 'Gong Competition, Freewheeling Magazine, PO Box K26 Haymarket NSW 2000

WILDERNESS EQUIPMENT
AUSTRALIA'S BEST PANNIERS
Guaranteed



**leather reinforced
double stitched
canvas or cordura bags
with quick release buckles
and double drawstring
for the ultimate
in convenience
and waterproofing**

EASTWOOD CAMPING CENTRE
3 Trelawney St, Eastwood
N.S.W. (01) 858 3833

AND

• INNER CITY CYCLES
31 Glebe Pt. Rd., Glebe
N.S.W. (01) 660 6605
N.S.W. AGENTS

• CHRISTIE CYCLES
85 Burwood Rd, Hawthorn
Victoria (03) 818 4011
SOLE VIC. AGENTS

AVAILABLE FROM

Buying a helmet – why not buy the best lifesaver?

More and more people are very wisely buying a bicycle safety helmet to protect their most valuable asset – their Brain.

However there still exists a lot of ignorance about the protective abilities of many helmets on the market and the relevant criteria for a good helmet.

FACT: A styrofoamed lined helmet is the most effective.

In most impact situations the working part of the helmet is the Styrofoam liner that's about 1/2" thick. This seemingly-rigid material starts to crush at a load of about 1,000 lbs., and this load is fairly constant until all the bubbles are squeezed flat, at a thickness of about 3/8". That 3/8" of compression at a constant load makes the difference.

When your bike goes out from under you, your head falls for about half a second. That's half a second at one *g*, the acceleration produced by your own weight. If your head hits the pavement without a helmet, it stops in about half a millisecond (half a thousandth of a second). Because the deceleration time is 1,000 times shorter than the acceleration time, the deceleration has to be 1,000 times greater, or 1,000 *g*. Since your head weighs about 10 lbs., the force at the point of impact is about 10,000 lbs., and since your brain weighs about 2 lbs., it slams against the inside of your skull with a force of about 2,000 lbs. Blood vessels rupture, just as in a stroke, the pressure builds up, circulation stops, and parts of your brain die. As they die, so go the abilities, feelings, knowledge, personality traits or whatever else those parts of your brain contain. Just gone, never to return.

With a properly-designed helmet, things are different. It takes your head about five milliseconds to fall through the crush thickness of the Styrofoam, going slower and slower all the time until it stops. Since the time is about 10 times longer than without a helmet, the deceleration is only 1/10 as great, about 100 *g*, and your brain can stand that without, usually, any apparent injury.

Apollo Dalyte helmets have one of the lowest *g* ratings of any bicycle safety helmet in the World. At 1.5 metre height they have a peak *g* loading of 130 *g* (av.).

Before purchasing a bicycle helmet ascertain what are the *g* ratings of the various helmets in consideration.

FACT: Holes in a helmet are not necessary to provide adequate ventilation.

Testing has proven that a full shell design without holes provides optimum structural strength. As one cannot predict how they will fall optimum strength is required at every point of the helmet. A full shell also prevents branches, gravel, pointed objects, bees and insects from entering the helmet.

Here are 6 reasons why you should buy a helmet.

1. Your brain is important and delicate

Your brain is the most important part of your body, very sensitive to impacts at even these low speeds.

2. Brain injuries cause the most deaths and disabling injuries to cyclists

Seventy-five percent of cycling deaths, and probably the same percentage of disabling injuries, are directly caused by brain injury.

3. Brain injuries are horrible

You may be courageous in the face of death, but have you met the unfortunate victims of brain injury? Many cannot converse: they know what they want to say, but cannot find the appropriate words to express their thoughts.

4. Falling impact speeds are low

Ten to 15 mph is the falling speed at which your head hits the pavement in most types of cycling accidents. Hitting at skidding speed merely rubs off hair and skin, which grow back; the falling speed is what injures the brain, which doesn't recover.

5. Protection is possible

With good materials and careful design, helmets can provide the degree of protection, while being comfortable to wear.

6. You cannot predict an accident

On any ride you may catch a wheel in a crack in the road surface, skid on gravel, hit a wide pothole or drain grate, or collide with another vehicle, dog or pedestrian. Since car-bike collisions cause only 12% of casualties to cyclists and the other dangers are present on every ride, helmets are needed even in quiet rural areas, and especially where fast descents increase the probability of accidents.

Here are just 3 reasons why you should buy an Apollo Dalyte helmet.

1. The Apollo Dalyte helmet is manufactured to Australian Standard 2063.
2. The Apollo Dalyte's unique construction has a twin ABS plastic shell with a thick layer of Styrofoam in between, giving lightness without compromising strength. This unique construction gives the helmet one of the lowest *g* ratings in the world. At 1.5 metres they have a peak *g* loading of 130 *g* (av.).
3. Maximum protection and cool comfort. Full perimeter air flow – not just slits or holes. The distinctive airflow ventilation system means no need for holes in the shell. The helmet is suspended away from the head – a design engineered to allow the flow of cool air to circulate between the top of the head and the helmet.

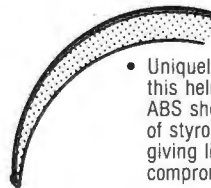
Before you buy you owe it to yourself to inspect the Apollo Dalyte helmet at your nearest World of Wheels specialist bicycle store.

Apollo Dalyte Helmet

Maximum protection and cool comfort.



Full perimeter air flow — not just slits or holes.



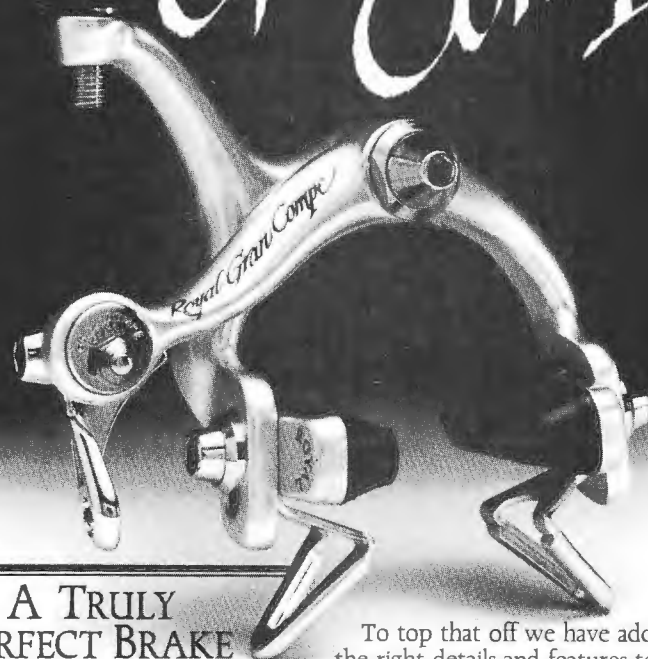
- Uniquely constructed, this helmet has a twin ABS shell with a thick layer of styrofoam in between, giving lightness without compromising strength.



Manufactured by Taranaki Equipment Distributors Ltd., New Zealand.
Marketed in the USA under the Bailen label. Distributed in Australia by the World of Wheels group of specialist bicycle retailers.
Check the Yellow Pages for your local WoW dealer or contact:
Apollo Bicycle Co. Pty. Ltd., P.O. Box 167, Wahroonga NSW 2076 • (02) 487 1900.
Western Australia Distributors:
Mortlocks Sales & Service, 22 Bishop St., Jolimont, Perth W.A. 6014 • (09) 387 4988.

I N T R O D U C I N G T H E

Royal Gran Compe



A TRULY PERFECT BRAKE THAT HAS EVERYTHING BUT COMPETITION.

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.

DIA-COMPE

YOSHIGAI KIKAI KINZOKU CO., LTD.

9-15 1-Chome, Wakae Minamicho, Higashi-Osaka, JAPAN 578

A resident tourist looking for exercise

In a country where the largest sporting event is a bicycle race Mal Beilby, an Australian journalist, has found himself living with the locals. He wants to do a little bicycle touring but has hardly reckoned with the French passion for cycle racing.



The author leads a group through the village of Fors.

It started with a knockback. A whole string of knockbacks in fact.

"C'est pas possible, monsieur," I was told repeatedly, with what seem-

ed to be infinite variations. It wasn't as if I wanted a relic of Napoleon, merely a bicycle, and in the greatest cycling country on earth.

My particular requirements posed the problem. I wanted a big bike, secondhand. At 6ft 2in, and most of that legs, I had to have a deep frame if I was to complete the epics I planned. As a boy racer long ago I'd had a 24in frame made to measure. Now, in France, I was looking for the metric equivalent, something around 60cm or more and my natural tightfistedness was reinforced by holiday budgeting. I wanted a *velo d'occasion*, a second-hand bicycle.

But the average height of Frenchmen, at least in the Department of Vendée, western France, where the Beilby family spent 1984, is considerably less than 6ft 2in, hence the problem.

It was hard to believe at first that the nation which produced towering de Gaulle hadn't put his equivalent on two wheels. Perhaps smaller men were more streamlined, I rationalised, and the lanky cyclists had been bred out in generations of racing — it does improve the breed, someone once said.

I visited every cycle shop in a radius of 30km, a goodly number in a region where there's a village every 5km and a town every 10km. In each one I was received with interest and courtesy, despite my appalling French. Catalogues were produced. Of course Peugeot, Motobecane et al produced big bikes, up to 65cm. But who bought them, traded them in? Were they available secondhand? Always the same reply.

But the hunt became a reason in itself. For weeks I was tantalised by the "occasions" displayed by the Gitane concessionaire in Fontenay-le-Comte, a town of 15,000, 20km from our village. Some of them were near new, lightweight alloy frames sparkling with high-quality equipment but invariably too small, 56 and 58cm at most and I gave up asking prices, being unable to face the proprietor's weary smile.

Then, on the verge of ordering a new Motobecane, I entered a hitherto undiscovered shop. It didn't look promising. Mopeds, BMX bikes and lawnmowers overshadowed the couple of middle-range racers on display. The overalled proprietor was wiping two-stroke oil off his hands but he knew of a big velo d'occasion, 59cm he thought, and he could have it after the weekend.

It turned out better than expected. A 60cm Reynolds 531 alloy frame, racing wheels, 10-speed gears and all for 800F (at the time the rate of exchange was 7.5F to \$1Aus). All the gear I thought was good when I rode 20-plus years ago. "The frame's worth 2000F," said my brother-in-law Jacques, a former racer, when we inspected it. Like me his racing years were well in the past.

My intention was touring but, impressed by the bike's light weight, I couldn't help asking: "Would it be a competitive machine?" "For amateurs, perhaps," the proprietor smiled indulgently and the deal was sealed.

I really had intended cyclo-touring, as the French call it.

Jacques' scepticism at my announced plans to tour Brittany in the spring turned to approval as I increased the frequency of training. Finally he dusted off

his own machine to join me but the 4th Grand Prix of Puy-de-Serre intervened.

Puy-de-Serre is a sleepy little hamlet 4km from where we lived. Our children attended primary school there and on Easter Sunday it became the venue for one of the amateur racing federation's fixtures.

The 80km contested by the 1st to 4th divisions were obviously beyond me but I was intrigued to see that the Debutants, who raced over 40km, were not the sweet young things I'd envisaged from pre-racing advertising. They ranged from riders in their late teens to men of middle age.

"If only I'd known", I said to my wife Florence, "I could have had a crack at it."

She called my bluff a few days later by discovering that a debutant member of a local club lived in Puy-de-Serre and she arranged a meeting. The cyclist, Michel Beaubriau, a bright button of a man in his mid-30s seemed reassured to learn that I was not another Phil Anderson — Monsieur Skippy is well known in France — but merely a resident tourist looking for exercise. A debutant, he ex-

plained, was someone too old to be a Kadet (under 18) and who yet had to win two races or take five minor placings in a season which would promote him into the 4th division. From there events moved quickly and 11 days later I found myself apprehensively lining up at the start of a 40km event run by Club Serigne.

Two weeks of steady rain had ended that morning and the road verges of the rural course were a quagmire. It had almost been a relief when the compression tube of my quick-release back axle broke as I assembled the bike at the course but there was to be no such easy out. Marcel, a middle-aged CSCRV member quickly offered me his wheel. He wasn't too keen to ride either but Michel foiled us both by finding an acquaintance who gladly donated a wheel to the foreigner.

It was probably the toughest course I contested during the season. A 40km circuit through hilly farmlands with thick mud waiting for any who left the slick and narrow sealed surface.

More than 100 riders assembled for the mass start with the senior divisions going off first. Intimidated by the crush and the greasy corners I let most of the field stream away before I settled down and tried to retrieve Australia's reputation.

START WITH THE BAGS THAT'LL KEEP YOU GOING

PATHFINDER BICYCLE BAGS

For the beginner or old hand

The Pathfinder range on the road. All bags available in Red and Safety Yellow. Left to Right: Standard rear; Utility — can be used as a medium size rear or large front bags mounting in high or low positions; throw over rear; standard front; standard rear; handlebar bag.



Available from bicycle dealers
across the country

As the torture progressed, screams of "Preem! Preem!" became apparent as we passed the stewards. I took it to be some colloquial form of encouragement and it was to be weeks before I learnt they were shouting "Prime" to advise of sprints on certain laps.

Somehow I finished that first race and discovered the real pleasures of racing in rural France. Back in warm clothes we exchanged our numbers — purchased for a 10F starting fee — for a pate or sausage sandwich (half a French loaf) and a drink, Perrier, beer or red wine.

Standing in the trackside bar marquee, glass in hand, watching the senior divisions complete their 80km, was a very pleasant way to recover. And the presentation at the end of it all was an event in itself. With seven divisions — kadets, debutants, 4th to 1st and Open — plus seemingly innumerable primes and a comedian on the microphone, it must have taken an hour.

Each divisional winner received a cup, a bouquet of gladioli (where were you, Dame Edna?) and a kiss on each cheek from a local lass. Prime winners scored bottles of wine, loaves of brioche and functional objects like tyres, chains and small tools.

That first race was pretty much typical of the March-to-September Vendean racing calendar. Events are held every Sunday, Saturday being a full working day for many Frenchmen, and on some mid-week public holidays. Each club hosts two or three meetings a season and every week they are held in a different locality. Circuits are invariably short



Cups and gladioli, the divisional winners of an amateur line up for the inevitable presentation of prizes.

— 7km was the longest I experienced — and usually incorporate part of a village which makes for easy traffic control and good entertainment for the spectators.

As the weather warms up villages stage their summer fetes and many race meetings are programmed to coincide with them.

Those afternoons take on a carnival atmosphere with ten-pin and darts stalls etc to divert villagers and visitors giddy from watching cyclists whiz by.

In the early events I did have a language problem. The stewards' pre-race instructions were unintelligible and I only realised primes were coming up when the pack around me suddenly started sprinting. In fact I scored my first primes only by the pro-

cess of elimination — sprinting on every lap. Cries of "pousse-toi!" (out of the way), "putain!" (whore) and "saloperie!" (trash — usually on the occasion of a missed gear) needed no translation but were infrequent and uttered in the heat of the moment, without lingering resentment. In fact the considerable goodwill of the cycling fraternity enabled me to settle quickly into the racing scene.

CSCRV hosted the second race I contested and though I finished eighth, presented me with a medallion for being the first club member home in the debutant division and introduced me to the spectators as "the first Australian who has come all this way to race in France." To other race callers I was variously an Austrian or, inexplicably, a Yugoslav.

THE ORIGINAL PURE WOOL SEAT COVER



Waterproof Pre-washed Machine washable Own carry bag **Fitted sizes: child; small woman; large woman and men's** Personalised cover available by sending your cheque or money order for \$29 (post paid) to Baker Trading Co, 11/14 A'Beckett St, Prahran 3181. Telephone (03) 529 6219
Serving the comfort of the Australian rider



brancale SP4

"Brancale SP4" a new breed of cycling helmet specially designed for safety and comfort.

Brancale has selected the most resistant (Lexan™) and the finest

shock absorbing (Polystyrene) materials

available to provide superior protection while weighing a mere 450 gms.***

Brancale has also incorporated an air flow ventilation system

that keeps you fresh and cool.

The Brancale SP4 helmet and all other light weight Brancale helmets

are now available at your favorite bike shop.

**Brancale SP4 helmets are designed to meet the requirements of*

the proposed ANSI Z90.4 bicycle helmet test.

***The SP4 is the lightest helmet of its kind available today.*



Once, near the end of an all-divisions, 66km event, Jean-Luc, president of Club Apremont and a strong 1st division rider drew alongside me.

"You are the Australian?" he asked — we had spoken once by telephone weeks earlier. I nodded, being unable to draw wind to speak.

"You are making it too hard for yourself. Stay on the grand plateau," he said having observed my practice of using the 42-tooth chain wheel for change-downs on corners.

The difference in gear ratios was too extreme and too tiring, he explained and stayed with me for a couple of corners to make the point before speeding off to overhaul the leaders.

By that stage I was exhausted and intent on finishing only because of the possibility of winning the debutant division by default as most of my peers had dropped out. In the event I discovered we had all been ranked 4th division and the agony had been for nothing.

Washing out the aches under a hot shower afterwards I struck up a conversation with another tired competitor.

"How did you go?" I asked, a safe question.

"I was there at the finish but I didn't have the strength left to sprint," he replied.

I knew how he felt but he rocked me when he continued.

"I had a 100km race in Charente (a neighbouring department) yesterday and at 46 I think I'm getting a bit old for it."

I ran into — literally — the same "Anzac" spirit in the last race of the Vendean season. A grey-haired rider and myself had made a break and were only 2km from home when he ran into my back wheel and fell. I looked back to see him sitting in a tangle of wheels and then put my head down and went for the line. While I was confident I would have outsprinted him, the accident took the lustre off my victory. He came in last of all, blood streaming from an opened forearm but was philosophical if disappointed.

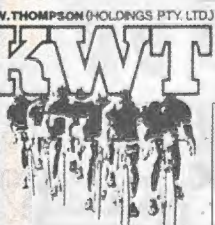
"It was my best ride all season", he said. "Last week I was well-placed until I lost a toe-strap in the sprint."

On parting I wished him good luck for 1985.

"Next season," he groaned. "I'll be 56 then."

Last season was a oncer for me. I doubt I'll ever be lured as a cyclist on to Sydney's teeming highways after the green and rolling hill country of Vendee where cows and hedgehogs are greater traffic hazards than cars.

It remains an idyllic memory, with only one regret. I never did get to tour Brittany with Jacques.



Sole Australian distributor:
K.W. Thompson (Holdings) Pty Ltd
38 Commercial Rd
Fortitude Valley QLD 4006
Telephone (07) 52 2903
52 5573

With the scarcity of funds for municipal councils to spend on bicycle related projects the Merri Creek bikepath fiasco is one incident which should not have happened and must not re-occur in the future.

This bikepath is actually a shared footway for the use of pedestrians, cyclists and joggers. It is sub standard in width most of the way and has lots of discontinuities.

The worst thing about this suburban Melbourne bikepath is that Coburg Council put wood chips on the middle section of the shared footway making it unridable for bicyclists. They did it deliberately, while misusing their share of \$60,000 of State Bicycle Committee funds that were specifically provided for the planning of a 'shared footway' in accordance with approved design standards for the use of both pedestrians and cyclists.

Coburg Council undermined the whole project which was to provide a quite pleasant 13 km route away from traffic for walkers and cyclists, joggers and those in wheel chairs that would link the northern suburbs to the Yarra River bikepath and park. BIV member Linda Scott fronted up to Coburg Councillors on the opening day with her poster and made the cyclists present feel a lot better.

Not only is the wood chip surface in Coburg difficult to cycle on but it is almost impossible in a wheel chair. It is also extremely hard work for the frail and aged and an open invitation to trail bike riders to churn up the surface.

It is a dangerous surface for cyclists and, in the short time it has been unofficially open, I know of one cyclist who went over the handle bars when wood chips got jammed between his mudguard and front wheels.

Meanwhile in Coburg all is not well



Several members of the Melbourne Bicycle Touring lost their rear mudguards, when they rode down the path. Every government agency involved in the Merri Creek Pathway project except the State Bicycle Committee 'turned a blind eye' to Coburg Council's actions, otherwise they would not have got \$1 million from the Commonwealth. Coburg Council's viewpoint was bluntly put on the front page of the Coburg Courier (25/5/83) by their Manager of planning and Development Ray Kibby who was quoted as saying "We are trying to keep the pathway for pedestrians...we don't want bikes...The Council wants to keep the Merri Pathway for walking, it doesn't consider the path in Coburg to be for cyclists".

Why the silly opposition to "shared footways", which are a low cost and sensible means of providing for mixed recreational uses? Every State in Australia has passed or is passing legislation to allow shared footways to be built and resolve the legal issues for councils should there be an accident. The legislation makes it clear that, while all users have right of way, the cyclist must give way to the pedestrian. Coburg's lack of co operation with other councils involved is backward and out of touch with professional thinking.

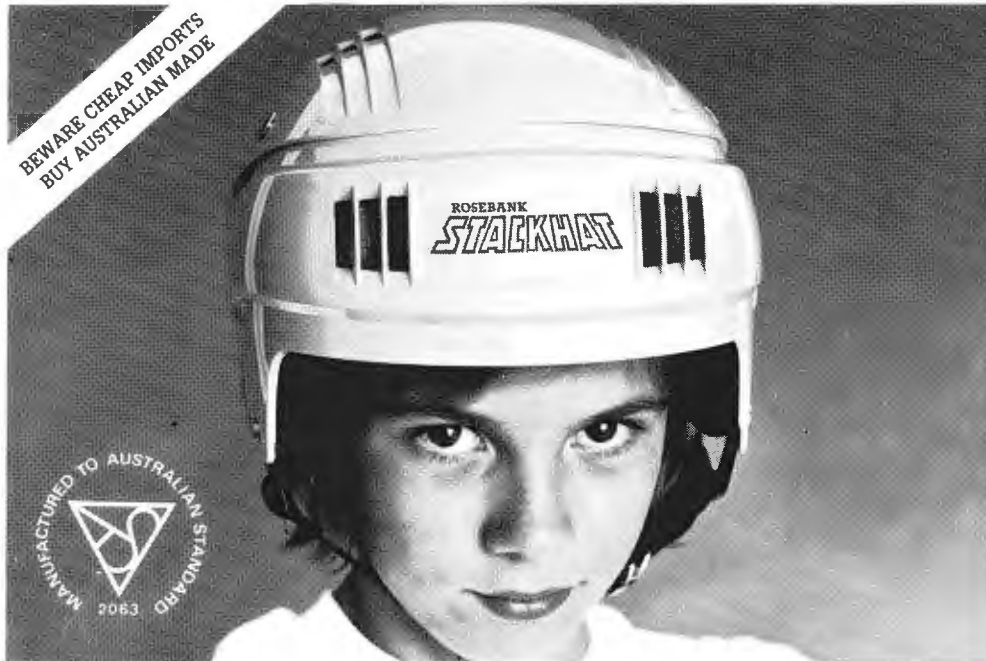
In recreational planning shared footways have a lot going for them as they work well in practice if the peak periods for different users do not coincide. Cyclists concentrate during the commuting peak hours, while walkers and joggers predominate during the lunch hours, and on weekends users are all mixed up over a much longer period. The BIV's view is that the people of Coburg need to do something about their council if they want a safe bicycle route to the Yarra River and the Southern Suburbs.

FOCUS

BICYCLES

HIGH TECH-TOP SPEC

\$10,000 FREE INSURANCE FOR YOUR MOST VALUABLE POSSESSION



***Purchase a Rosebank Stackhat now
and we will insure your head free.***

Rosebank Stackhat®... the Aussie Life Preserver... make this unprecedented FREE offer, we will insure the head of anyone wearing a Rosebank Stackhat for 12 months. If someone you love is unfortunate enough to become involved in an accident, they are insured* as follows if they are wearing their Rosebank Stackhat.

1. Death cover	\$10,000
2. Permanent and verifiable total brain damage	\$10,000
3. Fracture of the skull	\$500
4. Hospitalisation (\$50 per day) max.	\$500
(Maximum total amount payable in respect of any one event)	
	\$10,000

(Insurance underwritten by Commercial Union Insurance - Community Caring)

The quality of a Rosebank Stackhat is unsurpassed, it is one of the few Safety Helmets which pass the stringent Standard 2063 set by the Standards Association of Australia. It is suitable for a wide range of active sports requiring head protection, such as Cycling, Horse Riding, Canoeing, Skateboarding, Hockey, etc., and because it is lightweight can be readily worn by

both children and adults.

The Rosebank Stackhat is made from the best materials available. The strong Impact Resistant Outer Shell is made from Valox® PBT Polyester; the compressible Inner Shell, which provides the vital "shock absorber" uses Expanded Polystyrene Foam and the "Soft Touch" Nylon Polyurethane Foam Comfort Liner gently contours to any head shape. The Rosebank Stackhat is fully ventilated to help keep heads cooler in summer.

Rosebank Stackhat is available in the two most visible safety colours - Brilliant White and Safety Yellow. This year buy the best Safety Helmet and best head protection money can buy... it could save a child's life... or maybe even your own.

*The Insurance cover applies to that part of a person's head which would normally be protected by a Rosebank Stackhat.

Available from selected retailers, Department Stores, Bike, Sports & some Toy Stores.

**ROSEBANK
STACKHAT**

Proudly made in Australia by Rosebank Products Pty. Ltd.,

13/12 Airlie Ave., Dandenong, Vic. 3175. Trade Enquiries: (03) 7914999 (Reverse charges Interstate and Country)

®Rosebank Stackhat Registered Trade Name. ®Valox - Registered Trade Mark.

RP 994

The Fat-tyre Fanatic

Second annual Hunter Off-road Race

By David Upton

Riders gathered on Sunday the 10th of November for the second annual Hunter off-road race. Seventeen hardy souls gathered in the 30 degree heat at the Paterson (NSW) Showgrounds to compete for the \$150 prize money kindly donated by Europa and Hadley Cycles of Newcastle. Entries were drawn from such diverse groups as the Wattagan Warriors, the Lake Macquarie Canoe Club, the North Shore Knobbys, the Newcastle bushwalking fraternity and various lower Hunter mountain bikers.

The first section of the rugged 13km course saw riders flying along 3km of undulating farm tracks and open paddocks before moving up onto the first ridge of the day. This section saw riders off their bikes and walking. Next followed an exhilarating sharp drop through a series of boulder strewn S bends to a muddy creek crossing only to be confronted then by the big test of the event - Mt Johnstone! This saw riders pushing and scrambling up the ridge

line for the next 15 minutes.

Once on the summit the riders were rewarded with a pleasant downhill spin through a shady timbered gully before crossing a creek 300 metres before the turnaround point. As the leaders approached this point the field was spread out over 2 km.

The return journey was where the fun began. The leading riders quickly whipped down the steep twisting track of Mt Johnstone the same one they had cursed and toiled up just 15 minutes previously.

By this stage of the race the casualty list was growing with 2 broken chains, a flat tyre and various derailleur problems all of which were attended to en route. Reduced to walking again for the five minute slog up through the 'S' bends the competitors had a brief respite before the next down hill run.

Once back on the flats the battle for placings began in earnest. The result: 'Wally' Wahlrab, a winner by three minutes, earned himself a well deserved \$75 first prize; he was followed by sixteen tired, mud splattered and thirsty highly-stoked mountain bikers.

Over the following hour, which it took for the remaining riders to struggle home, the ever increasing crowd of riders all agreed that the course had been a fair test of their abilities. They vowed to return next year with new skills for the next even more challenging course.

Final results were (over 12.75 km)

1st Wally Wahlrab (57 min)

2nd Dave Upton (60 min)

3rd Dave Kitchin (60 min)

4th Ken Wells (1 hr 3 mins)

For further contacts in the Hunter Valley region phone Dave Upton (049) 68 3075 or Bob Jones (049) 38 6380.

New mountain bike clubs formed.

Two new mountain bike clubs have been formed in Sydney recently.

The North Shore Knobbys is a club formed for off-road enthusiasts in Sydneys northern suburbs. The group has a program of short social rides and will be planning competitive events in the new year. BMX and cruiser riders are also welcome. For information about the club's activities contact David Kitchin on 449 8289 (W) 451 6350 (H) or David Killick 997 6042 (H).

A mountain bike club has also been formed for members of the Bicycle Institute of NSW. The club calls it self the Back Road Cyclists and has issued

100's of TEAMS — 1000's of ATHLETES are NOW DRINKING

**BULK
TEAM SUPPLIES**
1 kilo bags
1 litre squeeze



Prove to yourself
GATORADE'S unique benefits...

- Quick absorption
- Before, during and after activity
- Balanced low electrolyte formula
- Helps prevent dehydration and cramps
- Glucose for energy
- No preservatives
- Available from selected food stores

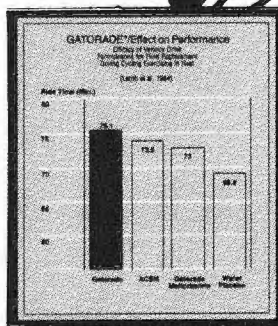
Endorsed by Australia's leading sports stars.

Another quality product from



Phone EDGELL sales offices

QLD & N.T. (07) 48 7766
N.S.W. (02) 436 8888
VIC & TAS. (03) 560 6022
S.A. (08) 352 1088
W.A. (09) 458 5477



a challenge to all off-roaders to complete six separate courses in the Blue Mountains in the form of an individual time trial.

For many years ardent bushwalkers in Australia have had some form of competitive bushwalks called 'Tiger Walks'.

Now the Back Road Cyclists will be running such events for off-road cyclists. The BRC Challenge will consist of six courses as follows:

1. Woodford to Glenbrook a 30 km classic ride via the Oaks fire trail.
2. Woodford - Glenbrook - Woodford 60 km via the Oaks Fire Trail.
3. Wentworth Falls - Warragamba Dam 55 km via the Warragamba fire trail.
4. Blackheath - White Dog Ridge Gauging Station - Blackheath 72 km.
5. Blackheath - Hayes Crossing - Wentworth Falls 64 km.
6. Mittagong - Katoomba via Narrow Neck 150 km.

To attempt one of the courses contact the organiser and receive a route time card for the course. The card must have the start and finish times plus a witness's signature (eg Station Master, National Parks Ranger) to be verified.

On completion of the route return the card to the organiser and, where appropriate, have your time registered as the fastest for the course.

For information and route cards please contact Russell Moore (02) 608 1125.

Wilderness Trail Support Group formed.

A national support group to work towards the establishment of a tri-state wilderness trail was formed at a meeting held in Sydney during November. The meeting attracted people and letters of support from throughout the east coast region. Freewheeling publisher Warren Salomon has agreed to act in a co-ordinating role and will produce an occasional newsletter for members to aid communication.

The group is open to anyone willing to research and ride the proposed Wilderness Trail which will wind its way through the remote forested mountain regions of eastern Australia between Melbourne and Brisbane. The group is not seeking 'newsletter members' who are unwilling to actively support the task ahead. Needed are genuine mountain bike enthusiasts who are prepared to contribute to this ten year project.

If you can contribute contact the Wilderness Trail Support Group Co-ordinator, Warren Salomon, PO Box K26 Haymarket NSW 2000.

Melbourne mountain bikers can contact their city's premier club the Fat Tyre Flyers through its Vice President Kaz Ross (03) 387 6373. The regularly organise rides and always welcome new members.

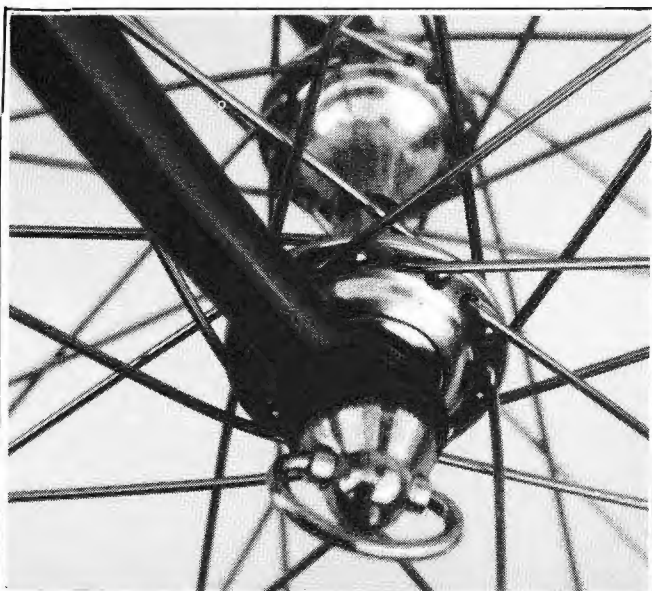
New Bicycle Rally for Canberra

Promoter and adventurer Hans Tholstrup is organising a mountain bike rally to coincide with the Canberra Festival in March 1986.

The rally will take the form of a number of orienteering type events and will be designed to cater for kids and adults. The rally will be conducted over three days starting Friday the 7th of March and going through to the 9th. The rally will not be a race but a personal challenge based on the time trail concept. The winner will be the person with the least time taken over the entire event.

With good weather in Canberra at this time of year it will be a good opportunity for competitors and their friends and families to camp in some beautiful camping spots in and around Canberra.

Further details and nomination forms can be obtained from Energy Promotions 1697 Pittwater Rd Mona Vale NSW 2103. Telephone (02) 997 8011.



HOSHI

Quality spokes and nipples from Japan

HOSHI INDUSTRIES CO. LTD.

No. 1-40 Minarto 2 - Chome, Izumisano City Osaka Japan

Trade enquiries: Repco Cycle Company Melbourne Sydney Brisbane

THE PERCEPTIBLE DIFFERENCE:

IT'S EASY TO SEE.

BETTER VISION THROUGH INTELLIGENT DESIGN.

The Mirrycle® rear view mirror looks good but it works even better. This durable polycarbonate mirror is the first bicycle mirror designed exclusively for drop style handlebars. A unique hollow bolt mounting system allows use of the entire handlebar for all riding positions. And because the Mirrycle is mounted on the bicycle permanently, it's hard to lose and easy to use.



Touring or commuting it's easy to see that the Mirrycle was developed with the rider's comfort and cycling safety in mind.

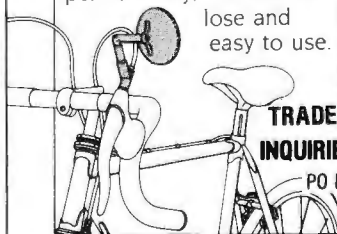
IT'S A MIRRYCLE.

Ask for a Mirrycle at your bike shop

TRADE

INQUIRIES: BIKETECH

PO Box 152, Wallsend, N.S.W. 2287
Telephone: (049) 52 4403.



- **SEAT PILLAR** / SR GT-PSE $\phi 26.6$
- **REFLECTORS** / CAT EYE C.P.S.C. approved reflector set
- **HUBS** / SUZUE GSH-SQ SEALED-TECH alloy, small flange 36 holes with quick release
- **SPOKES** / 14G stainless with brass nipples
- **TIRES** / MITSUBOSHI TRIMLINE MK2 700x25G skinside, 100 psi, high pressure & tubes with presta valves
- **RIMS** / ARAYA 20A T9.6mm 700C alloy 36 holes
- **SIZES** / 19 $\frac{1}{2}$, 21, 23, 25"x700C
- **FRAME COLORS** / PHANTOM GRAY, FIRE RED

- **BRAKE LEVERS** / DIA COMPE PN-204C with gum hoods
- **CRANK SET** / SR SAC-100 alloy line finish 52-42T x 170mm (19 $\frac{1}{2}$, 21, 175mm (23, 25)
- **CHAIN** / DID LANNER gold & black
- **PEDALS** / MKS SYLVAN ROAD alloy with reflector
- **REAR DERAILLEUR** / SUNTOUR NEW CYCLONE-W
- **FRONT DERAILLEUR** / SUNTOUR NEW CYCLONE
- **SHIFTING LEVER** / SUNTOUR NEW CYCLONE
- **FREEWHEEL** / SUNTOUR PN-6S 14-15-17-20-24-28T 6 speed gold
- **SPOKE PROTECTOR** / SUNTOUR 6" plastic
- **SADDLE** / KASHIMAX GTV-2 anatomic

- **FRAME** / TANGE No. 900 Cr-Mo Double Butted 3 main tubes, Hi-Tension steel Seat & Chain stays. Fully lugged with forged dropouts.
- **FRONT FORK** / TANGE Mangalay blades with AC-2 crown & TF forged ends
- **HEAD SET** / TANGE SEIKI MA-40 sealed mechanism
- **HANGER SET** / TANGE SEIKI JL-401 sealed mechanism
- **HANDLE BAR** / SR CUSTOM DOUBLE TUBE alloy reinforced 390mm (19 $\frac{1}{2}$, 21, 420mm (23, 25)
- **HANDLE STEM** / SR CUSTOM alloy 60mm (19 $\frac{1}{2}$, 80mm (21, 23), 100mm (25)
- **BAR TAPE** / PEARL TAPES
- **BRAKES** / DIA COMPE G-500N with quick release, tire guides & recessed bolt

FOCUS
RS-500



DISTRIBUTED BY
BIKECORP
P.O. BOX 214 EAST DENVEIGH, VICTORIA 3185
TELEPHONE (03) 566 0065



Able to climb tall buildings this member of the Haro BMX Freestyle team in action during a lunchtime exhibition in Sydney. The bike in the photo is Repco's Bike of the Year.

Bike Expo '85 – Australia's big bike show

For the second successive year Bike Expo has been staged in Melbourne at the spectacular World Trade Centre.

Without a doubt this year's Bike Expo, held between October 17 and 20 in Melbourne's World Trade Centre, was the most successful exhibition of bicycles and accessories ever seen in this country.

The organisers The Retail Cycle Traders Australia have estimated that in excess of 30,000 people thronged to the centre during the four days of the show. Bike Expo drew together the largest collection of distributors and manufacturers of bicycles and accessories ever seen in this country and presented to the general public a bewildering array of machines and components.

Bike of the Year

The RCTA's annual Bike of the Year awards were once again held in conjunction with Expo. Bicycles were judged in 14 basic categories and winners announced at a special luncheon near the commencement of the exhibition.

Bicycles in all categories were judged on quality of components, value for money and overall presentation. The judging panel is drawn from the RCTA executive and membership. Winning companies in the fourteen categories were: Juvenile model – Clamont; Childrens 20" – Graecross; 18" BMX – Malvern Star; 20" BMX under \$300 retail – Repco; Family bike – Graecross; Mountain bike under \$300 – Roadmaster; Mountain Bike \$300-\$700 – Gemini Trials; Touring bike under \$600 – Focus; Unisex/Mixte with or without gears – Puch Maxima; Ladies sports multi gears under \$350 – Ramondo; Gents sports under \$350 – Ramondo; Deluxe multi gears (ladies or gents – Ricardo Elite; Folding model – Repco; Exerciser – Repco.

The overall Bike of the Year was won this year by Repco for their Freestyle BMX bike which is pictured in use at the head of this article.

At this year's expo the judging was carried out on Wednesday evening prior to the opening the next day. At Thursday lunchtime a presentation luncheon was held and the Transport Minister Tom Roper made the presentation of the Bike of the Year. World famous racing cyclist Phil Anderson and Dean Woods were also on hand to receive an award from the RCTA. This was presented by Sir Hubert Opperman.

Apart from the main awards the Expo organisers made a number of additional presentations during the Expo dinner held this year on Sunday evening at the conclusion of the exhibition. The Expo Directors prize was awarded to the Apollo 5, a Shimano 600EX equipped lightweight. The Roadmaster 12-speed won the RCTA Chairman's award and

the Malvern Star Bacall a mixte framed city bike was highly commended.

In the categories of best exhibit the Roller Rider display won for the best accessory display while the Repco Bicycle Company won for its bicycle display exhibit.

At this year's Expo there were many familiar bicycle and accessory wholesalers as well as a number of newcomers exhibiting. The major bike distributors were there and popular brands such as Repco, Malvern Star, Apollo, Graecross, Ricardo, Centurion, Gemini, Puch, Roadmaster and Europa were all on show.

A number of new brands were this year introduced to the general public and the trade. Some of these were: Focus; Holstar; Philips; Gitane; Southern Cross; World Rider (from NZ); International; Roulandt Recumbent; Rivel Dutch bicycles and Clamont from Clarence St Cyclery.

Accessory importers made up the bulk of the exhibits with a number of new products being put on display for the first time. The newcomers were: Skellerup with their "No more flats" inner tubes; Johnston Sharp with the Roller Rider a moulded plastic trainer set. Helmet makers and importers such as Stackhat and Guardian all had stands.

Phone threats on the first day of the show from a member of the Trades Hall Council concerning the Rosebank Company, makers of the Stackhat, produced a flurry for the organisers who thought they were about to be shut down by wildcat union action. The company who makes the Stackhat helmet in its factory in Melbourne has had a long standing dispute with the plastics Union who want to sign up Rosebank employees. On Wednesday, at the start of the Expo, the television cameras rolled as Rosebank owner John Rose gave away his show stock of helmets to school children outside the World Trade Centre when he was told he could not exhibit.

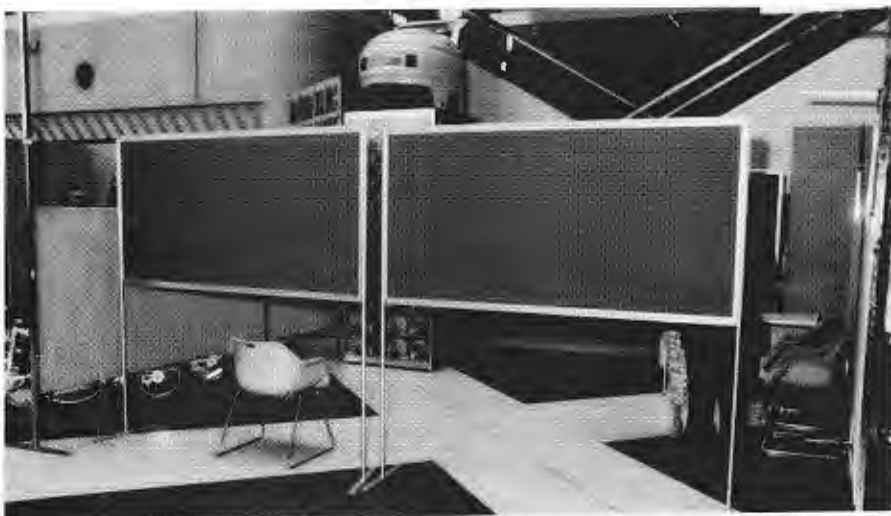
The incident went to air on national news broadcasts and probably contributed to the big attendance by the public on succeeding days. The threat to close the show if Rosebank exhibited turned out to be mere bluff and nothing further was heard of the 'problem'.

Overall the general feeling was that the show was a tremendous success. As a special treat this year visitors were given the opportunity to view a portion of one of Australia's best collections of antique and vintage bicycles. Little did many of the exhibitors realise that some of the exquisite machines from the collection of Paul and Carolyn Farren were as valuable (and as costly) as the fancy racing lightweights with disc wheels and carbon fibre frames.



Generally the quality of display was good with some stands (like the winner Repco) being easily as good as those seen at the major European and American shows. The Australian public

should now realise that we have in Bike Expo our own international class bicycle exhibition. Every effort should be made starting now to ensure you make it to the next one.



The Stackhat stand before and after. Early in the day the helmet makers were told they couldn't exhibit and were forced to close up shop. Near to opening time the TV cameras arrived and Rosebank was once more in action complete with sign declaring Victoria a 'fascist state'!

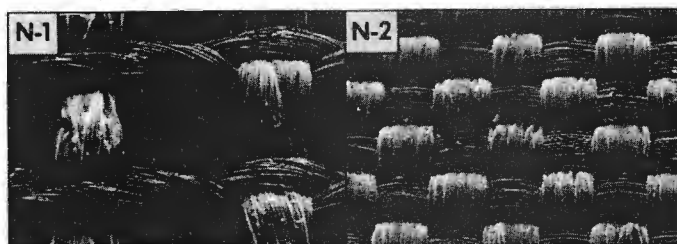


MICHELIN HAS REDEFINED THE VERY CONCEPT OF TYRE CONSTRUCTION

INTRODUCING THE MICHELIN HI-LITE

High performance tyres have never been synonymous with ruggedness, longevity or penetration resistance. Tyres with these characteristics are heavy and hard to pedal. Tyres built to offer both speed and strength were nothing more than poor compromises, not outstanding at either.

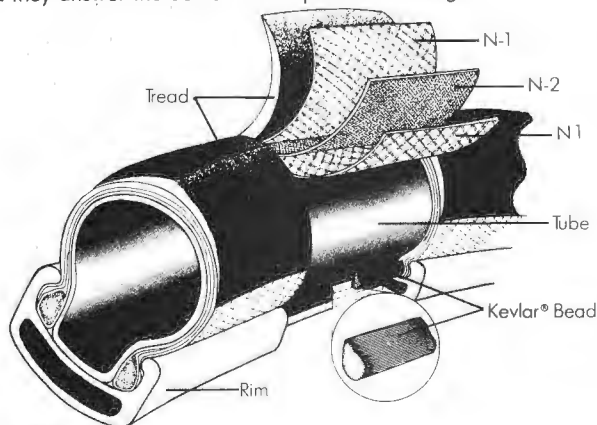
But now Michelin has developed specific materials for achieving those objectives and combined them to deliver unparalleled performance and reliability without sacrifice. Michelin Hi-Lites turn compromise into victory.



CASING CORD STRUCTURE

Three revolutionary casing plies are at the heart of Hi-Lites outstanding capabilities. The first and third plies N1, have two cord directions. Micro thin strands are specifically woven to allow stretch while keeping the cords located in their original positions.

The second ply, N2, is practically unstretchable. It is woven with no spaces between the cords. Used alone neither the N1 nor the N2 casing would make a good tyre. Combined they answer the demands for speed and strength.



PERFORMANCE

The Hi-Lites offer low energy absorption which means less rolling resistance and a quicker ride. They are among the lightest tyres available in their size range and the N2 ply gives excellent resistance to penetrating objects, cuts, cracks and wear.

Hi-Lite tyres wear longer because their tread rubber compounds are selected solely to suit riding conditions. These compounds do not have to compensate for casing inadequacies as other tyres' compounds do.

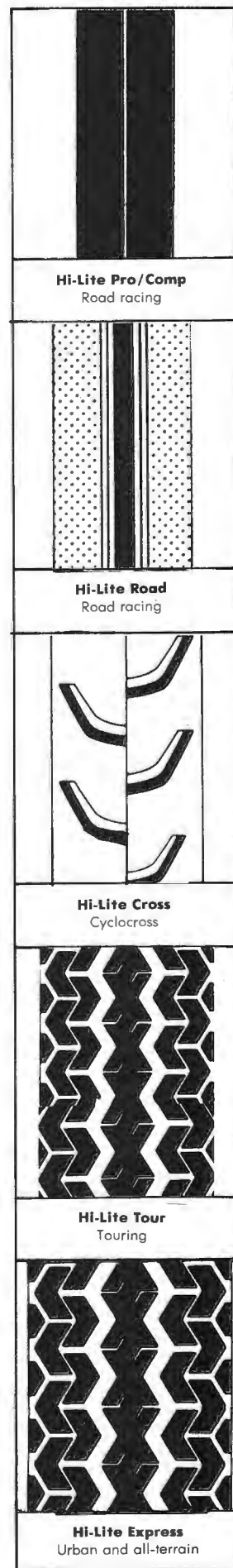
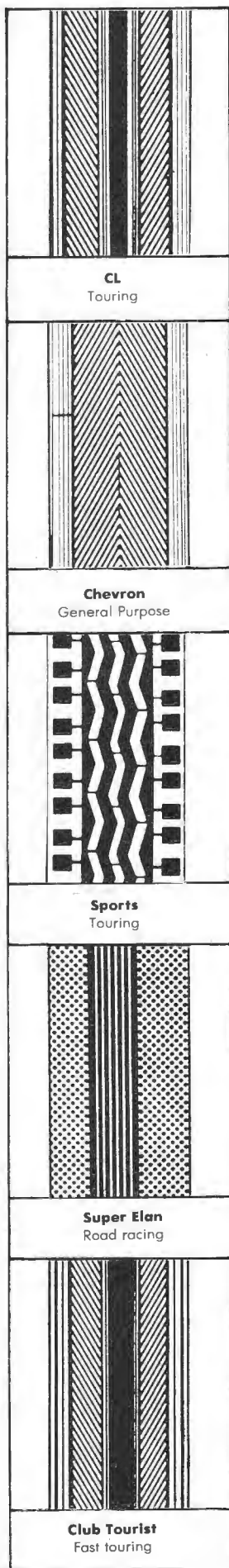
THE COMPLETE LINE

There are five Hi-Lites to suit the needs of all serious cyclists including triathletes, road racers, mountain bikers and long distance tourers.

In addition there is a wide range of rigid bead tyres for traditional bikes all made to the exacting Michelin standards. Ask for quality Michelin tyres and tubes at your nearest specialist bicycle dealer.



MICHELIN. BECAUSE SO MUCH IS RIDING ON YOUR TIRES.



Full pedal ahead

Is it a boat or is it a bike? What is it indeed? A group of five volunteers will be answering this question and many more like it as they paddle (or should I say pedal) their way down NSW's coastal highway this summer.

The unusual craft is really a pedal powered vehicle which has been built to help raise a million dollars to finance an all-weather rescue craft for the NSW Coastal Water Ambulance.

The pedal boat christened the "Dollar Pedlar" is the brainchild of Eddie Andrews who has invested his life

savings to see the project through. His aim is to ride the craft with three others and a support crew of one from town to town from the Queensland to the Victorian borders of NSW.

Eddie who was formerly in the Navy and involved in search and rescue type work helped set up the Sydney Water

Ambulance five years ago. He has tried to interest the NSW Government in the Service which attempts to act as a defacto coastal rescue squad but has so far recieved only verbal support. To make the coastal ambulance service work Eddie wants to equip it with a special 110 ft all-weather catamaran but the State Government so far has refused to provide funds. So Eddie has decided to take his admirable cause to the people for a four month period.

The boat/bike is really a pair of tandems joined at the hip. The front steering assembly is straight out of a Morris Mini and the wheels are all fitted with disk brakes. The 'hull' is made of fibreglass and the vehicle has CB and AM/FM radios fitted. The bicycle



CYCLISTS' ACCOMMODATION DIRECTORY IMPORTANT ANNOUNCEMENT

The Cyclists' Accommodation Directory has moved home. The directory is a list of people who are prepared to offer free accommodation to other cyclists who are listed in the directory. It is a free service and operates throughout Australia. It works in conjunction with other directories in New Zealand, Europe and North America.

Anyone who is listed in the directory can stay with anyone else on the list if it is convenient. Cyclists using the directory are asked to contact the person they wish to stay with in advance. To be included in the directory all you have to do is send your name address, phone number, and an indication of where you live, for example, 10km NE of Ballarat PO. You will receive a copy of the directory with your name included. The directory is updated frequently and is only available to those who are listed in it and overseas cyclists.

**Send your details to:
Bicycle Australia
Freepost 19 (no stamp
required), PO Box K499,
Haymarket 2000
Phone (02) 264 2521.**



hill up from Sydney's Spit bridge.

The only financial support Eddie has raised so far is the use of a 4WD support vehicle generously provided by Mitsubishi Australia. This will carry their gear and remain in contact with the boat/bike throughout the day.

The journey began early November and by February they will have reached Sydney. They plan to continue to Eden later on where they hope to raise the last of their million.

The journey of the Dollar Pedlar is a remarkable achievement and we wish Eddie and his crew every success. May be their grass-roots action will embarrass the State Government into providing some funds. What's obvious is that the land lubbers in power don't care at all about coastal rescue services: at present the Sydney Water Police are starved of funds and do not even have an ocean going craft. Its obvious that the politicians are more interested in their 'love boats' than real real rescue craft.

Anyone wishing to contact the 'Dollar Pedlar' and help Eddie with his cause can do so by phoning the Bike Shop Willoughby on (02) 958 1465.

Eddie Andrews at the wheel of the 'Dollar Pedlar'. With him are: (Front) Colin Liddle, (Rear L to R) Robert Walker and Geoff Sparke. The photo was taken before the canopy was fitted at the commencement of their epic journey.

mechanics were installed by the Bike Shop Willoughby and the chassis was made by students at the Brookvale Tech.

Eddie hopes to cover about 30-40 km per day and the 5 speed derailleur gears have already been tested out on the

YOU HAVE TWO CHOICES

(1) PAY TOO MUCH

(2) OR SHOP AT HILLMAN

For over forty years the finest reputation for quality, service and advice in Australia.

— All brands available — Frames custom made at our premises (No contract work done here!)

— Australia's mountain bike Headquarters

— Hours — Mon. — Thursday 9am to 5.30pm — Phone (03) 380 9685

Friday 9am to 7.30pm

Saturday 9am to 12.30pm

46 GRANTHAM STREET, WEST BRUNSWICK, 3055

New bicycle insurance scheme launched

Bicycle Insurance has been very difficult to get hold of for some years, except at exorbitant prices. A large number of claims and a small pool of insured bikes has meant all previous schemes were not profitable for the insurance companies. As a result, the premiums rose from around 10 percent of the value of the bicycle to around 25 percent. Part of this problem came about because the schemes were limited to the members of one or other association covering a city or a state.

The first national bicycle insurance scheme developed by cyclists has just been launched and it looks like solving some of the problems related to the demise of previous schemes. The new scheme from the national bicycle organisation Bicycle Australia offers insurance on the bicycle against theft, vandalism, fire, flood and accident. It also offers insurance for the cyclist against public liability, third party property damage and third party personal injury claims.

In many respects the scheme resembles the sort of insurance available to owners of cars. Bicycle Australia has set out to duplicate many of these features when it developed the package. The aim is to give cyclists insurance which covers them for the sort of risks associated with damage to or loss of the bicycle as well as to cover them against liability claims.

Until recently third party property damage and third party personal injury insurance for cyclists was unheard of and generally thought unnecessary. However, recent cases such as one in which a cyclist is being sued for \$2000 alleged damage to an imported car have changed this. If the cyclist loses this case it will have a major impact on cyclists' attitude to bicycle insurance.

The scheme is available to members of Bicycle Australia and certain other groups. Other groups taking part in the scheme are the Bicycle Institute of Victoria, Cyclist Protection Association of South Australia, Pedal Power ACT and the Brisbane Bicycle Touring Association. Several other organisations are considering the scheme.

The aim of the scheme is to provide insurance for cyclists and to make a substantial step towards the provision of adequate services to cyclists. A secondary aim of the scheme is to boost

the membership of the involved cycling organisations. To take part in the scheme cyclists get in touch with the associations mentioned or Bicycle Australia.

Quite a few of the more progressive bicycle shops have seen the benefit of the scheme and are promoting it. For them it has the potential to provide better services to their clients, make cycling a less risky proposition and provides another incentive for cyclists to visit their shops.

Because the scheme requires cyclists who have bicycles more than a year old to have them valued, it encourages the cyclist to visit bicycle shops. Part of the reason for this approach is to get bicycle shops and bicyclists in closer contact.

In brief, the scheme covers cyclists for public liability, third party property damage and third party personal injury to \$1,000,000. It also offers them the choice of insuring their bicycles at a cost of four percent of the value of the bicycle. The bicycle insurance covers accidents, theft, fire, flood, vandalism and several other risks to the value of the bicycle. They pay stamp duty and a processing fee which varies with the organisation that they belong to. They must be members of one of the participating organisations and their membership must remain current for the period of insurance.

The scheme has been designed to reduce the number of people who get away with fraudulent claims. There is a \$50 excess which is designed to reduce the number of claims as well. False claims have killed almost all previous schemes.

Bicycle Australia can be contacted on (02) 264 2521 or by writing to Freepost 19 (no stamp needed), PO Box K499, Haymarket 2000. They will send out their information package and proposal form on request.

Netti

A cut above the rest

Designed so that you'll look great

- Pro/am knicks
- Triathlon suits
- Triathlon knicks and tops
- Jerseys, bib 'n brace, and long 'n's

Netti sports clothing is available in a wide range of colours and sizes.

Ask to see them at your specialist bicycle dealer.



TailWinds

BICYCLE TOURING

Tailwinds unique programmes can take you to:

- South China
- Mongolia
- Canadian Rockies
- New Zealand

For more information on a well run relaxed cycling vacation write to

*Tailwinds Bicycle Touring
P.O. Box 930 Canberra City
A.C.T. 2602*

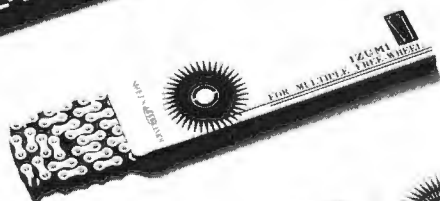
MS/MR
ADDRESS
PHONE (hm)
(wk).....



CHAIN THE WORLD WITH IZUMI CHAINS. A TOUCH OF CLASS.

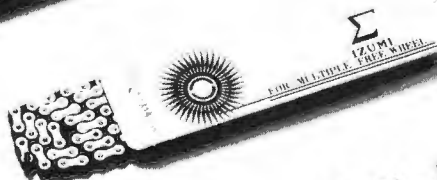


SUPER TOUGHNESS
PROFESSIONAL USE FOR ROAD RACING & RACING



IZUMI VI
HIGH QUALITY FOR ROAD RACING

IZUMI Σ
HIGH QUALITY FOR TOURING
& MOUNTAIN BICYCLE

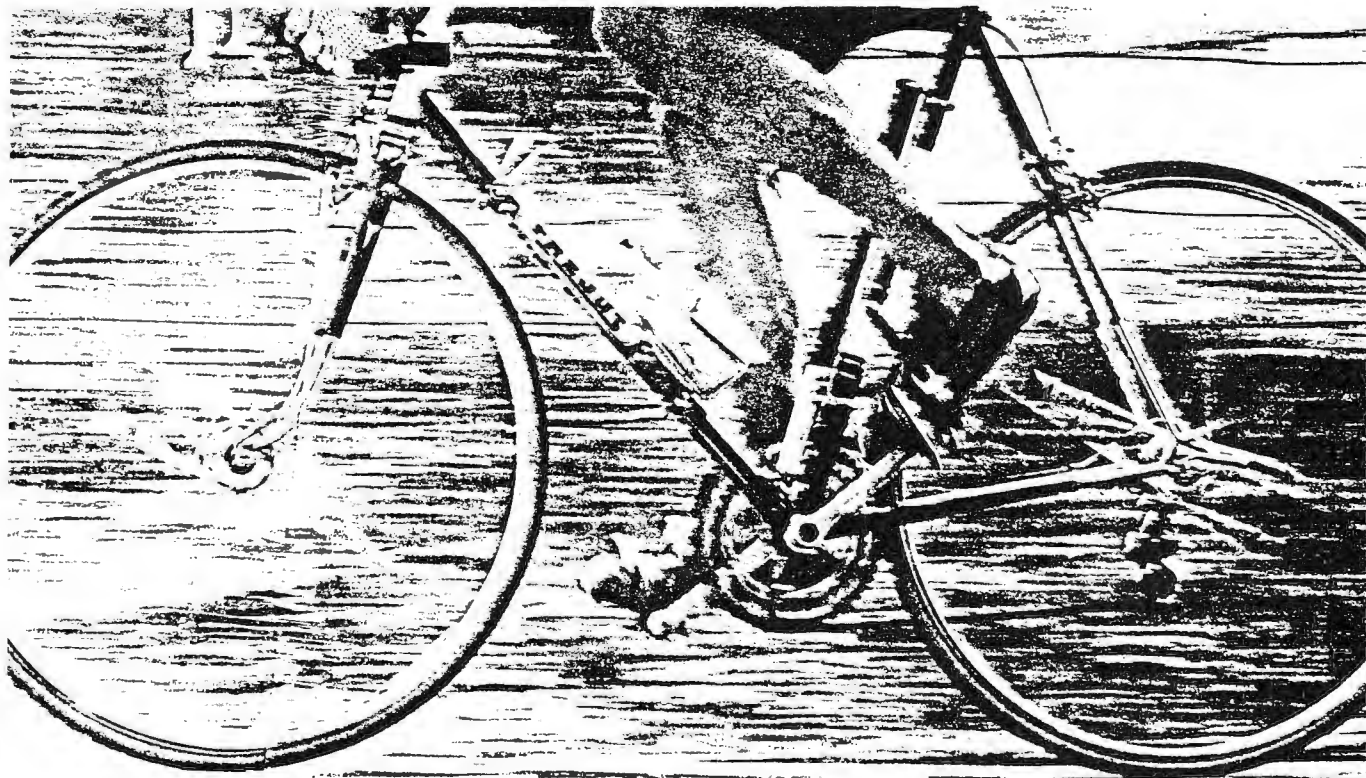


IZUMI COLOR CHAIN
BMX COLORS: RED/SILVER, BLUE/SILVER, GOLD/SILVER
COBALT/BLACK, ALL NICKEL PLATED.



Contact to:
REPCO CYCLE COMPANY

Head Office: 25 Hamilton Street, Huntingdale, Vic., 3166 Phone 568 0211
N.S.W. Branch: 16 Street, 2164 Phone: 609 2322
QLD. Branch: 30 Lysaght Street, Acacia Ridge QLD 4110



Tracing the Murray and travelling light

When Ken Dyer travels a change of clothing, a toothbrush and a credit card is all the luggage he needs to carry. His journey up the Murray Valley from Adelaide was no exception.

"I'd like porridge for breakfast. There is nothing as good as porridge for a good day's cycling. Is it on the menu?" queried Peter Edwards through his whiskers. It was not, but the attentive waitress assured us that the kitchen would prepare some.

She bustled briskly towards the kitchen — how could anybody look so bright and cheery so early in the morning? — and returned with a bowl brimful of a piping hot brew. My cycling partner beamed.

Such are the benefits of using hotel and motel accommodation on a long distance cycling tour. By paying to have one's bed and meals prepared it remains only for clothing and personal gear to be carried on the pushbikes.

We find that a small backpack carries all that is required. The success of the operation lies in the domesticity of daily laundering.

Peter Edwards, my companion, is a teacher of the handicapped, while I am a technical school teacher. By the end of the winter term a cycling tour is looked forward to with considerable relish. Nineteen eighty four was no different except that, as we both progress deeper into our forties, the tours become more ambitious.

The last day of the school term is traditionally a sports day. It had been abandoned owing to the five days of continual rain. I refused to look at the weather maps and long range forecasts which were often shown to

me by my colleagues, taking solace from the fact that only a steady drizzle accompanied us as we were driven to the Wodonga Railway Station.

Our plan was to catch the train to Adelaide and cycle from there back to Wodonga. The sky looked clear as a couple of hours were whiled away in the Club Car of the Overland but by the time we climbed into our bunks rain was streaking across the windows and could be heard on the roof. Edwards claimed that he could hear it above my snoring.

A bright red sunrise greeted our peeps from the window at Murray Bridge. In the Mt. Lofty Ranges the bright morning was reflected in the gushing creeks and overflowing dams.

The approach of the Adelaide suburbs saw a return to an overcast sky.

Careful planning removes many of the hassles of a tour. A map of the City of Adelaide showed the station in North Terrace, consequently I booked at the Flinders Lodge motel — within easy walking distance as we were travelling in our street clothes. Alas and alack! The new terminal is in the suburb of Keswick some five kilometres from the city which meant that we had to ride through a light drizzle. Mercifully, there was little traffic.

Adelaide to Swan Reach — 39 kilometres

After spending Saturday in Adelaide we left early on Sunday morning for Swan Reach. Heavy overnight rain had left the roads quite wet whilst dark low clouds threatened to make outdoor venturers just as wet. On the way through the suburbs of St. Peters, Payneham and Paradise there was only light traffic consisting of a collection of cars laden with racing cycles, for this was the second day of the "Hills" road race. On Saturday the entrants had raced south to Victor Harbour; today they came through Mount Pleasant and returned via the Barossa Valley to Adelaide.

Whilst the buildings in Houghton and Inglewood blend well with the surrounding hills, Birdwood is somewhat tourist orientated. None, however, were visible at this hour of the morning. There was, by contrast, plenty of activity from the officials and supporters of the road race in which we were increasingly being caught up. At this stage we were crossing the finishing line ahead of the competitors, to the amusement of the officials.

After refreshment at Mount Pleasant it is only a kilometre to the turn off to Walkers Flat. This road begins with a long downhill through some rocky outcrops. It is surprising how different the country becomes compared to the lush hills that we had just traversed. A long climb with some steep pinches up a ridge strewn with boulders and straggly pine trees follows.

From the crest of this hill opens a most stunning panorama as an almost sheer cliff falls away to the extensive plains of the lower Murray Valley. As the air was unusually clear after so much rain the visibility was extraordinary; the flat plain below seemingly rolled away to an infinity bordered to the west by the yellow and orange hues of the escarpment.

Absorbing the magnificence of nature was doubly pleasant as it was followed by a spectacular downhill aided by a freshening tail wind.

The Murray River was reached finally at Walkers Flat and the road falls by a surprising amount as it winds into the valley then follows the bank of the river to the small settlement. A collection of holiday shacks front onto the river and a solitary store is located beside a park adjacent to the vehicular ferry — a pleasant spot for refreshment and to view the water activities on this broad expanse of river.

On the other side the road sweeps up a gentle curve out of the valley then follows the cliff tops for the remaining thirty kilometres to Swan Reach. This is an absorbing part of the country, to the east a somewhat desolate scene whilst to the west the colours of the river and the life that it supports can be seen; trees, birds and grazing animals; as well as backwaters and cliffs, then beyond, more desolate countryside.

Swan Reach is a rather sleepy collection of old buildings, some of which have altered little during this century. The Swan Reach Hotel, the only accommodation in the town, was a fascinating reminder of an era long passed.

During the course of the day we had seen very little traffic, but looking out over the river from the balcony of the hotel we watched in amazement as the ferry plied continually across the river with one or two cars at a time.

The weather forecast was more amazing still as hail and sleet accompanied by fifty knot winds were predicted with the front expected to cross Adelaide at 9.00 the following morning. Television commentators suggested that it may be a good day to remain indoors.

Swan Reach to Renmark — 137 kilometres

On the premise that fortune favours the brave, we departed from the hotel after a hearty breakfast at 8.00am. The road through Maggea to Loxton appears as a straight line on the map with the implication of being a flat and uninteresting ride. Nothing, however, could be further from the case.

Low undulations rise and fall between the stony countryside where second generation mallee scrub has taken over from the abandoned farms. The new growth on these spindly trees appears as bright reds, pinks and orange giving the appearance of flowers whilst white trunks and boughs stood bright in the sunlight.

Wildflowers were in profusion along the roadside and every

The Triathlon Specialists



DETO

Cinelli

IRC



BELL
HELMETS

VITTORIA



Castelli



Campagnolo

DIA-COMPE

SHIMANO

Sugino

omega



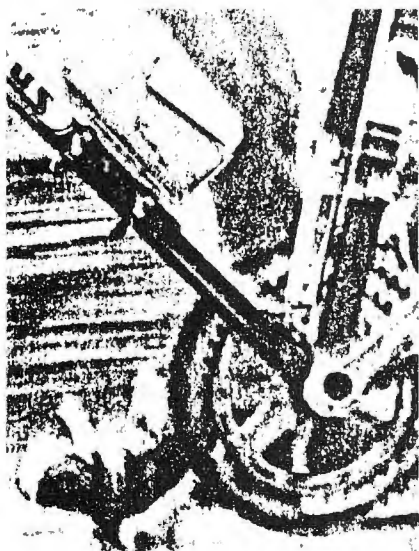
VELOX



SILCA pump



CHATSWOOD CYCLES
160 Victoria Ave, Chatswood
Sales & Workshop Facilities 411 5772



kilometre revealed subtle changes to the flora in which the birdlife were making last minute preparations before the approaching storm.

We had covered some thirty kilometres in good time when the sky began to darken.

The wind began to blow at gale force and we put on waterproofs before the rain set in. However, the wind was still from a favourable direction and the road surface excellent so the kilometres flew by, not at all unpleasant despite the rain. Cycling from east to west may have been a different story. The rain only lasted for a quarter of an hour and the strong wind had dried everything out within another fifteen minutes.

Decaying farmhouses are a feature of the countryside. Evidence of the dominance of nature over attempts to farm this land was where a clump of gum trees had colonised the rubble of a fallen wall. However, as Wunkar is approached the country has been cultivated with greater success, the cereal crops looking quite healthy after the substantial rains. The sun reappeared making the cycling most enjoyable.

On leaving Loxton the road heads north between a number of light industries which service the fruit growers, then rises as the citrus groves become prominent. Most of these growers cater to tourists by selling fruit direct to the public and this road was very busy with potential customers.

Some seven kilometres before Berri the land is very low and devastation caused by salination can be seen. Hundreds of acres of dead trees stand along a series of backwaters.

Twin ferries carry the traffic across the broad expanse of the river to the delightfully landscaped riverfront at Berri. The hotel facing the river is a most pleasant place to

refresh whilst the town is thoughtfully laid out and maintained.

Set back from the road in magnificent surroundings, the Country Club Motel is located adjoining the golf club some eight kilometres before the town. Each of the units has a view over the course and the river valley beyond. The restaurant serves an excellent meal. Renmark has several other motels as well as a hotel. The riverbank is well worth a visit, particularly the restored snaggin steamer "Industry". There are also a couple of excellent art galleries.

Renmark to Mildura — 144 kms.

The road leaves Renmark beside what were the railway yards, the line is now closed and most of the rails removed. A long causeway traverses the flood plain to where a massive iron bridge crosses the Murray at Paringa. The east and west bound traffic have a lane each of the bridge separated by the railway in the centre. It is, as a result, rather difficult to steal a glimpse of this lovely section of the river with a big semi-trailer snorting at one's rear wheel.

To the south of the road is an extensive panorama of the cliffs and backwaters of the river. As the road tops the small rises the view becomes all the more impressive whilst to the north orange groves dominate. This vista remains for the 28kms. to the fruit fly inspection point at Yamba. A large roadside complex caters for the needs of transport drivers and it is well to refresh here as it is eighty odd kilometres to the next shop at Lake Cullulleraine.

For the remaining ten kilometres to the Victorian border the road undulates over low hills through mallee scrub which becomes denser as the border is approached.

Whilst this country has a sameness to it when viewed from a car, in fact no two kilometres are the same — there are continual subtle variations in the flora that flanks the road. At the border the trees are some four metres in height, but to cut a fence post from one would present a challenge; yet within a kilometre or two there are quite straight, substantial trees.

Civilization flanks the road for the remaining twenty kilometres to Mildura in the form of citrus groves and vineyards together with some hobby farms. Many of the old cottages have been replaced with more imposing residences. Not as imposing, however, as the huge shopping complex on the corner of the Calder and Sturt highways as Mildura proper is entered. It looks a little out of place after miles of wheat, vines and citrus.

Deakin Avenue reflects the importance of tourists to this city. Luxurious motels set amid well tended lawns and swimming pools line the street. This avenue is nearly two kilometres in length divided by a wide median strip which is landscaped with towering gums, well kept lawns and masses of flowering annuals. It must be one of the most impressive entrances to any Australian provincial city.

The Grand Hotel is located at the far end of Deakin Avenue and we reached it just as the rain was setting in. When asked what is the most enjoyable aspect of cycle touring one is tempted to reply that it is the shower at the conclusion of a day's cycling: the least enjoyable — drivers who tow caravans: the most embarrassing — trying to convince a receptionist that the rain soaked scarecrow in their foyer is in fact the person who is booked into that hotel or motel.

It is almost worth going on this tour just to stay at the Grand Hotel with its old world charm and service and particularly the cuisine. And all for the same cost as an average motel.

Mildura to Swan Hill — 237 kilometres

This section of the tour is the most difficult in regard to planning distances. Very little worthwhile accommodation is to be found between Mildura and Swan Hill. The alternative is to ride to Ouyen, spending some time at the Hattah Lakes but then it is still a long haul from Ouyen to Swan Hill. As the prevailing wind is from the south west the ride from Mildura to Ouyen cuts across it as does much of the section to Manangatang.

Nyah West, as the name implies, lies to the west of the highway and is located some five kilometres away on the railway. When it was built the Grand Hotel may have been grand in-



*Bicycles built with strength and precision
Now in Australia*

CENTURION



Winner

Category 12
multi gears deluxe
— under \$600.

**BIKE OF THE YEAR
AWARDS**

**'Pursuit' 12-speed Lightweight.
Designed by Sid Patterson — three times
world Pursuit champion.**



Pursuit

Pursuit 12-speed

FRAME: 3 main tubes; Tange Champion No. 5 drawn chromoly.

BRAKES: Diacompe ARX sidepull.

DERAILLEUR: Front — SunTour ARX.

Rear — SunTour ARX.

CHAINWHEEL: Sugino DNJRT 52/40T.

FREEWHEEL: SunTour PN 6SG 14/28T.

HUBS: Suzue Mod CSH alloy small flanged.

WHEELS: Araya alloy rims.

Distributed in Australia by: **NSW & QLD**, Centurion Bicycles and Accessories, 11/82 Reserve Road, Artarmon, NSW 2064. Phone (02) 438 3362
VIC & SA, Sid Patterson Cycles, 171 East Boundary Road, East Bentleigh (03) 579 4115
Trade enquiries welcomed.

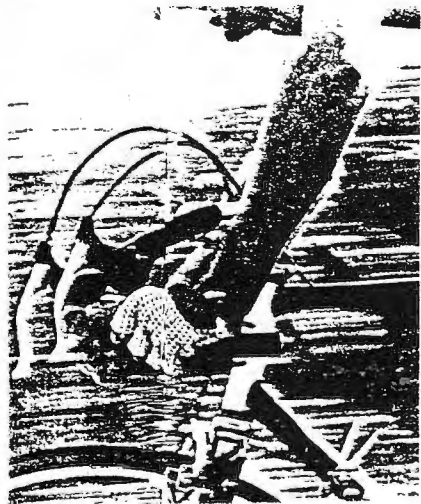
deed but rail travel on this line belongs to an era long since passed and this establishment differs quite a bit from its namesake in Mildura.

There are a series of sealed roads which follow the railway line from Nyah West into the city of Swan Hill. These roads are excellent for cycling as the terrain is slightly undulating and there is very little traffic. Attractive stands of gum line the roads whilst the gentle hills of waving green wheat provide pleasant views.

Swan Hill is an ideal venue for a rest day. The Pioneer Settlement is well worth a visit whilst the shopping centre and the river provide considerable interest. The proprietors of the Campbell Motor Inn were most hospitable and the accommodation was excellent.

Swan Hill to Echuca — 159 kilometres

The road to Echuca was quite flat with a good surface and fast, heavy traffic



as far as Kerang. After the heavy rains there was an abundance of water in the low lying areas either side of the road. The profusion of water birds no doubt had other things on their minds with the approach of Spring than to watch a couple of struggling cyclists.

The Loddon Valley highway continues due south after Kerang whilst the Murray Valley highway turns to the east towards the pretty town of Cohuna 34kms distant. It is entered around a sweeping curve flanked by tall river gums and neat houses. A row of well presented shops lines the southern side of the highway whilst an extensive landscaped park provides a pleasant venue for lunch.

For the remainder of the ride to Echuca the country is flat having straight stretches of around five kilometres separated by slight bends. Trees beside the road gradually become more apparent, then quite

noticeable and finally heavy for the final ten kilometres.

The cheerful receptionist at the Neribo Motel wouldn't believe that we had cycled anywhere. "We have just had the greatest bucketing you could imagine!" she informed us. So fortune had smiled upon us as we had cycled on dry roads with following winds for the easterly sections, albeit under an ominous sky.

Echuca to Wodonga — 235 kilometres

The road for this entire ride is dead flat through predominantly wheat country. By now we were well seasoned so this day became something of a training ride, if not a bit of a race.

Nathalia is fifty eight kilometres, the main point of interest being the bridge over the Goulburn River. We took the road through Numerkah to take advantage of the very strong westerly that was blowing. The road is straight and flat.

Through Katamatite and on to Yarrawonga provides little change in scenery except where creeks cross the road. However, do not be discouraged, these are excellent roads which carry little traffic and are all the better for a following wind!

The wheat silos at Yarrawonga are visible for some distance before the town is reached. The main street is off the highway and leads to the lake foreshore where there are attractive gardens. Adjoining the highway are a couple of roadhouses, and either here or the foreshore are ideal lunch venues.

The dead trees in Lake Mulwala form a macabre backdrop to the left of the road as it heads towards Rutherglen. The vineyards that surround the wineries provide a contrast to the wheat country and after nearly two hundred kilometres the wineries themselves could provide an interesting contrast to pedalling.

Hills, that long forgotten aspect of the Australian countryside, appear after Rutherglen.

The writer would highly recommend this ride to any reader who is reasonably fit. The standard of the roads is really good. This same country when traversed by car seems repetitive and boring. Yet it is full of interest and subtle variations.

Generally, we found the people at the motels and hotels particularly pleasant and helpful.

Surprisingly, however, none seemed to have seen any other cyclists attempting this road. It is a tour worthy of consideration.

Not all 600EX bikes are created equal



Ultralight

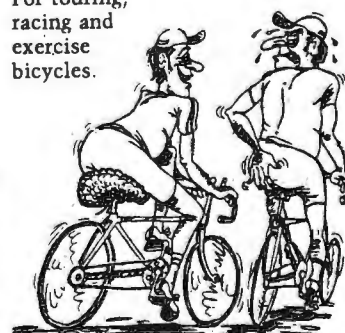
- We've put thought into our design to give you a bike that gives top performance
- Carefully specified and racing built
- Impeccable frame
- 700c High pressure wheels

Designed and distributed by
Atom Imports Pty Ltd

The Num-Bum Protector

A natural sheepskin BICYCLE SEATCOVER For touring, racing and exercise bicycles.

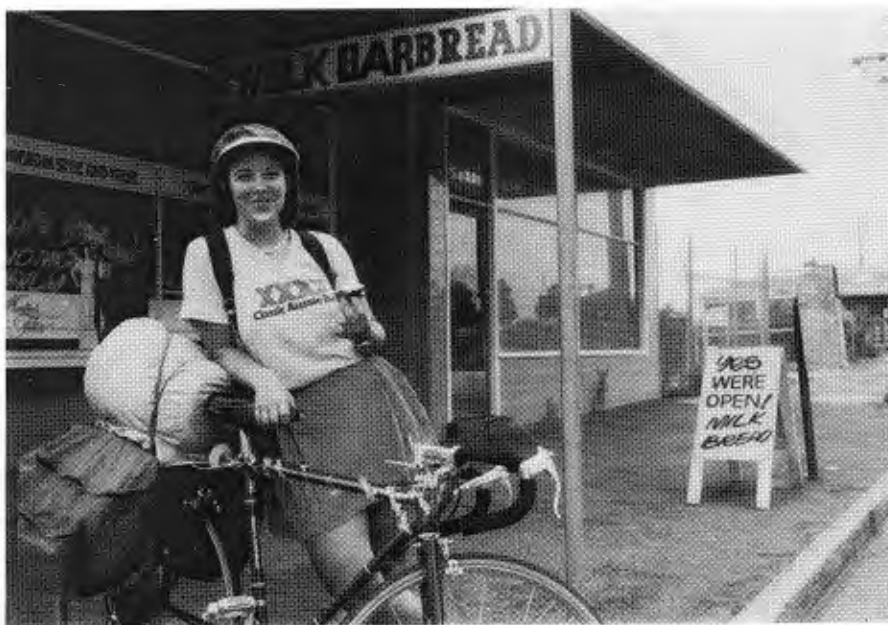
- Comfortable
- Durable
- Washable



The ideal gift
Just \$20 postage paid.

Mr./Ms.
No./Street
Town Postcode
I wish to order NUM-BUM PROTECTOR/S and
enclose cheque/money order for

Send to C. & N. LOCKER, Happy Valley,
Adamindaby NSW 2630.
Trade enquiries welcome.



Mary sporting the Queensland State colours samples the local cuisine on Tasmania's East Coast road.

A Tasmanian tale

For provincially minded North Queenslanders, the southern part of Australia is a great mystery. A place to be feared as cold, polluted and inhabited by politicians. To go south is to be masochist. To go there to ride a push-bike, is to be certifiable. Despite this opinion, Frank Richards ventured south to the Apple Isle and lived to tell this tale.

"WHAT! You're going to cycle round Tassie? Why? I mean, it'll be cold, wet..."

"Yeah, and dangerous."

"Besides, you can't get Fourex in Tasmania."

These threats were dismissed by my companions and I. However, we did worry a little about the Fourex.

With this on our mind, Mary, Rhonda, Andrew and myself disembarked at Melbourne's Flinders Street Station. It was December. Several months had passed since our announcement, and by now each of us owned a bicycle. We had purchased the best our limited budgets would

allow. Mary had a Condore, Rhonda a Roadmaster, Andrew a Roadking, while I owned the only decent machine among them, a Premier 101.

However a cycle is only as good as its rider, and each of us had made efforts to prepare for the challenge ahead. I for example, had ridden to my local shop every day for a week, and further tested myself by carrying home a loaf of bread clutched between my teeth. However even this sort of training could not prepare us for the frightful Melbourne traffic, and the kilometres beyond.

Because our flight to Tasmania was not for a week, we decided to com-

plete a warm up ride through Gippsland to Phillip Island. This return journey of some 150 kilometres was to be the first test of our bodies and machines. Neither was prepared. Thus we moaned and groaned our way through Gippsland. However, despite our pains, we each took turns to diagnose the accompanying discord that issued from our machines. We managed to eliminate most of the creaks and squeaks, which made for a quieter ride, though not necessarily a safer one.

One persistent worry was the bolt that sometimes fastened the front of my pannier rack to the rear break mount. It would silently work itself loose, allowing the panniers to pivot back and scrap along like a land-anchor. This made progress slow and left a good deal of my panniers smeared along the road. Thankfully the problem was remedied on our return to Melbourne.

What was not remedied however, was our thirst for a few cold stubbies of Queensland's bottled sunshine. As we trundled towards Tullamarine Airport we pinned our hopes on Tasmania. "There'll be Fourex there." I encouraged, then added uncharitably, "I bet my granny's life on it."

After a sleepless night at the airport and a restless early morning flight, we landed at Wynyard on Tasmania's north coast. In the terminal we huddled together for warmth, peered out at the wet weather and wondered if it was too dangerous to begin our ride. We decided it wasn't. But as we treadled past a huge advertisement for something called "Boags", I knew that my granny's life at least, was in danger.

"Boags! Sounds like something you find up your nose." Andrew noted.

"Yeah", I offered, "lets hope it doesn't taste like it." Fortunately, it didn't.

At day's end we had reached Turners Beach, 50 kilometres east along the Bass Highway. The rugged coastline traversed by this road is a picture, somehow enhanced by the chilly winds and high seas. It was at Turners Beach that we spent New Year's Eve, celebrating in the local lawn bowls club. The patrons of this club were very jovial and understanding, allowing us to enter despite our failure to produce pension cards.

After a day's recovery we were on the road again. Unfortunately however, we were delayed by the first puncture of the trip. Andrew and I seized upon the opportunity to impress the ladies with our mechanical know-



how. And impress them we did. Using our combined knowledge and skill, we were able to repair the initial puncture, and produce two new ones. After this debacle at Devonport, we only suffered one more puncture, just before entering Launceston. On this occasion I repaired it single handed, although under Rhonda's watchful eye. This achievement — plus the fact that I owned the tools and repair manual — won for me the title of Mechanical Genius.

Luckily for me, our eastern progress wasn't interrupted by further mechanical breakdowns. It was also uninterrupted by any points of real interest. Finally we reached St. Marys, a township not far from the coast. Here we sheltered overnight in a hot-dog stall at the sports oval. The concrete floor was uncomfortable and cold, but made rising easy the next day.

Just south of St. Marys the road climbs through the famous Elephant Pass and crash-dives towards the sea. We nicknamed this descent, Pontiff's Plunge, because it quickly turned us into fervent believers. After this excitement we enjoyed a leisurely two day cycle to Swansea. By now we had stopped shaking enough to hold a beer without spilling it, and could sleep without too many nightmares.

From Swansea we continued south to Triabunna, skirting a relatively featureless coastline. South of here however, there is a delightful cluster of bays and a splendid climb through Paradise Gorge in the Prosser River valley. This section between Triabunna and Sorell, is perhaps the best we experienced. The route offers grand views, challenging climbs and more thundering good descents.

From Sorell it is only a short dash across the Pitt Water causeway, then over a few hills to Hobart. Unfortunately we experienced strong crosswinds that threatened to separate rider and road. Even more cursed was the tempest that harried our crossing of the Mount Rumney Pass. We had just panted and puffed our way up and then — curse it — had to do the same down the other side.

Finally, under grey skies we crawled over the Everest like hump of the Tasman Bridge and rolled like so many soggy Fruit-Loops into Hobart town. We were cold, wet and thirsty. Being cold was OK, because the pubs were heated. And being wet was OK, because we don't shrink, we're colour fast and can drip dry. But being thirsty was a real worry. It was especially worrying for me, because it was MY granny that would get the chop if I couldn't come good with the Fourx.

As we sat flooding the lounge of a Hobart hotel, time was running out.

"Shall I give it one last try?" I said.

"Why not?" came the disheartened reply, "It's your granny." I was met at the bar by a bloke who stretched out a hand in friendship.

"Good day cobber," he smiled. "here's four on the house for our wet Queensland visitors." He continued, gesturing to my sodden yellow T-shirt with one hand, and producing four familiar bottles with the other.

"Thanks." I said, and received the cold gold to the riotous applause of my companions.

After more beers, laughs and beers, we were all seduced by the moment. A contemplative silence fell over us. Then, "Let's do it again." some certifiable masochist piped.

"Yeah, let's." We all nodded.

TOUR SCENIC NEW
ZEALAND WITH ...

NEW ZEALAND

Pedaltours

GUIDED BICYCLE TOURS

- No luggage to carry
- Support vehicle and 10-bike trailer always at hand
- Small groups
- Choose your pace
- Cabin or hotel accommodation
- Fully catered
- Experienced leaders
- Quality bikes for hire

For free brochure send coupon to:
New Zealand Pedaltours
P.O. Box 114
Boronia
Victoria 3155

Name

Address

ZIPPER
ROAD FAIRINGS

FOR
PERFORMANCE,
AND
WEATHER
PROTECTION



*"It is the most sensible and
valuable investment I ever
in cycling."*

Andrew Scaife, England

Available from leading cycle shops.

Trade enquiries to:
Leisure Bikes
PO Box 1026
North Richmond VIC 3121
(03) 861 6771

REPCO BICYCLES SCOOP AWARDS!

Repco quality and innovative design was again evident at the recently held BIKE EXPO '85.

Repco Cycles won five major Awards, including the prestigious BIKE OF THE YEAR AWARD (as judged by the Retail Cycle Traders of Australia).

You too can be a winner. Start now and inspect our range of quality Repco Bicycles — at your nearest cycle dealer.

BIKE OF THE YEAR

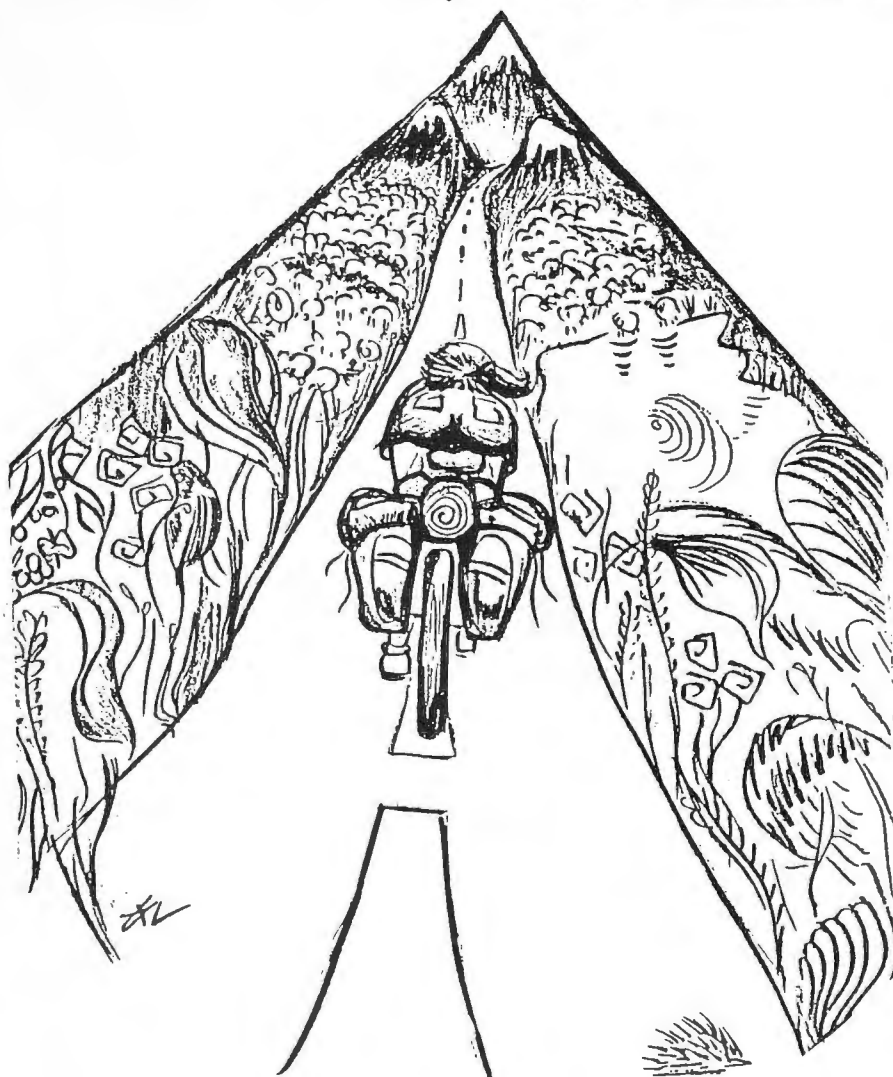


HOTFOOT FREESTYLER MODEL No. 2032

REPCO



CYCLES



North Island – New Zealand

Have you ever dreamt of the 'Grand Bicycle Tour'? Just picture Norway's fiords, the snow capped alps in Switzerland, the lakes of Siberia, Germany's mineral spas, idillic coastlines of the Mediterranean ... and dream on if your bank balance is sadly deplete. The good news is that there is an economic alternative in New Zealand as Kay Volkensen discovered during a cycling tour of the North Island last summer. There you'll see the natural features of Europe without the disadvantage of a long overseas flight.

If air travel with a bicycle in your suitcase seems improbable, rest assured it can be done. My 'suitcase'

was a manufacturer's cardboard bicycle box obtained free from a bike shop. It offered more protection for

my disassembled bike than a canvas bag, the more common alternative. Most airlines request that the wheels and pedals be removed, handlebars turned down and tyres deflated. In addition, it would be wise to remove the derailleurs unless they can be securely covered with a protective shell such as a helmet. Wrapping the chain in newspaper avoids spreading grease from one end of the box to the other. I packed the rest of my luggage, including two rear panniers and camping equipment, around the beast of burden to provide further support and protection during the flight and baggage handling. Believing that all airline ground staff are selectively blind to the printed words 'This Side Up', I firmly filled any remaining spaces in the box with foam rubber. Finally all the flaps were taped down with strong wide masking tape and the entire package was tied up with strong cord, (this also provided a hand hold so that I would manage the box alone). Then it was time to stand back and admire my handiwork before undoing it all to pack the essential items I forgot. Be prepared to repeat this exercise for the customs officers on arrival, especially if your bike has mudguards.

In order to comply with the free baggage allowance of 20kgs, I carried my heaviest items as hand luggage. Tools are the most practical heavy articles to carry and should not cause any problems unless the airline security staff suspect that you will hijack their aircraft with a 12 inch spanner.

Major airports have storage areas in which a bike box can be left for the return journey (if departing from the same airport). Just to be sure, I wrote to the airline's airport manager in Auckland regarding storage before departing and clutched his polite letter of approval on arrival. No problems.

Once loaded up and on my way, I found most main roads of New Zealand were generously accommodating to the touring cyclist with broad margins and reasonable to excellent surfaces. The highways virtually cut a straight line through the countryside, and will certainly

facilitate a faster trip to your destination. However, I gained the greatest touring value by following the winding secondary roads which explore the hills, valleys and coastlines that the direct routes miss.

From National State Highway 3, heading west from Wanganui, several minor roads lead down to the coastal cliffs and black mineral-rich beaches where views of the coastline stretch for kilometers. Along the cliff top, I

found an ideal campsite with fresh running water nearby. A scramble around those sandstone cliffs revealed enough fossils to keep the budding palaeontologist absorbed for hours. Detouring off the National State Highway 5, about 17km south-east of Rotorua, took me through some of the most breathtaking countryside of that so typical of New Zealand. Rolling hills blanketed in green pasture, sprinkled with a fraction of the country's twelve million or so sheep.

Travelling at a rambling pace on these secondary roads disposed me to more social contact and hospitality than otherwise. Friendly words of encouragement and countless cups of tea assured me that the Kiwis welcome less conventional travellers.

Of course, time is usually a limiting factor but need not oblige you to keep up a brisk pace. With only four weeks to spend in the North Island, I saw a broad cross section of New Zealand's natural features including limestone caves, thermal activity, rugged coastlines, lucid trout-filled lakes and of course, mountains. My route roughly traced a circuit from Whangamata on the east coast of the Coromandel Peninsula, through the center of the North Island from Tauranga to Wanganui and back up to Auckland via New Plymouth and the west coast. Unlike Australia, New Zealand's scenic features are contained within a relatively small area. With a good map, planning and a decision on what you want to see, any bicycle

tour can be tailored to fit into the duration of your stay. The Automobile Association of New Zealand (A.A.) produce excellent updated road maps detailing minor routes and road surfaces. These are available from major city offices and branches.

Trains and buses can carry bikes over sections of your route that you foresee as being too time-consuming or of little interest. The railways request that the chain and other 'lethal' protrusions be covered. The conditions laid down by bus companies regarding carrying bikes vary from one carrier to another, so best to check with them first. Bikes are likely to be refused if the luggage compartment is anywhere near full. I found the railways more obliging and reliable than bus lines during the peak holiday season. Island ferries also carry bikes for a nominal fee. With a few days up my sleeve whilst in Auckland, I decided to visit Waiheke island in Hauraki Gulf. This was a worthwhile excursion of relaxed cycling from one beach to another on quiet surfaced roads. Ferries leave regularly from the islands in Hauraki Gulf from Auckland's city wharf.

My accommodation varied according to circumstances, from Youth Hostels and motorcamps to private homes and free camping. You cannot count on cycling between Youth Hostels day by day, so be prepared to find alternative accommodation if touring without camping gear. Costs for Youth Hostels vary from \$NZ5 to \$NZ9 per night. I found motorcamps much more plentiful and great value for money at about \$NZ3 to \$NZ5 per night, offering all of the basic facilities including communal cooking areas. Discreet free camping can be found outside settled areas or on private property if the permission of the landowner is granted.

Invitations into private homes came as a matter of course and luck. Late one afternoon, I was grinding my way south along the 'desert road' approaching Tongariro National Park, fighting a deadly headwind. Not a sole was in sight, my load had crystallised into a granite weight and my energy was spent. I despaired of my wretched state. Yet by the end of the day I was relaxing in the company of friendly people with a glass of wine, an invitation to a veritable smorgasbord and a roof over my head for the night.

For a change of pace, I interspersed my journey with some tramping; invariably a welcome relief after several days on the road. A day was well spent climbing Mt Ngauruhoe whilst in Tongariro National Park. From the top, I could review my route over the previous two days and sneak

KRYPTONITE

THE TOUGHEST LOCK ON THE STREET



DESIGN IS THE KRYPTONITE DIFFERENCE.

EASIER TO OPERATE
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**

THE KRYPTONITE CAM WON'T JAM
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**

THE FINEST TUBULAR KEY LOCKING MECHANISM
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**

COMPLETELY VINYL COATED
The Kryptonite-4® is the only completely vinyl coated bike lock in the world. There are no 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. . . . **THAT'S 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**

Since 1971 Kryptonite® Locks have been recognized as the "State of the Art" in two wheel vehicle security. Our very first Kryptonite Locks are still frequently seen on the streets of Cambridge and New York. The Kryptonite-4, our most recent design, is sold throughout the world. Cinelli of Italy has chosen the Kryptonite-4 to lock up its \$2,000 Bicycles, and Harley Davidson Motor Corporation has chosen the Kryptonite-4 to lock up its \$7,000 Motorcycles. We are proud to say, "The Kryptonite-4 is in the truest sense, the State of the Art!"

KRYPTONITE® IS THE DIFFERENCE.

Trade Enquiries: Biketech, P.O. Box 152, Wallsend, NSW. (049) 52 4403.

a preview of the next three. Summer touring in New Zealand has the added advantage of twilight. There is plenty of time during the day for sight-seeing and detouring when useful cycling hours can be extended up to 8.30 p.m. in the North Island. Alternatively, you can reach a destination at 6.00 p.m., arrange accommodation and spend the evening exploring before moving on the next day.

As two thirds of New Zealand's population live in the North Island, small towns abound and food stores are never more than a day's ride away. Roadside fruit stalls offer cheap fresh produce but are only found in localised areas. I did find that out of season fruit and vegetables could be outrageously expensive; \$NZ1.20 for an orange that must have come from the Nile River Valley! Dairy foods are always good value for money and top quality; delicious New Zealand icecream will just melt in your mouth.

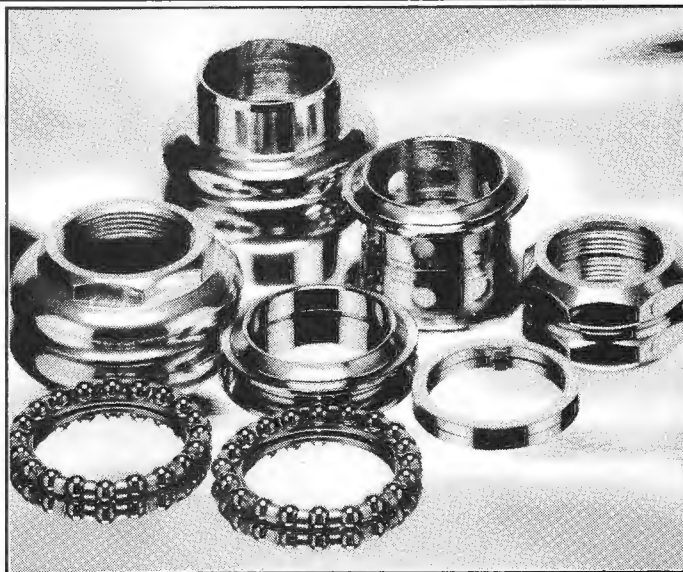
Most common replaceable bike parts are available from bike shops in cities and larger towns. The range is usually limited but this should not be problematic. I find it pays to be mechanically self-sufficient, if only for the peace of mind it evokes. Fortunately, the only mishaps I incurred were three punctures.

January weather in the North Island can be confounding. Some days were spent constantly re-applying sun cream after it was washed off by five minute downpours. The best survival combination in such freaky weather is a voluminous breatheable raincoat, sun cream, waterproof sunglasses, mudguards and patience. Days were often very warm, which necessitated carrying extra water and checking up on the availability of water on the route ahead. In contrast, nights at higher altitudes made for frosty camping. So go forth, prepared to combat heatstroke and frostbite. Headwinds have to be accepted with philosophic good humour and advice on prevailing wind directions taken with a grain of salt. In general, I found winds built up speed after midday and the directions were indiscriminate.

In retrospect, the only deficiency of my North Island tour was time. Friendly people, oil painting scenery and undeniable value for money (just look at the exchange rate for Aussie dollars), have confirmed my resolution to ride a complementary tour of the South Island.

Hatta

THE NAME OF QUALITY, FOR THE PEOPLE WHO WANT THE BEST



DURABILITY, PRECISION, LIGHTWEIGHT. ALL THAT YOU NEED FOR YOUR BICYCLE. IT'S HERE . . . IT'S HATTA

Available from all leading

REPCO CYCLE DEALERS —



HEAD OFFICE — 25 HAMILTON ST. HUNTINGDALE, VICTORIA. AUSTRALIA

transglobal
تران جلوبال

Egypt

**Sailtrekking and
Budget Tours**
(including the Red Sea
and Israel.)

**FOR FREE BROCHURE SEND TO: Travel Administration,
5th Floor, 58 Pitt St, Sydney, Tel: 241 1128. Lic B926**

Name
Address
P/C
or see your travel agent.

Europe for the bicyclist – a short guide

Where to Go

How much?

76 Freewheeling

Ticket	Country/ Classes		Adult Fare \$A	Supplier
Britrail Pass	UK only	first second	\$330 \$260	Thomas Cook Thomas Cook 1
France Vacance	France only	first second	\$510 \$340	National Aust 2 Bank 2
Eurail	All West Europe bar UK	first Second	\$600 \$430	Either of above Either of above 3

1. Excellent value, much cheaper than buying tickets day by day.
2. This ticket includes a lot of extras e.g. 7 day pass to Paris Metro.
3. Fare applicable to persons under 26 only.

	France FF	Britain £
Accommodation — single person		
• campsite	10-15	2.00-3.00
• hotel room, single person	50-60	14-16
• B & B	NA	6-10
• youth hostel	24.50	3.15
Food		
• loaf of bread	4-7	.40-.50
• lunch at local cafe pub etc	40-60	2.00-5.00
• dinner at local cafe pub etc	60-100	3.00-8.00
Other		
• Museum, Castle entrance fee	13-20	nil-2.00
• Spare bicycle tube	20-30	2.00-3.00

In summer 1985 the Exchange Rates were \$A1 = 6 FF or 0.50p.

Trains and Buses

Trains are a real delight in Europe, they are fast, modern and frequent, most carry bikes along with you. They are a great way to speed you on your way, get you through the big cities or maybe over that mountain range you'd rather see from the comfort of a train window. While you are enjoying the scenery whizzing past at speeds up to maybe 200 or 300 kph you can talk to your fellow passengers, it's amazing the interesting conversations you can have over a long train journey. As well as being fast, the trains are very long and carry a lot of people. It often pays to reserve a seat which is easy to do with their modern computerised booking systems. Fares are not cheap but you get what you pay for. If you plan to make much use of trains, it's a good idea to look at a fortnightly or monthly rail pass which you must buy in Australia, they are easier to use and save time and money, try these sample monthly tickets:

With regard to the bicycle, all European train services take bicycles. In Britain this is free if you load them in/out of the guard's van yourself, elsewhere you have to pay a small fee. In France, the long distance trains may not be able to take your bicycle

which may have to go in a separate train and arrive a day or two later although local rail motor services are as for Britain. Belgium is similar to France and trains generally in Spain are not very good at all. Elsewhere in NW Europe, you can usually expect to

In parts of Europe the bicycle rules the streets. This photo taken in Strasbourg France shows extensive inner city bike parking.



have most trains take your bike on your train, albeit for a small fee.

Buses do not generally take bicycles although there are extensive national, regional and local services across Europe. To speed them on their way, the Dutch have developed the "sleeping bus" which is based in Holland and does regular circuits through France and Germany and back to Holland picking up or dropping off cyclists as arranged. The bus has seats that convert to bunks for night travel and tows a specially equipped trailer set up to carry up to 30 bicycles. Write to:

Bad Reizen Wolten,
Burg v.d. Borchstraat 2,
Postbus 20,
7450AA Holten,
Holland
Tel: 05483-7777
Telex: 44989

An English tour operator who may simply be an agent for the Dutch may be written to at:

The Cycle Coach Co.,
12 Kendrick Mews,
Kensington, London, SW7 3H8,
ENGLAND

Passports, Paperwork and Money

Having decided to go, get your passport sooner than later from the Australian Passport Office in your state. You can then obtain an International Camping Carnet, essential for camping in Western Europe and an International driver's licence, should you need one, for \$7 each from the touring section of the NRMA, RACV

etc. It's nice to know that you don't need inoculations for Europe these days although an Asian stopover will oblige you to. If you are not already a member of Youth Hostels then join up, they are open to people of all ages and are very cyclist oriented in Europe. Lastly travellers cheques from American Express enable you to avoid expensive double currency conversions as they offer the widest spread of European currencies as well as replacement cheques on loss, assuming you keep accurate records.

Security

You won't see this advice in the tourist glossies but theft is a real problem. There are quite a few measures you can take to make sure it doesn't happen to you.

DO

- lock your bike at all times when unattended,
- leave your bicycle locked in front of museum attendants rather than out in the street,
- patronize shops, pubs, cafes etc from which you can see your parked bicycle,
- if there are 2 or more cyclists then take turns to look after the bikes, it is cheap insurance,
- take out a good travel insurance policy with adequate cover on your bicycle and gear,
- use a money pouch best worn inside your trousers to safeguard your passport, travellers cheques, airline tickets, credit cards etc.
- use a handlebar bag that can travel with you everywhere for your camera and less valuable papers.

DON'T

- take a gaggle of expensive cameras, binoculars, jewellery etc. as that is asking for trouble,
- take your bicycle into big cities unless you don't plan to stop to look at attractions, better to leave it with the left luggage section of a country rail station and enjoy the city without it.

Maps

A real plus about visiting Europe is the availability of excellent maps. The largest map series is the Michelin yellow series in 1:200,000 available for most countries in NW Europe bar Britain. These don't show topography but road gradients are flagged by a chevron system. In France, where almost every shop seems to be a map retailer, the IGN Rouge 1:250,000 series are superbe and show some measure of relief as well as many indicators likely to interest the tourist as well as museums, chateaux etc. In Bri-

tain, the Ordnance 1:250,000 equivalent "Routemaster" series covers the whole island in 12 maps. In Holland, the ANWB maps, 1:100,000 series, show all the bicycle paths including the ones that go across country.

Roads & Road Safety

It's galling to have to admit that a cyclist is safer on European than Australian roads. The bicycle there has always been a part of the road scene while European drivers are more skilled in handling their vehicles than Australian drivers who have a benign motoring environment i.e. no snow, ice, traffic etc. European cyclists don't wear helmets but I think they are more tolerant of them now that moped riders have to wear motorcycle helmets. Generally roads in Europe are much better than our roads with excellent surfaces, lane markings, road signs, traffic controls etc. The French road system is typical: Autoroutes — Autobahn style, not for cyclists; "N" roads — Major trunk roads; "C" roads — Local roads; "V" roads — Local roads.

The worst roads I struck in NW Europe were in the British Isles. The British don't go in for cut and fill nor many bridges so you can spend a lot of time going up and down needless gradients even on their equivalent to the N roads . . . Ireland basically just does not have the money for good roads.

Weather and When to Go

The period mid-May to mid-October is the warmest time of year in Northern Europe. These months may be warm but also wet so be prepared. I took a good Gortex jacket and it proved invaluable. Of course southern Europe offers warmer, drier weather but it is the holiday mecca for motor tourists as a consequence. The big holiday month is August and like January in Australia it is best avoided if possible.

Who is Touring?

For interest sake, I include the following table depicting the nationalities doing the most touring that I encountered in NW Europe.

	%
Dutch	50
West Germans	20
French	10
Britain	5
Scandinavians	4
Canadians	3
Americans	2
NZ	1
Other	5

100 %

In terms of numbers I encountered on average between 10 to 30 touring cyclists a day, far greater than one would meet in Australia, but of course we don't have the population either.

Bicycles & Bicycle Shops

Most Australian cyclists probably believe that the average European cyclist glides around on all alloy, all campagnolo bicycle that they brought for a song. Nothing could be further from the truth. The Dutch one/three-speed bicycle, if you have seen them, are typical with their heavy steel frames, balloon tyres etc. The abundance of racing cyclists makes for some well-priced racing bicycles but neither are of great interest to the average Aussie tourer used to 10 or 15-speeds. Despite all this I found bicycle shops in Holland quite impressively larger than Australian shops. British shops seem to be small, individual affairs with part exchanges a common specialty. French shops are common but these days they also sell motorcycles and farm implements as well. Price-wise I found shoes and tools the only items considerably cheaper, otherwise prices can easily be higher. The choice of panniers in Europe is abysmal. In summary, save time and money and fly your fully equipped Australian/Japanese bicycle with you.

The only parts problem you might have is with tyres. While 700c tubes will fit 27" rims, 700c tyres will not so take a spare 27" tube. Either tyre size is readily available in Britain. The variety of tyre and spoke sizes in Europe is enormous. I found the standard of repair work by European bicycle shops to be excellent.

Reference List

Indicative of the growth in cycle touring in Europe is the spate of recent books on the subject, some of which are included in the following list. Any recent edition of the UK CTC magazine "Cycle Touring" carries a more extensive list. If you do order any books or maps from Europe allow plenty of time as overseas airmail isn't what it used to be.

Recommended Cycling Books

Cycling in Europe Nic Crane, Pan paperback.

Cycle Touring in France Rob Hunter. CTC (UK) Route Guide CTC paperback. Cycling 1985 British Tourist Authority, Sydney free.

Adventure Cycling in Europe John Rakowski, hardback.

General

Hitchhikers Guide to the Galaxy Ken Welsh, paperback.

Eurail Guide Paperback

Michelin Guides, Various, paperback.

Accommodation Directory

Some bicyclists get free accommodation when on tours. They are people who participate in the Cyclists' Accommodation Directory, a list of cyclists who are prepared to offer simple hospitality to other touring cyclists. Only people who are listed may use the directory to stay with other listed cyclists. The exception is overseas bicycle tourists who are allowed to use the directory as well.

The directory was launched as Recycle Australia in the second issue of Freewheeling in 1978 but it took a while to get going. A few years later Rosemary Smith, who had used a similar directory overseas, took it under her wing and things started to happen. The present directory is a direct result of her initial work.

After a while she was off overseas and the directory was taken on by John and Marjorie Barrett who have kept it going and developed it until recently. The directory has always been the work of dedicated individuals but now it has been taken on by the national bicycle organisation Bicycle Australia who will be producing their first edition of the Directory shortly.

The service is free to those who participate, although overseas cyclists are allowed to buy copies as they are obviously unable to join in.

The directory is printed in an up-to-date form as frequently as required and is sent out to participating cyclists as soon as it is ready. For more information on the directory call Bicycle Australia on (02) 264 2521 or write to Freepost 19 (no stamp required), PO Box K499, Haymarket 2000. To be listed in the directory, send your name, address, phone number and an indication of where you live such as 10km NE Ballarat PO.

BIKESAFE '86

The Federal Government through the Federal Office of Road Safety will be organising Australia's largest bicycle planning conference BIKESAFE '86 during April and May in 1986.

The conference is expected to attract bicycle planning professionals from all over the country and will be held in the Newcastle City Hall Conference Centre between Wednesday April 30 and Friday May 2.

Invited speakers from overseas will include Dan Burden the State Bicycle Co-ordinator from Florida USA, Howard Boyd the National Cycling Officer from the Royal Society for the

Prevention of Accidents in the UK, John Williams Editor of the international planning magazine Bicycle Forum and research consultant Werner Brog from Germany.

The conference is expected to highlight the work currently going on in Newcastle to do with the Newcastle Bikeplan. The last conference of this type was held in Geelong Victoria in 1981.

BFA to hold its AGM in Newcastle following BIKESAFE '86 conference.

The Bicycle Federation of Australia which consists of representatives of all of the major bicycle advocate groups across the country will hold its important policy making Annual General meeting in Newcastle at the conclusion of the BIKESAFE '86 conference.

The host member group, the Newcastle Cycleways Movement, will organise a series of short day rides for members and friends not attending the sessions. This is a similar concept to the major rallies held in the USA and Europe where many delegates bring their families and partners along to join in on the wide range of activities available.

Government will move on 'unsafe' helmets

Following the tabling of a report on Bicycle Helmet Safety from the House of Representatives Standing Committee on Transport Safety the Chairperson Mrs Elaine Darling MP issued a statement foreshadowing Government action on 'unsafe' helmets.

The report acknowledges that deficiencies in the Australian helmet Standard AS 2063 have been identified in the past 18 months and that when the new and separate bicycle helmet Standard is completed in a further 18 months all bicycle helmets will be made to comply with the provisions of the new standard under the Trade Practices act. This will effectively mean that racing style hair nets and hard shell helmets without proper lining material will have to be sold as toys.

"The Committee is most concerned with the number of grossly inadequate safety helmets being sold. The shells of these helmets have inadequate impact resistance and the helmets do not have adequate liners capable of attenuating, or absorbing, the high energy levels that the head can be subjected to in

an accident. These two features are essential for a safety helmet.

"Consequently the Committee has recommended that helmets which do not meet the impact energy attenuation requirements of the current Standard AS 2063 be declared unsafe goods and prohibited from sale."

In spite of the last statement it is not expected that the Government will move in with Trade Practices legislation until the new 'bicycle helmet only' version of the AS 2063 Standard is ready. This effectively means that manufacturers and importers have about eighteen months or less in which to clear their shelves of helmets which will not pass the helmet Standard.

The report furthermore lends support to the cause for compulsory wearing of helmets.

"The Committee believes that universal wearing of bicycle helmets should be a national goal particularly for the highest risk group - children and adolescents. As with seat belts and motorcycle helmets the Committee believes that universal wearing can be most readily achieved through mandatory wearing legislation."

The report recognises the usefulness of education campaigns (to encourage wearing) and the importance of a proper testing standard. It concludes with the recommendation that: "In two and a half years time, after the above two measures have been undertaken, universal helmet wearing should be ensured through legislation."

The Report makes over twenty separate recommendations many of which support current moves for an improved technical standard incorporating factors important to riders such as retention system testing and ventilation provision.

The document apart from its typical Governmental obsession with

SYDNEY

ROCKDALE CYCLES

Southside specialist in commuting, touring and all off-road needs.

309 Princes Hwy, Banksia
Phone 597 3981

'compulsion by legislation' makes a valuable contribution to the current helmet debate. There is a lot of wisdom contained with in its seventy four A4 typed and duplicator printed pages. It should become recommended reading for anyone involved in cycling safety issues. Copies can be purchased from the Australian Government Publishing Service in your capital city.

Sydney to Melbourne the Army way

Twenty soldiers of the Army's Engineers and Signals Corps pedalled, paddled and ran their way between Sydney and Melbourne recently as part of a competitive team exercise.

The event called Exercise Watson was a 1100 kilometre triathlon involving teams of ten soldiers competing for a perpetual trophy donated by AWA Australia Pty Ltd.

The Engineers won this year by a slim margin of only one hour twenty minutes.

The gruelling triathlon was officially designated a training exercise as part of the Army's Adventurous Training Program. It started on the outskirts of Sydney at the School of Military Engineering Casula on November 18. From there the two teams raced (570 km over three days) on their bicycles to Khancoban on the Murray River. This leg took the contestants racing in relays of three riders at a time through the rugged terrain of the Snowy Mountains.

At Khancoban the complete teams took to the water in aluminium assault boats and paddled 145 km to the Hume Wier near Albury.

From the Murray the final leg consisted of a 400 km three-day relay run finishing at the School of Signals at Watsonia outside Melbourne on November 26. The Engineers won

finally with an aggregate lead of 1hr 20 min.

Exercise Watson is the second chapter in an annual challenge between two traditionally rival corps of the Australian Army. In 1984 the Signals Corps challenged the Engineers to a yacht race sailing ocean racers back to Sydney after the end of the Sydney to Vanuatu ocean classic. The Engineers won.

In 1985 the challenge choice was with the Engineers and they nominated the triathlon. They named the event Exercise Watson after the famous engineer who constructed Watson's Pier on the beach at Gallipoli.



Riders cross the Sydney Harbour Bridge on this years Sydney Spring Cycle organised as part of NSW's Bike Week celebrations.

Friendship ride

Wanted twenty riders to participate in a four month long ride from Britain to Australia in 1987/88 as part of the Bicentennary events.

Stan Jackson, a sixty seven year old bike rider, is organising a bike ride for a dedicated group of riders to carry a mesage of friendship between the old country and the new as part of the Bicentennial year celebrations.

To gain endorsement from the Bicentennial Authority the Friendship Ride Committee headed by Stan needs to gather evidence of potential riders. To participate you must be physically fit and be able to contribute to your share of the costs of the trip. Though sponsors may be found at this stage the organisers are looking for responsible people willing to undertake this five month epic.

If you are interested in joining the team contact Stan Jackson c/- Bicycle Institute of NSW 802 George St., Sydney NSW 2000.

Penny Farthing Championships

The National Penny Farthing Championships will be the feature of the fourth Evandale Village Fair to be held in the streets of this historic village in northern Tasmania on February 22 1986.

The current champion Alan Kloester from South Australia will be attempting to win his third consecutive title but strong competition is expected especially from Phil MacDonald who recently completed his record breaking ride between Adelaide and Melbourne.

This year there are entries from the UK and the USA and a family of seven from Canberra to add to the field. The full programme of races will be supported by street stalls, sideshows and entertainment.

For further information contact The Secretary, Evandale Village Fair, (003) 91 8223.



**Gitane Peugeot Raleigh
Apollo Puch Malvern Star**

Family—Touring—Triathlon
Specialist
Accessories & expert repairs.

**401 Chapel St, South Yarra
VIC 3141 Ph: 241 5014**

Glen Waverley Cycles

*An extensive range of quality bicycles &
accessories. Good old-fashioned service
& 24-hour repairs.*

**Ask for Craig or Michael —
"The Problem Solvers"**

**106 Kingsway, Glen Waverley
VIC. Phone (03) 560 2178**

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.

New Zealand Companions wanted for part of tour. Mostly camping, some walking also. Probably Feb-March 1986. Medium distances. Contact John Ling (02) 918 9296.

India. Companions wanted for flexible ride across India. Approx 5 weeks duration. Katmandhu to Bombay April 1986. Contact Geoff Kinchin, 2 Finlay St., Blacktown 2148. (02) 622 3447.

Wanted. Riders to make up a group of 12. Dec 26th to Jan 2nd. Train to Albury, ride 300 km in 6 days. Train return. Contact Barbara Hastings 21 Meehan Pde Cromer 2099. (02) 982 5078.

Companion wanted for ride from Adelaide to Perth via Esperance in March 1986. Contact D Cox, 24 The Crescent, Brighton SA 5048. Phone (08) 296 7928

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.

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.

ACCOMMODATION

Would you like to meet other bicycle tourists and have free accommodation when you tour? If so, join the Cyclists' Accommodation Directory. This is a list of cyclists who are prepared to exchange simple hospitality in their home for similar hospitality in other cyclists' homes. Write to Bicycle Australia, Freepost 19, Haymarket 2000 or phone (02) 264 2521 giving your name, address phone and your location, eg 10km NE Ballarat PO.

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 Autumn and Winter you should be sending your notice to **Freewheeling National Bike Events Calendar** now. Our readers will spread the word like wildfire.

JANUARY

Sunday 12. South Australian Triathlon Championships Held in Adelaide/Westlakes Mall. Swim 1 km, Cycle 30 km, Run 10 km. Contact (03) 783 7777.

Australia Day Long Weekend 25-27 Combined Melbourne Bicycle Touring Clubs Camping weekend. To be held at Daysford. The Contest will also be held at Daysford on the same weekend.

Weekend 25-27. NSW Metropolitan and Country Track Racing Championships. Metro Championships held at Canterbury Velodrome and Country held at Grafton.

FEBRUARY

Sunday 9. Victorian State Triathlon Championships. To be held on and around the Hume Wier at Tallangatta. Swim 1 km, Cycle 30 km, Run 10 km. Part of the Aust Triathlon Series. Contact: (03) 783 7777.

Saturday 22. National Penny Farthing Championships will be held this year during the Evandale Village Fair northern Tasmania (near Launceston) on February 22 1986. Riders from all over the country will be competing in this fourth annual event.

Classifieds

BOOKS

Get up and go bicycle touring in the Southern Highlands and nearby South Coast of NSW. We have Richard Kenderdine's guide to this area plus the two maps which tie in with the book for just \$8.00 plus \$1.60 handling and postage. Send your cheque or money order to Bicycle Australia, Freepost 19, PO Box K499, Haymarket 2000, and we will send you the book. If you have a credit card, you may phone your order in on (02) 264 2521.

EQUIPMENT & ACCESSORIES

The Num Bum Protector. A sheep skin bicycle seat cover. Suits 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" Adaminaby 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

Bicycle Hire. Ten-speed touring bikes including mountain bikes. All sizes and shapes. Also racks, panniers, locks and lights. Inner City Cycles 31 Glebe Pt Rd Glebe NSW (02) 660 6605

TOURS

Planning to go touring? Our route guides cover Melbourne to Brisbane and we'll have Brisbane to Rockhampton and Melbourne to Adelaide out by the end of the year. We also have guides to various rides in Victoria, the Southern Highlands of NSW, Tasmania's east coast, the Snowy Mountains and Victoria's Strzelecki Ranges. All this and New Zealand too. Ring or send your name and address to Bicycle Australia, Freepost 19, PO Box K499, Haymarket 2000, (02) 264 2521 and we'll send you our information package.

Contact The Secretary, Mrs Di Sullivan, (003) 91 8223.

Sunday 23. Gold Coast Triathlon. Part of the Queensland State Triathlon series. Swim 1.5 km, Bike 40 km, Run 10km. Details: (07) 371 9183.

MARCH

Friday 7 - Sunday 9. Canberra Mountain Bike Rally This inaugural event held as part of the Canberra Festival is being organised by Hans Tholstrup. The event will comprise of three different rides held on consecutive days. All finishers will be awarded a certificate and can compete in one of several classes based on age. The event is strongly aimed at youth but adults are also welcome. Details: Jan Schubert or Tom Snooks (02) 997 8011.

Sunday 9. Sunshine Coast Triathlon. Part of the Queensland State Triathlon Series. Swim 1.5 km, Bike 40 km, Run 10km. Contact: (07) 371 9183.

Bike Week Victoria 17 - 23 A week of activity sponsored by the State Bicycle Committee of Victoria.

Sunday 23 Melbourne Autumn Daytour Saddle up for Melbourne's biggest recreational bike event the one hundred km tour de Kinglake. Watch out for used car salesmen offering ten-speed trade-ins and other crazy goings on. 50 km circuit also available. Contact (03) 818 4011 for details.

Sunday 16. Australian Triathlon Championships. Run this year at Frankston Victoria. Swim 2 km, Cycle 80 km, Run 20 km. Details: (03) 783 7777.

Weekend 22-23. International Penny Farthing Challenge. Held in the South Australian historic town of Strathalbyn as part of SA's 150th birthday celebrations. Riders from all over the world will be attending what promises to be Australia's largest penny farthing 'meet' since the 1880's. For details contact The Penny Farthing Cycle Club of SA. Secretary John Wigzell (08) 339 1334.

APRIL

Pedal for Heart Sydney The National Heart Foundation's big fund raising ride. Now an Autumn event (previously held in spring). For full details contact the NHF on (02) 211 5188.

Sunday 20. Australian Triathlon Relay Championships. Swim 500 m, Cycle 15 km, Run 5km X 3. To be held at Mordialloc Victoria as the concluding event in the Australian Triathlon Series. Details (03) 783 7777

TROPICAL RAINFORESTS BEACHES & TABLELANDS



A holiday-paced 2-wheeled discovery of Nth Qld's best

Tropical Bicycle Odysseys
P.O. Box 5092 Cairns Q4870
Phone (070) 56 2100

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

INSURANCE

Bicycle insurance designed by cyclists for cyclists. Our new scheme is well under way and caters for you. Third party property damage, third party personal injury, public liability, plus cover on theft, accident etc. The rates are very reasonable. Ring or send your name and address to Bicycle Australia, Freepost 19, PO Box K499, Haymarket 2000, (02) 264 2521. We will send you our proposal form and information package. This scheme is also available through the Cyclist Protection Association of South Australia, the Bicycle Institute of Victoria, Pedal Power ACT and the Brisbane Bicycle Touring Association. If you are a member of one of these groups contact the group directly or Bicycle Australia.

WANTED

Wanted rare Freewheelings Back issues 1, 2, 10 and 20. Will negotiate on price. Contact J W Hardie, PO Box 329, Warragul VIC 3820.

Freewheeling Classifieds are seen by over 12,000 readers across the country. Rates for 1985/6 are: \$15.00 per 30 words or one column centimetre. Additional wording costs 50 cents per word. Multiple insertion discounts: Six insertions - fifteen percent; three insertions - ten percent. Payment must accompany order. Send typed advertisement text to Freewheeling Classifieds, PO Box K26, Haymarket NSW 2000.

Saturday 26. Yepoon Triathlon. Swim 1.5 km, Bike 40 km, Run 10km. Contact: (07) 371 9183.

APRIL/MAY

Wednesday April 30 - Friday May 2. BIKESAFE '86 This Federal Government sponsored conference on the bicycle safety theme will be the largest most important gathering of bicycle planning professionals and user groups in this country's history. Guest speakers from home and abroad. Venue: Newcastle City Hall Conference Centre. Details in the next issue of *Freewheeling*.

MAY

Saturday 3 - Sunday 4. Bicycle Federation of Australia Annual General Meeting. Held in Newcastle following the BIKESAFE '86 conference.

Saturday 24. Brisbane Triathlon. Swim 1.5 km, Bike 40 km, Run 10km. Details (07) 371 9183.

JUNE

May 31 - June 26 Cairns to Cape York. Bicycle Australia's ultimate adventure tour departs Cairns mid winter bound for Cape York Peninsular. You will need a fat-tyred bike and be able to carry your own gear and some group equipment. Ride fee will include return air from Thursday Island and all food and provisions along the way. Full details contact: Bicycle Australia (02) 264 2521.

Sat 7 - Sun 8. Queensland State Triathlon Championships. Bundaberg Qld. Details (07) 371 9183.

These clubs regularly run rides in their cities and welcome new comers. Some even publish touring calendars listing forthcoming rides. Contact them for details.

Audax Australia (03)435 4437 (02)607 8686. **Bicycle Australia** (02)264 2521. **Brisbane Bicycle Touring Association** (07)369 9326. **Canberra Pedal Power ACT** (062) 49 7167. **Geelong Bicycle Touring Club** (052)26 2500. **Melbourne Bicycle Touring Club** (03)836 0440. **Newcastle Cyclways Movement** (049)46 8298. **Bicycle Institute of New South Wales** (02)212 5628. **South Australian Touring Cyclists Association** (08)332 0956. **Tandem Club of Australia** (03)241 4453. **Cycle Touring Association of West Australia** (09)349 2310.

Rambling

By Michael Burlace

Some years ago *Freewheeling* carried what is still my favourite article, a tale of what delightful madness. It was Greg Thayne's ride across the Nullarbor on a unicycle with a 24" wheel. It was almost unbelievable but there it was, in his beautiful prose. I am sure it inspired a few other people. Recently Hans Peter Beck rode a unicycle from Port Hedland to Melbourne. The 6300km took him 51 days. He now has a place in the Guinness Book of Records for the longest distance covered on a unicycle and several thousand dollars for diabetes research. He had only one puncture in the whole trip. When I told a friend about this the response was: "Well, he only had one tire!"

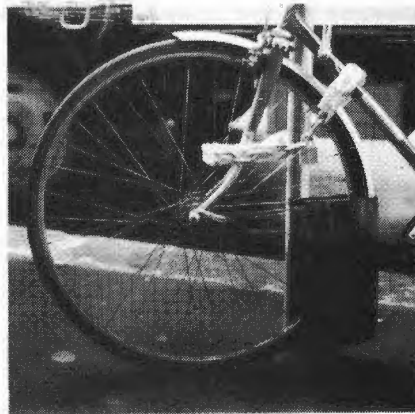


Most of us aren't particularly keen on getting grease on our hands when it is often difficult to get it off. I'm sure this is one of the reasons why bicycles are so often poorly maintained, mine being a prime example. However, there are several solutions to this. One is to apply hand cream before and after work on the bicycle. The cream applied beforehand will reduce the amount of grease which gets into your skin. Hand cream applied afterwards will loosen and dissolve a lot of the grease on your hands and make it easier to get them clean. Most of it just wipes off, preferably on a rag, not your best trousers. The cream will also help restore some of the condition of the skin.

Jim Blackburn Designs is an American firm which has brought us some of the most wonderful ideas in bicycling. They produce such things as the alloy rear pannier rack and now mountain bike racks and waterbottle cages. One of their other inventions is aimed at reducing the problem of bicycles falling over when you lean them against posts and trees. The Blackburn brake lock consists of a cord and a piece of plastic. The cord hangs

the plastic from the brake cable outer. When you stop the bike you squeeze the brakes on, slip the plastic into the gap in the brake lever and release your grip. The pressure on the brake lever holds the plastic in position and the plastic stops the brakes releasing and so stops the front wheel turning. This makes the bike easier to manage and more likely to stand up without problems. It cheaper and quite easy to make your own from a used Paddle Pop stick and a piece of string. Or if that is too thin for you, try a wooden peg. You will find the peg wears out after a while because it is made of softwood but it's good enough and easily replaced.

Evel Knievel move over. Chris Young is a pedal-powered version. He jumps cars on his BMX bike. He has now jumped nine cars and holds the world record. After pedalling up a ramp he cleared a total distance of 14.6 metres. He is 16, lives in England, is an expert BMX stunt rider and performs freestyle trick riding with a team called the Skyliners.



This is one way to reduce the amount of water getting into the chain. The mudguard was made from a piece of scrap rubber.

Mudguards are often left off when people order their new touring bikes and many don't realise the benefits even several hundred kilometres down the trail. Apart from reducing the damage the rain does to your psyche and clothes, a good set of mudguards can make cycling easier. A good front one with a decent mudflap on the bottom will reduce the amount of road grit getting into your chain in wet or dry weather and drastically cut the amount of water in it. As around half the bearings on the bike are in the chain, it can make quite a difference.



„Findest du es nicht übertrieben, auch noch Tannennadelduftextrakt ins Benzin zu schütten?“

This cartoon provided by Ralph Jackson indicates what one German cartoonist thought the introduction of catalytic convertors to cars would do in terms of producing clean air. The cyclist behind the car is revelling in the clean air produced by the car, a slightly fantastic dream. But the caption is even more so. The passenger is asking if it is a bit much adding pine scent to the fuel.

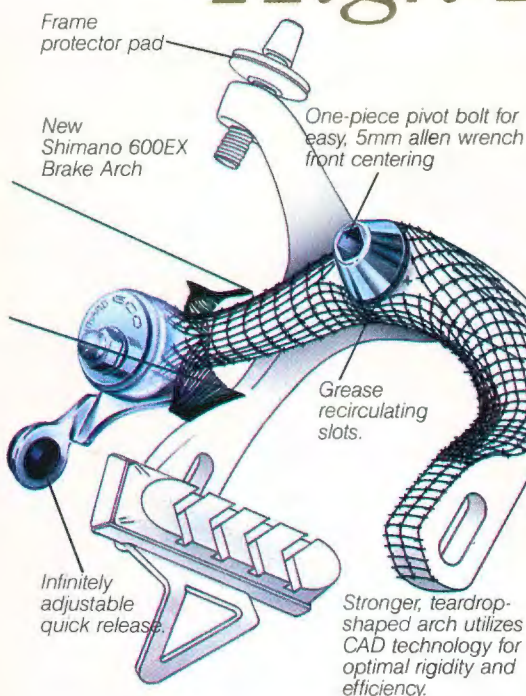
With all of this lead-free petrol on the market some of us urban cyclists will be suffering lead withdrawal shortly.

A recent booklist that arrived in my office had as one of its titles *The Family Car Songbook*. Keep an eye out for the next in the series - *Great Ballads for Singing Bicycles*. Another was *Fast Furniture* - keep an eye out for low-flying couches. The list went on with the *Skate Boarder's Bible* which could lead to some interesting sermons on the Mount. And the *Ultimate Sandwich Book* which sounds like something for cyclists - who hasn't heard a touring cyclist say something like "I'm so hungry I could eat my bike?"





High-Energy Synergy



Put new Shimano 600EX high-energy components together with high-energy people and watch how fast things happen.

That's high-energy synergy.

You'll discover it with aerodynamic, platform pedals that give you high-speed cornering angles. High-performance, cold-forged rear derailleurs that make every shift smooth, sharp and sure. Sealed mechanisms that keep you moving ahead long after others have quit.

Shimano 600EX components. Their sleek, high-tech appearance sets them apart from the ordinary. So does their Computer Aided Design (CAD), used to add strength without adding weight. The result is a full line of high-energy components

for people who won't let anything pass them by.

Don't miss the excitement. Get together with new 600EX-equipped bicycles at your cycling specialist today.



High-energy componentry from Shimano

Model RD-6207, Model FD-6207, Model SL-6207, Model FC-6207, Model PD-6207, Model BR-6207, Model BL-6207, Model HB-6207, Model MF-6207, Model HP-6207

For a free brochure, write **SHIMANO INDUSTRIAL CO., LTD.** 3-77 Oimatsucho, Sakai, Osaka, Japan

© 1985 Shimano Industrial Corp.

NEW
SHIMANO 600
EX

ADDITIONAL OUTDOOR EQUIPMENT AND TRANGIA STOVES MAKE GREAT TRAVELLING COMPANIONS

Life on the open road should be a relaxing and enjoyable experience. That's why Karrimor have developed a large range of outdoor action products for the modern bicycle traveller.

Karrimor bicycle bags are available in a wide range of models to suit every kind of travel requirement and budget. The Koronet range is designed to get you on the road with a minimum of cost. The Silvguard range (pictured below left) offers a choice of bag types

all made from stain resistant Silvguard fabric in stunning colour combinations.

Camdale (pictured), is a specially designed camera bag for the travelling photo enthusiast. This bag is made from XS 100e fabric and is padded to protect your valuable equipment. The Camdale can be fitted to the handlebars using a standard barbag carrier.

A Trangia stove is the ideal, compact, all-weather outdoor kitchen. Available in two sizes for personal and group use Trangia stoves are powered by safe, clean, quiet-burning meths and will operate efficiently even in high winds. Trangia stoves, pots, pans and kettles are available in sets or as separate items. Fine quality materials and superb finish are a Trangia feature.

Karrimot is the roll-up mat that has revolutionised outdoor sleeping attitudes. The mat that's now standard equipment on the world's most hazardous expeditions is now available in differing grades for suit climates and use. If you are sleeping outdoors you need a Karrimot.

Don't accept substitutes, ask only for Karrimot, Trangia and Koronet bicycle bags from your specialist bicycle dealer or outdoor equipment supplier.

Write for a free brochure to:
Karrimor (Australia) Pty Ltd
PO Box 135 Beaconsfield NSW 2014

KARRIMOR