

THE AUSTRALIAN BICYCLE MAGAZINE
NUMBER THIRTY FOUR

JAN/MAR 1986 \$2.50

Freewheeling

**Bicycle
theft
-the
shocking
facts**

**On
the
Great
Vic
Bike
Ride**

REGISTERED BY AUSTRALIA POST
PUBLICATION NO. NBH 2266
JANUARY 1986

Phil Anderson
Australia's greatest cycling hero

agu

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Cover photo: Australia's greatest cycling competitor — Philip Anderson. Warren Salomon's interview with him starts on page 15. Photo this page: On the Great Victorian Bike Ride. The story starts on page 32. Both photos by Warren Salomon.

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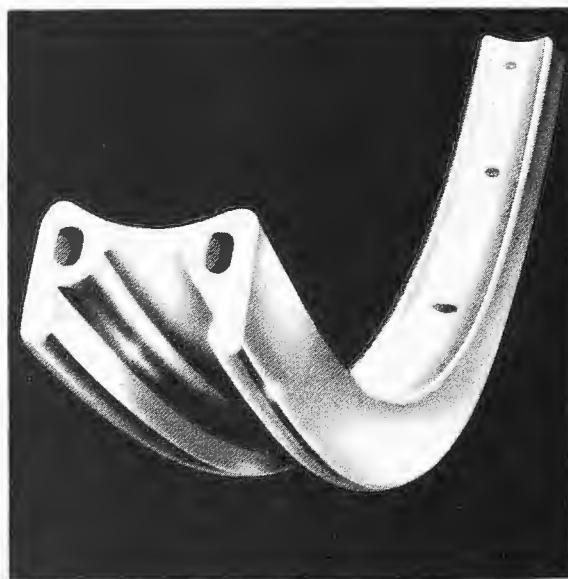
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Bikelanes do not make cycling safer

As my actions instigated (as distinguished from created or promoted, and against my will) California's designs for bikelanes, I think that I am particularly suited to say that the discussion of their use in Townsville (*Freewheeling 33*) shows the same paradoxes as it does here.

Accident Reduction: While bikelanes are generally promoted as a safety measure, the article is correct in reporting that there is no evidence to show that they reduce accidents to cyclists. To set the record straight, there is no reason to think that bikelanes would reduce accidents. The committee that designed them never considered any methods of reducing accidents; it was solely concerned with getting cyclists off the roads. (I was there, I consistently tried to get it to consider rational safety analysis, but it wouldn't.) The accident statistics show that the number of accidents that bikelanes could possibly prevent, if they worked as intended, is many times smaller than the number that they probably cause.

Safer Operation: The article says that bikelanes make cyclists more predictable. This argument was first advanced in California by the motoring organizations that were the prime bikelane promoters, once I had proved that the accident statistics would not support their propaganda that bikelanes would greatly reduce accident to cyclists. By 'predictability' they meant only one thing: bikelane stripes provided the legal power to keep cyclists off the roadway, so that motorists wouldn't have to worry about their presence. Not only was I there, but by raising the issues I compelled them to talk enough to disclose their motivation. The fact that the predictability argument was based on motorist selfishness does not prove it wrong; its truth depends on the traffic facts. Well, in California cities with bikelane systems the cycle traffic is far more unpredictable and unlawful than those that one would expect: cyclists turning left (your right) from the curb lane, overtaking between cars that can or do turn right and the kerb, and motorists turning right (your left) from the center lane. Even without bikelanes, the traffic errors typical of bikelane systems cause 30% of America's car-bike collisions. What

the rate is in bikelane cities, where these errors are so much more frequent, can only be estimated at this time. The reason for the errors is simple: people think (as your article says in its reference to 'territorial rights') that cars have one side of the line and cyclists the other, and this foolish presumption is so strong that people can't operate properly when the proper positioning is the opposite.

Cyclists' Rights: Alan Parker's article asserts that bikelanes 'assert the bicyclist's right on the road.' This argument was also first asserted in California during the bikeway controversy, this time by a few foolish cyclists and by the same motoring organizations, people who believed that cyclists do not have a basic right to use the roads. Just apply a bit of logic: If bikelanes do give cyclists the right to use the road, they give that right not in general but only to the marked space. That says that cyclists do not not have the right to use the other streets. It is foolish for cyclists to accept the validity of that limited right when their primary right, the one that they must protect at all costs, is their right as lawful travellers to use the public highway system. Lose that, and we've lost it all.

Superstitious Evaluation: Your article reports the experiment that legalized bikelanes in Victoria. I see no reason to doubt the truth of the report because I have seen reports of equally absurd experiments and conclusions from other places. The experimenters installed a bikelane stripe and discovered that motorists stayed on one side of the stripe and cyclists stayed on the other. The experimenters concluded that this evidence 'clearly showed the safety benefits' of bikelanes.

The experiment showed nothing of the kind. It merely showed that cyclists and motorists kept to opposite sides of the stripe when travelling straight, ignoring all other maneuvers. This would be a significant safety improvement only if a large proportion of accidents to cyclists were caused by motorists hitting otherwise well-behaved cyclists from behind. This is the cyclist-inferiority superstition that the motoring organizations invented and promulgated to support their desire to get cyclists off the roads. I have traced this propaganda back to

the the 1930d, when there were no statistics to support or deny it, but the publication of the first Cross study in 1974 conclusively disproved it. That study had been authorised by the California Highway Patrol's Office of Traffic Safety, but the moment that I demonstrated that Cross's statistics proved that bikelanes were not a safety measure and that cyclists ought to operate as much like other drivers as possible, the CHP suppressed publication of Cross's paper. Subsequently, the CHP has lied to the public and the legislature about the accident statistics, saying that most accidents to cyclists have been caused by the act of obeying the rules of the road. It is utterly absurd that cyclists in nations that have the British' cycling heritage of cyclists as drivers of vehicle should allow themselves to be bamboozled by the anticyclist inventions of ignorant American motoring organizations.

Since there was no comparison of accident rates before and after (as there can't be with any experiment of so limited a scope) there was no direct evidence of accident reduction. The strongest conclusion that can be drawn would be one that was based on the present general accident statistics, using them to estimate the proportion of accidents that would be decreased by keeping cars on the right (in your country) and cyclists on the left, as compared by the accidents that would be increased by keeping the parties in that relationship and by upsetting the normal transitions to whatever other relationship would be more appropriate. When I made this calculation using the American statistics I concluded that about twenty times more accidents would be created than would be prevented.

These discussions are the same old stuff that's been going round for years and was thoroughly disproved at its start. Nothing has changed the original conclusions that the best way to reduce accidents to cyclists is to increase cyclists' competence, that most special bicycle facilities are contrary to cyclists' interests and are more dangerous than well-designed roads, and that defence of our rights as drivers of vehicles is paramount.

John Forester
Sunnyvale CA, USA.

John Forester is the author of *Effective Cycling* and is an internationally known bicycling advocate and educator.

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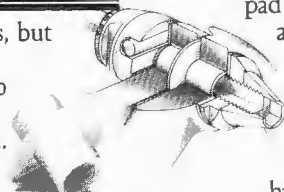


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Write On

Who needs bike lanes?

Townsville's bike lanes (*Freewheeling*, December 1985) could be a dreadful waste of money. There is not a shred of evidence that bike lanes do anything to improve either the safety or the convenience of bicycle riding. In fact they could make matters worse.

Bike lanes suggest that we have no right to ride bicycles on roads with other vehicles. And the millions of dollars spent on so-called 'bicycle facilities' could have been used instead to teach people how to ride bicycles more competently, and to persuade motorists to respect our right to do so.

It seems that planners and engineers in Queensland have learned nothing from our experience down south, and refuse to look at statistics on the actual causes of bicycling accidents. Only a few years ago the Geelong Bikeplan was hailed around the world as one of the best ever. Yet its findings are either ignored or

deliberately contradicted by both planners and activists.

The main thing that the Geelong team decided was that many different programs — education, enforcement and encouragement, as well as roadworks — need to be developed together to improve conditions for bicycle riding. When it summed up the evidence about roadworks, the Geelong report was blunt and to the point: On busy roads where bike lanes might be useful, there isn't room for them. On other roads where you could mark them in, bike lanes are not necessary.

That finding makes sense when you look at the sort of accidents that bicycle riders have. For example, Stephen Whately's study last year of bicycle crashes in the A.C.T. showed that most of the injuries were NOT caused by collisions with cars. So separating bicycles from cars isn't the answer.

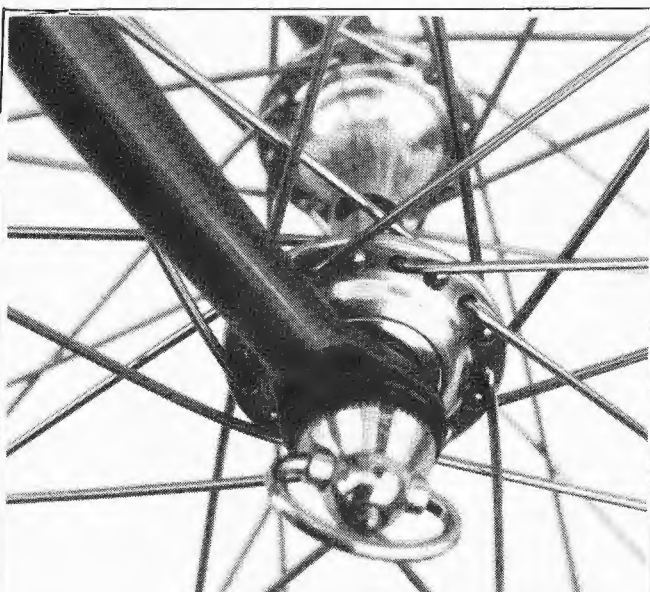
Altogether, 81% of the injuries in the A.C.T. study happened in bicycle-alone crashes because people rode too fast, didn't look where they were go-

ing, couldn't cope with poor surfaces, or did stunts. For this majority of bicycle injuries, bike lanes won't make any difference.

Most of the car/bike collisions occurred at intersections. Bike lanes could aggravate the problem at intersections because extra white lines near the crossing only make the situation more complicated.

To reduce injuries to bicycle riders, the priorities are rider training, enforcement and motorist awareness campaigns. Painting white lines on the roads is a simplistic solution to the cyclist 'problem', a misinformed reaction by politicians and engineers to irrational public fears about bicycle riders being "run down by cars".

If anyone really believes that bike lanes are effective, there is now a perfect opportunity to find out. Bicycling accidents in Townsville could be closely monitored to see whether any reduction in injuries can be attributed to the bike lanes. Unless a study such as that is done, cyclists and others concerned with road safety will not be



HOSHI

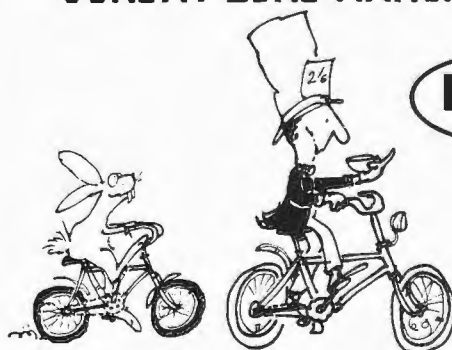
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Write On

convinced about the effectiveness of bike lanes.

Ron Shepherd
Road Safety Board of Victoria

Compulsory helmets

I am not an advocate of the case for compulsory helmet wearing but fell compelled to reply to A Cauley of Victoria.

His concern is the erosion of civil rights and he sums up his letter by saying "When a person at risk is the non-wearer of a helmet others want to control his or her actions. Why?"

The answer to this is that the rider who suffers a severe head injury is not the person who suffers most and indeed sometimes is totally unaware of any suffering.

Those who bear the cost both emotionally and financially of severe head injuries are the immediate family and friends of the victim and from a purely financial point of view us (that is the taxpayer).

A severe head injury therefore affects many peoples lives - the victim of

course is the worst off he may be in any state from totally handicapped, through comatose to dead. The victim's loved ones may well have to dedicate their whole lives to caring for the victim, and you and I may end up contributing to a bill which may in the long term be in the millions of dollars.

I agree we shouldn't erode our civil rights but I think its very selfish to ride without a helmet, and who decides for the kids.

Dr Chris Fenn
Moruya NSW

Social Responsibility

I was dismayed to read A. Cowey's letter (*Freewheeling* December 1985) relating to the wearing of safety helmets. Dismayed at his/her belief that the wearing or not wearing of a helmet only affects the person concerned.

Surely it affects other people if the person has serious head injuries caused by a bicycle accident, the severity of which could have been lessened had a helmet been worn. What about

the distress caused to his family if the person became a human vegetable as a result of brain damage? On a less personal level there are costs to the community as a result of such accidents, not to mention more work for our hard pressed nurses.

I have ridden many thousands of kilometres on my beloved bikes over the years with or without a helmet. Let me say I have felt far more secure on the roads since wearing a helmet. I get tired of people bewailing the erosion of civil liberties in such cases as the wearing of safety helmets. How about people displaying a greater social responsibility and wearing them willingly.

R. Hallows
Canberra ACT

Triathlon Trials

I always read *Freewheeling* from cover to cover with great interest. Of course I did not miss your article — A long and trying day of it — in the December issue. The triathlon in one

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Write On

day is tough. Personally a keen bikerider I even never contemplated such a performance. I wonder about the limits of the human body. These limits of course exist. We approach those limits, but will we ever reach them? Or will we forever break records.

It may interest you to know that on the first of September '85, in Huntsville, Alabama, United States. 27 supersportsmen took part in a double triathlon: swimming 7.6 km, cycling 360km, 84km running. The race was won by a man called Wiseman, second place went to the only European to take part, a Belgian, Pol Meura in the time of 27h 25min 16sec., at 1h 47 behind the winner.

It took Pol Meura 3h 16min to cover the 7.6km swimming, 14h 33 min for the cycling and 9h 19min for the running.

16 competitors completed the Triathlon under 36 hours.

I wish you and Freewheeling, however a bit late, a prosperous 1986.

Rene Smeets
Mt. Hawthorn WA

Let's stick with the patch

I rode to the 'Gong for the first time. I enjoyed it very much, as did my daughter, who rode with me. I was disappointed, however, that the cloth patch promised in the advance publicity had degenerated into a bumper sticker of little artistic merit. I really can't imagine any of the riders desecrating their bicycles with any sort of sticker, and assume this change must have been a cost - cutting device. In future please restore the patch.

You are probably aware that the train system didn't work out very well, better luck next year.

Alister K Sharp
Balmain NSW

A number of riders have requested that we re-institute the cloth patch. The sticker was not a cost cutting exercise (the cost was similar) but an attempt to give riders a potentially more useful and visible memento of the ride. Were we wrong?

Up until last years ride we kept getting feedback that the patch was useless. This year we go back to a cloth patch. Sticker lovers: it's now your turn to protest. Ed.

Where can we buy it?

Thank you for an excellent magazine. I've just began to purchase your magazine as my emphasis on the sport has changed recently.

One comment I would like to make refers to companies advertising in your magazine. Could you request that the

companies display retail outlets for their products. An example occurs in the October edition with the Brancale Company. They have an excellent product but as a consumer I'm still at a loss as to where to purchase their products. How about it?

Keep up the good work.

Stephen Brown
Ballarat VIC

It is generally difficult for distributors of most bicycle products to publish lists of their retail

outlets. Lack of space is the prime reason as there are potentially 1300 retailers throughout the country. As readers are well aware not all retailers stock all brands of products.

To find out which retailer nearest you has stocks of the product you are chasing we recommend that you contact the national or state distributor by phone. They will gladly provide you with the name address and phone number of the nearest retail outlet to you. Distributor's names and phone numbers are generally printed somewhere on the ad. If in doubt give the Freewheeling office a ring. We can generally direct you to the advertiser concerned. Ed.



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Delegates must pay for their own travel and accommodation, and there is a registration fee.

Anyone interested in either attending the conference, or submitting a paper, should contact:

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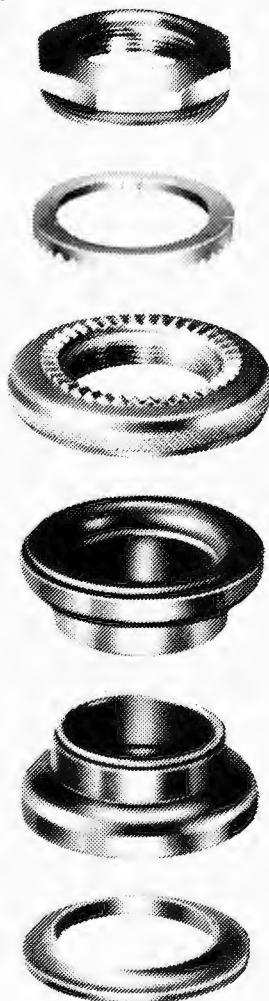


Rechargeable bicycle power pack

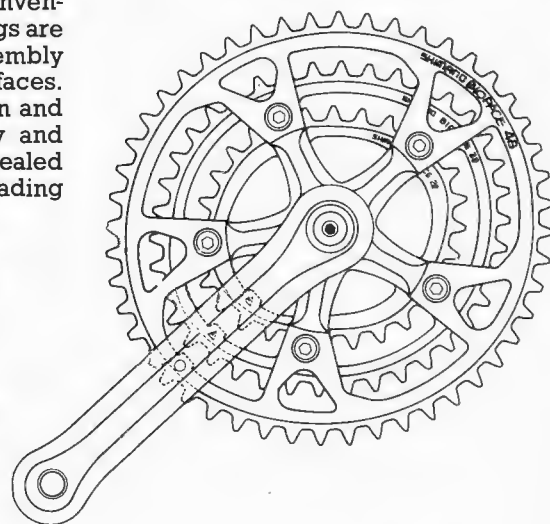
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and come in 52/42 for 600 EX double cranks and 50/48 44/38 and 28 for 600 EX triple cranks.



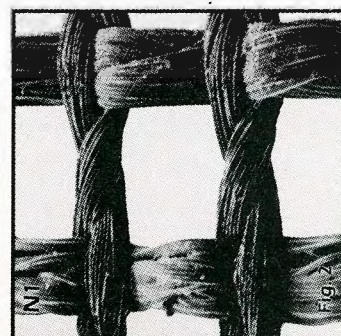
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New Products and Ideas



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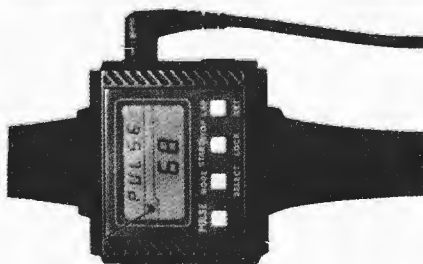
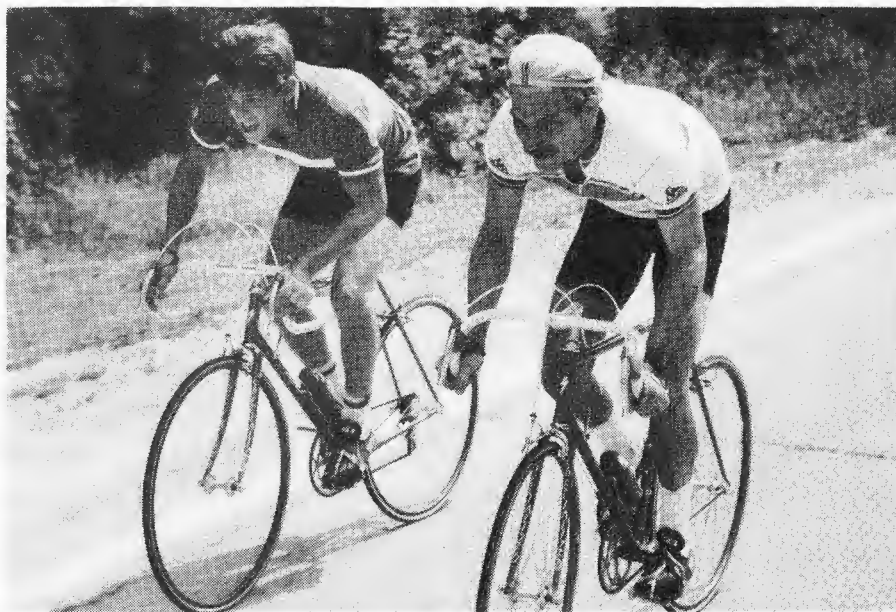
Sporty shades

The Oakley eyeshade system is the name for the new smart racing sunglasses. The lenses are super hard and scratch resistant and are 100 percent effective against UV rays. They come with adjustable ear pieces and shock absorbing extra wide slip resistant pads. The lenses are precisely curved and wrap around the face for maximum peripheral vision and aerodynamic effect. Distributed by Sportsplus Sydney.



The pictures above and below are scenes from a new Warner Bros feature length film American Flyer soon to be released in Australia by Seven Keys. The film was scripted by Steve Tesich who also wrote Breaking Away. Flyers is directed by John Badam (War Games, Saturday Night Fever) and stars Kevin Kostner, David Grant, Rae Dawn Chong and Alexandra Paul.

Central to the plot are the various family dramas surrounding two bike racing brothers. The big race scenes were shot on and around north America's biggest stage race the Coors Classic in Colorado where the background scenery is stunning. Though only occupying a small portion of the film's total length the bike racing sequences give some interesting insights into the current US competitive cycling scene where road racing per head of population is less than it is here.



Pulse monitor

The Jogger mate PU 701 is a wrist watch metering device that monitors heart beat by means of a special sensor device. The pulse monitor also functions as a stop watch and a conventional timepiece giving

readouts in 12 and 24 hour time. Distributed by Atom Imports Sydney.

SunTour Sprint

A new range of high quality bicycle components has been introduced by the SunTour Company of Japan. The range consists of pedals, hubs, brake set and levers, derailleurs, shift levers, crankset and sealed headset. Sprint components are finished in gunmetal grey and silver smooth anodising. The range offers many of the features of top-of-the-line componentry at a competitive price. Distributed by Hanley Trading Pty Ltd and the Repco Bicycle Company.



Phil Anderson – Australia's cycling hero

For five years Phil Anderson has been competing with the worlds finest athletes in what is arguably the most difficult of sports – the European road racing scene. In that time he has notched up an impressive list of achievements. In this special feature Warren Salomon profiles Australia's greatest professional cyclist.

Phil Anderson was in town for three short days. In a months time he would be back in Europe riding in the slush and cold of the northern spring preparing for his sixth European season. In Sydney's Centennial Park he was, as ever, at the mercy of the ubiquitous journalist.

In Europe admirers would swarm around him like flies in a summer plague but here in his home country they were content to come in polite ones and twos. In Australia where sport is allegedly a national religion we are too numbed, it seems, by the heat and humidity to recognise our titans.

In the course of the morning spent recording an interview with Ten's "Good Morning Australia" program and interviews with print journalists only a handful of passers-by recognised the current number two ranked world professional cyclist: in France he would have been mobbed.

As a bicycle rider he was a late starter. He was twelve before he rode a bicycle for any length of time and only then on a ladies frame machine borrowed from a neighbour.

His main interest during his early teens was mini bike riding (the motorised version not the pedalled off-road variety that he now enjoys during the off-season). After suffering a broken arm in an accident his parents decided that motorbikes were not for him and urged him to look to other pursuits.

In contrast to his present involvement in the highly structured world of professional team racing the young Philip Anderson was more of an individualist. He did enjoy endurance activities like bushwalking once remarking that if others walked 50 miles he would walk 75.

He wanted to be an adventurer more than an athlete. He figured life was short.

He remembers being impressed by a bike race in his suburb when he was fifteen. Soon after he signed up as a junior with the local Hawthorn club and began racing on a heavy supermarket clunker. All the while he saved to replace his steel componentry with lightweight racing gear.

His early days with Hawthorn were unspectacular and it wasn't until Ted Sanders, a club official, took him under his wing and coached him that he began to show something of his hidden talents.

His racing career really took off when he won the Victorian Junior title. This was followed by a win in the 1977 Dulux Tour of New Zealand and a gold medal at the Edmonton Commonwealth Games the following year.

He trained for the Games in the United States. While he was in Colorado competing in the Red Zinger stage race (now known as the Coors Classic) he met another cyclist from Seattle, Anne Robel. The two hit it off and later were married.

They now have a one year old son, Loren and live during the European racing season in a small town in Belgium. Their modern brick dwelling is in stark contrast to the rooms Phil kept in Paris during his first season in France. He and Anne at first lived in Paris in cramped quarters but found France deeply suspicious of strangers – especially English speaking ones with bike racing aspirations.

His first big break came when after completing a successful season with the famous ACBB sporting club in Paris he was offered a position as a domestique with the Peugeot team.

His starting salary was \$1000 per month (professional cycling he says is one of the poorest paid sports in the world) and as a lowly domestique he was expected to work his bum off to support the team leader.

The domestique is the workhorse of professional racing. He is expected to support his leader through hell and high water. He must pick up food and relay messages and, if need be, give up his bike so that the team leader may finish. If the top rider falls behind the domestiques will work furiously to get him back up to the front.

With only a limited number of teams operating in Europe there are only four or five hundred openings for pro bike racers. According to Anne it's such an honour to be on a pro team and have your picture in the paper for once or twice a year that riders will do anything. Most of them will go to the negotiating table and say, 'Will you please take me? Any salary you want to pay me I'll take.'

Though Phil was content at first to fulfill the role of back up rider he found the often defeatist attitudes of his mainly French team hard to handle. In the highly charged atmosphere of pro team racing many of the major decisions that affect the outcome of the race are made by a few top riders and the team officials who follow close by in cars fitted with loudspeakers. The *Directeur Sportif* (the team's boss) will sometimes order his team to take it easy when there is no tactical advantage in grabbing the lead.

To a naturally aggressive rider like Philip Anderson this can often be too much to bear. It was in this kind of environment during his first Tour de



Phil in action on the dreaded cobbles of northern France during the Tour. This years race includes roads like this during the early stages. Current Panasonic team mate Eric Vanderaerden is in the rear to the left.

France that he let loose and grabbed the yellow jersey from the legendary Bernard Hinault.

The yellow jersey is worn by the overall race leader. It is pro cycling's golden fleece. Not even the great Hubert

Opperman could win it during his Tour de France campaign of the nineteen twenties.

It was in the only Pyrenees stage of the 1981 Tour on the long haul from the old walled city of Colomiers to Saint-Lary Soulan only five days into the three

week race. The stage consisted of four major climbs.

During the final climb to the ski station of Pla d'Adet the action really began. Phil Anderson was in a breakaway group of six. Among the riders was 1976 Tour winner Lucien van Impe and tour leader Hinault. Van Impe attacked and left Hinault and the others struggling to catch up. As the narrow road wound on up to the finish at an altitude of 1680 metres Hinault found himself challenged by a new rider Phil Anderson.

'Hinault didn't know who the hell I was,' he said. 'He thought I was some little domestique who should have been back in the peloton defending his leader'.

At first he sat on Hinault's wheel but soon took his turn at the front eventually coming past harder and harder. The race for second place was fierce and the camera at the finish line recorded Phil Anderson only a half wheel length behind Hinault.

It was enough to put Phil Anderson onto the dais as the new tour leader.

He was to wear the leaders jersey for only one day that Tour (next year he would wear it for ten). The following day he found that his Peugeot team were reluctant to change the status quo

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700x32			360



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so he received little support in his effort to defend his prize.

Bernard Hinault won back the lead the next day in a time trial but he was to be hotly pursued by Anderson for the next eleven stages.

Since his initial clash with Hinault there has remained a tension between the two.

Phil Anderson had burst upon the European pro scene. In his own words "I did it pretty subtly and pretty quickly". "He surprised the hell out of them" quips Anne. "In those days he was a nobody so it was easy for him to get away out of the peloton - to attack - break away on his own. They didn't know who he was. They just thought 'Oh there's some jerk going up the road - let him go - we'll catch him eventually'. Well too many times they never did!"

Anne, always an astute observer of the tactics of teams racing, says that now Philip only has 'to sneeze' and they are on to him. "The better you get the harder it is."

Certainly his arch rival Bernard Hinault has not made it any easier. Phil relates an incident that occurred during last year's Tour that brought Hinault literally and figuratively down on top of him.

It was during the 14th stage on to St Etienne and the stage was drawing to a

close. "It happened about 200 metres from the finish line and into the sprint.

"I had just been riding really hard at the front because there was a breakaway - a group in front that had Greg LeMond in it. I'd been working hard for the last 60 kilometres.

"What happens in the last few kilometres of the race if nobody keeps the tempo up they all slow down and start looking at each other so see who is

"Hinault didn't know who the hell I was. He thought I was some little *domestique* who should have been back in the peloton defending his leader".

going to go for the sprint. I couldn't afford to do that because Greg LeMond was up the road and in front.

"I wasn't into the sprint but I wanted to keep the tempo up. Then, all these fellows start swooping around me for the sprint and somebody touched a wheel in front of me. Before I knew it I was on the ground and Hinault was on the ground and a few other riders were also on the ground.

"Anyway I finished the race and got patched up. I had blood all over me. When you touch down at 60 kilometres an hour... there was nothing left of the back of my jersey. When I got back to the hotel there were all these journalists at my door saying, 'Do you realise that Hinault has accused you of causing that crash and you have put in peril the leader of the Tour de France?'

"The next day on the road he yelled at me all day saying what an idiot I was; what a poor bike handler I was. He's mad that man. He just had to have someone to take it out on. He was just acting so childish.

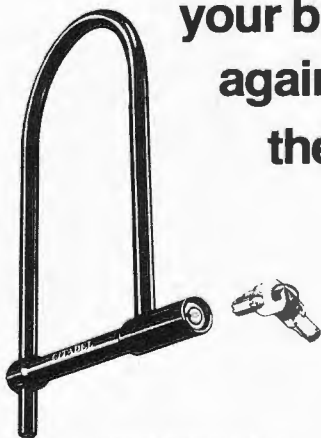
According to Anne, Hinault in a recent interview for a Belgium newspaper, was still going on about the incident.

Says Philip, "He has never forgiven me for taking the yellow jersey from him on my first Tour".

For Phil winning the Tour is his most important objective. 'Its the most difficult race in the world', he says. "There are so many different types of terrain from cobbles in the north, the Alps in the East to the Pyrenees in the south. There is usually terrible weather and so many different climate changes over the 4000 kilometre three week long event".

This year his sights are set firmly on a win. It will be difficult, he admits, as

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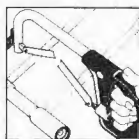
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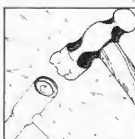
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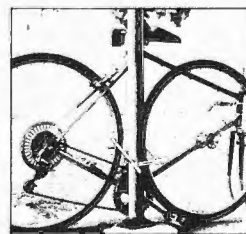
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The CITADEL's compact shape makes it easy to use. It unlocks in two separate pieces to enable you to secure your bike quickly to a rack, parking meter or pole. To protect your bike's finish, the CITADEL is completely coated in a thick, durable vinyl.

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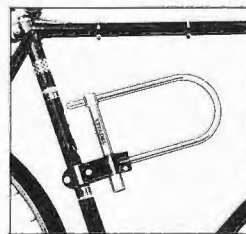
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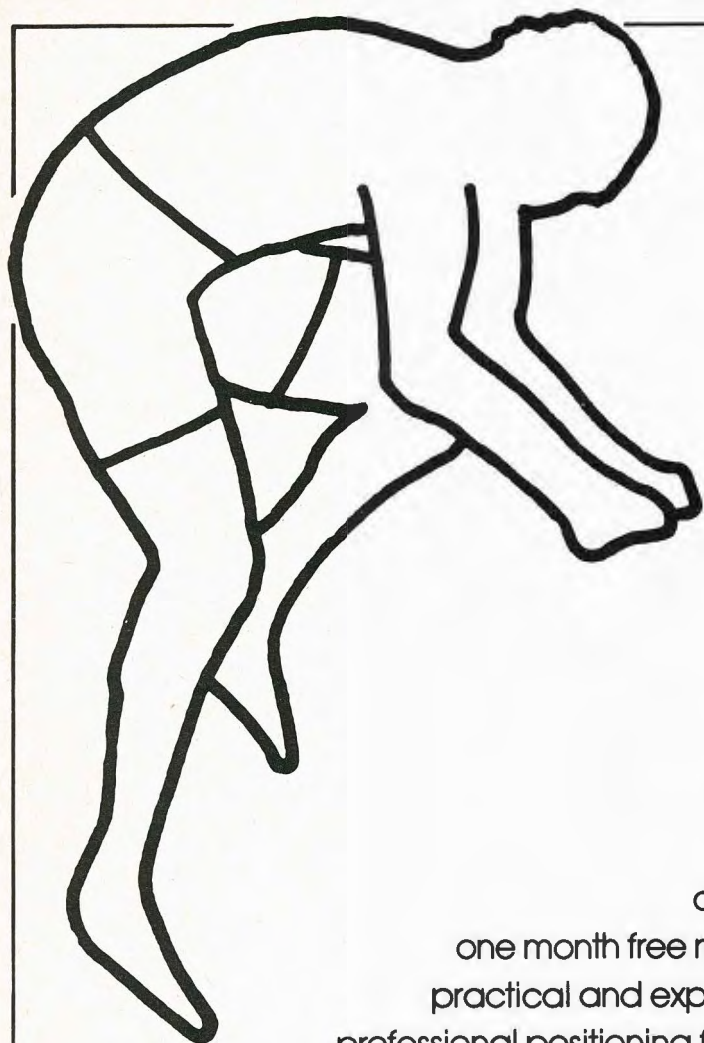
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there are extra mountain stages but winning the Tour any year is never considered easy.

For a pro cyclist the famed Tour is the pinnacle of perfection. No English speaking rider has ever won it. The American rider and close personal friend Greg LeMond came close last year with his second place to Bernard Hinault. The forces preventing an Anderson victory are immense.

"For a start it's a French race, run by French journalists for the French public and administered by French officials. No one in the country wants an 'outsider' to take off their most cherished event".

Winning the tour is comparable to the capture of the Americas Cup but that took a relentless effort by a well organised team financed by a millionaire.

No one expects an Australian team to take the Tour but, as an example of what might be possible Phil cites the experience of the Columbian team.

A few years ago the Tour organisers decided to declare the event open to national amateur teams. The prime object was to draw in the Russians who regularly win gold medals in Olympic

Phil Anderson during his Peugeot days pictured here (centre) during the famous Milan San Remo race. To his left is 1983 winner Guiseppe Saronni.



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cycling events. The only country to respond was Columbia where cycle racing is as popular as it is in Europe.

Every rider on their team was given a house plus a good salary and for a poor South American amateur this was a huge incentive. Since their first appearance in 1983 the Columbians have firmly established a high reputation in Europe. Its riders are among the finest mountain climbers on the current pro scene.

Its difficult to make such comparisons between Columbia and our country. The sport is more popular there for example: when one of their team members won a stage victory during the 1985 Tour a national holiday was declared back home.

At least Prime Minister Bob Hawke sent our Philip a congratulatory telegram when he won the Tour of Switzerland last year.

What the Columbians have shown the rest of the world is that it is possible to mount a concerted campaign towards victory in cyclings premier event.

In the meantime, until some Australian millionaire with marketing objectives in western Europe takes up the challenge Australia will continued to be ably represented by Philip Anderson and a small number of other individualist riders.

"There are a lot of good cyclists in Australia with potential but to develop a career", he says, "you have to go to Europe. Cycling in this country is still too small to support someone of his current stature.

It's as scary as hell according to Anne who knows the scene only too well. "You have got to go over there and break into this hostile world; be lonely, be poor and bust your bun before you can get anywhere. It's hard, hard work.

He does admit that his win in the Commonwealth Games speeded up his rise to stardom. Still, in his early days in France, he had to win races to buy his food. He would use the (average) \$20 from a race win to buy groceries. He had to wash his own clothes in a bathtub and cook his own meals. He said that he missed Australia but he knew that what he wanted to do couldn't be achieved in his homeland.

Cycling in Europe is the number one summer sport. Many of the major events are televised live and, because a majority of television networks are state owned, they do not carry commercials. Instead the riders jerseys are the moving advertisements.

According to Phil it takes the best part of US \$1.5 million to put a pro team through a European season. His own team is Dutch based and carries the name of the Japanese National/Panasonic company through the streets and air waves ostensibly to sell televisions and stereos to the sports mad masses.

In Europe bike racing is big business while in his home country it is only one sport among many. Australians do like to crow when their athletes make it to the top of the world stage but why is it that in the five times that Philip has competed with distinction in the worlds largest sporting event not one Aussie journalist has been sent to cover the race? (The ABC did send a documentary team in 1984).

Perhaps it's all a plot by certain media barons to keep their favoured (read sponsored) sports in the public's eye to the exclusion of others. Or maybe its just another example of our great 'cultural cringe'. Sir Hubert Opperman was only lucky to achieve fame and fortune in his own country because of the promotional activities of the late Bruce Small who paraded him around the country to sell his bicycles and appliances.

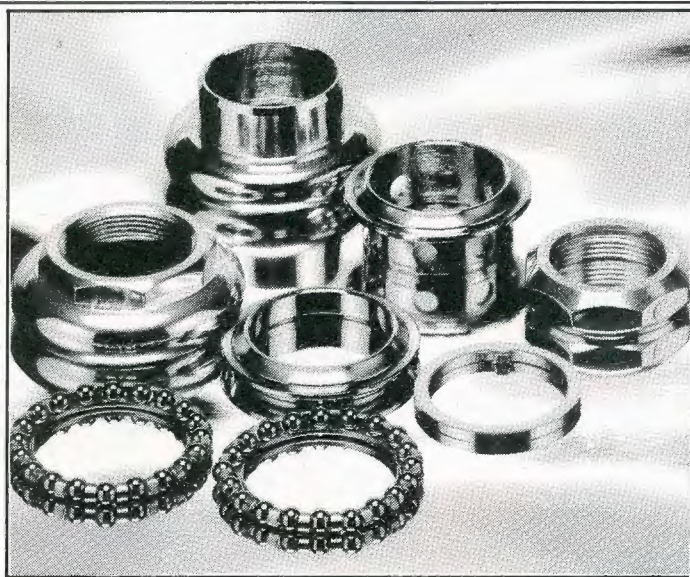
During his recent visit to Sydney Phil and his wife berated a group of journalists for doing little to support his efforts. He has raced many times in the World Championships (representing his country) with only one or two Aussies to help him out. These are generally his racing compatriots like Alan Peiper (who has now joined the Panasonic team for the '86 season).

If Australian back-up is meagre and media interest non existent spectators too are few and far between. There are always individual Australians in the crowd but in events such as the Tour de France which can attract over a million spectators their cheers are usually drowned out.

It would seem that we prefer our sporting heroes to make it alone and keep doing it alone.

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Above: Seattle born Anne is his staunchest supporter on the tough European circuit.
Below: Phil Anderson is well known to the European public and is known to the French as Le Skippy.



Anne Anderson on the European racing scene

An interview session with Philip Anderson is an enjoyable experience. His easy going manner has always endeared him to the European press. Talking with him is made doubly enjoyable when he is in the company of his wife Anne.

She has supported him since his first European season and has had her fair share of the bloody minded attitude that the sport has towards women.

"When I first went over I was so shocked I was just flattened for a month. They (the racers and the team officials) believe that if a husband makes love with his wife within three days before a race he will be dropped (left behind in the race)!

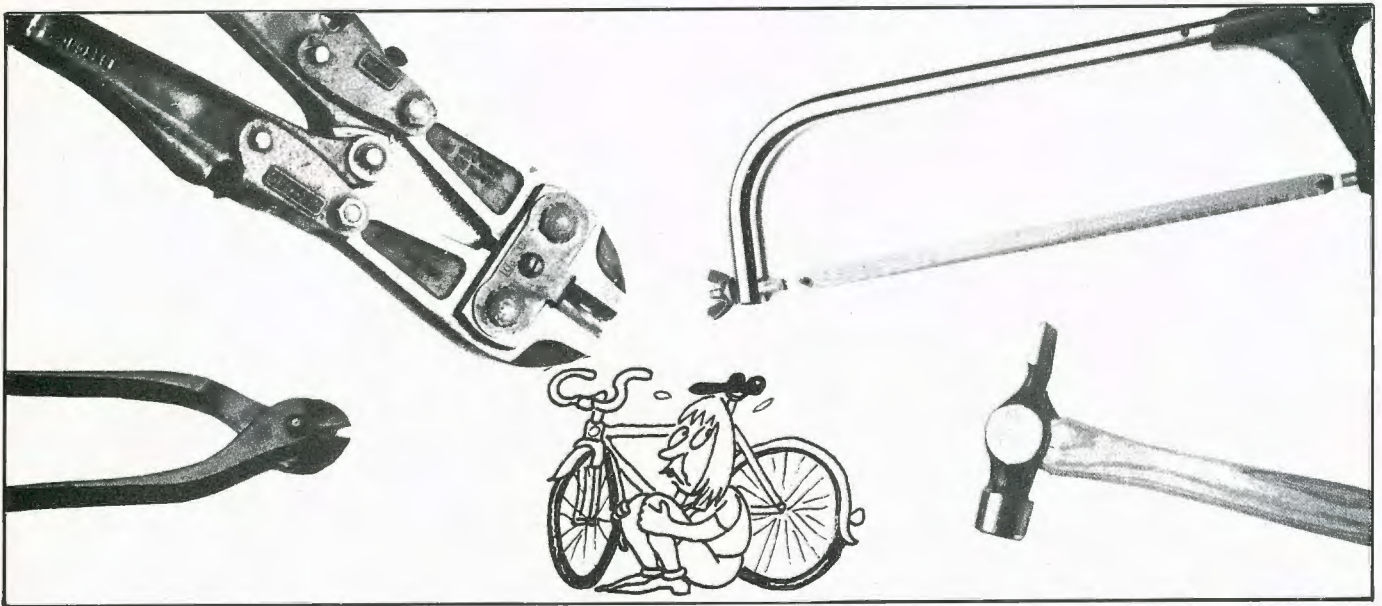
"I've been battling with these kinds of attitudes for three years now and finally in 1984 on the Tour de France I was able to have dinner with Phillip three times during the race. This is only because Peter Post (the Panasonic's Directeur Sportif) is a Dutchman and is a bit more open minded.

"When Philip was on Peugeot I couldn't show my face in the hotel without the Director coming up to me. He would take me aside and say (in an aggressive tone) 'You know, you know Philip needs his rest and he's losing concentration when you are here. You better not be past seven o'clock', all this in French".

Nowadays a few other wives are beginning to follow the Tour but their husbands have yet to ask the Directeur if they can join them separately. Everyone eats in the same restaurants but the riders all eat at the one table. To date Phil Anderson is the only one to eat at his wife's table.

Other entrenched attitudes die equally hard. It is considered sissy or weak to wear a helmet on the Tour. "After a number of accidents Philip now wears a hairnet type helmet under his cloth cap. Still the other riders poke fun at him". The macho image is alive and flourishing in France, besides, the public expect a bit of blood.

Anne is an enthusiastic observer of and participant in the life of her famous husband. She occasionally writes for magazines but prefers to spend her few creative moments pursuing her own artistic pursuits. Her medium is silk painting but with the pace of a European summer plus a baby to look after her art tends to be pushed into the background at least for the time being.



Bicycle theft – the shocking facts

Australia now has one of the highest incidents of bicycle theft in the western world. In this *Freewheeling* exclusive Alan Parker presents the startling facts and new countermeasures to deal with the problem.

Bicycle theft has always been a problem in Australia; the Melbourne Argus referred to Australia-wide theft rings in 1913 with bicycles stolen in large cities finishing up in country towns. The difference between then and now is that adult thieves now use better tools, mostly 24" bolt cutters, and steal more bicycles.

Today, thieves have less chance of being caught and the theft problem shows signs of getting out of control. The police return fewer bicycles to their owners than ever before because bicycle theft has been much lower down on their list of priorities for several years.

Another difference is that bicycles were ridden and stolen by adults in 1913. Today, in addition to about 300 adult thieves charged there are also about 1,000 juvenile bike thieves apprehended each year throughout Australia.

A new Bicycle Theft Research Report produced for the Victorian State Bicycle Committee late last year reveals that thieves are ignoring old bikes and going for new bicycles and racing-style and BMX bicycles in good

condition. The value of the average bicycle stolen is \$220. The overall cost to cyclists is high and the value of bicycles stolen each year in Australia is around \$30 million.

Surveys of theft victims show that 30% of cyclists who have their bicycles stolen don't get another bicy-

cle, and stop cycling. A recent Bicycle Institute of Victoria Report revealed that at vulnerable locations such as all day bicycle parking lots for commuters at Melbourne Railway stations, the chances in one year of having a bicycle (that is worth stealing) stolen is more than 50%.

Country or State	No. of reported thefts	Year	Total Estimated Thefts number	Ratio of Reported to unrep'ted Thefts	Estimated Total theft Rate per 100,000 pop'n
Japan	115,000	1970	115,000	1.00	100
Japan	246,000	1980	246,000	1.00	212
Denmark	21,000	1981	75,000	3.60	494
West Germany	323,204	1979	323,204	1.00	527
England & Wales	121,366	1982	190,000	1.55	394
England & Wales	122,158	1984	191,000	1.58	398
California	88,022	1977	264,066	4.00	1,200
U.S.A.	674,654	1979	2,595,000	3.85	1,153
U.S.A.	700,000	1982	3,000,000	4.30	1,300
S. Australia	4,395	1984	13,770	3.14	1,070
W. Australia	4,253	1982	15,000	3.53	1,115
N.S.W.	10,922	1984	32,766	3.00	940
Victoria	11,947	1984	35,841	3.00	940
Australia		1984	156,000	3.00	1,000

A Completely New System of Theft Control is Proposed

The SBCV Report provides evidence that the bicycle theft prevention measures of State police forces are almost non-existent and what action is taken is largely ineffective. Therefore, now is the time to develop a new theft control system, design better storage facilities and better locking devices to cope with the problem.

The high bicycle theft rate discourages cycling, therefore non-police measures to control the epidemic of bicycle thievery must be part of any bicycle encouragement program. Unfortunately, no bicycle plan ever produced in Australia has come to terms with the current bicycle theft problem. until the Bicycle Theft Research report was commissioned by the State Bicycle Committee of Victoria which proposes a completely new system to combat bicycle theft.

The new system is based on licensing bicycle shops and registering bicycles when sold in a way that is easy to administer and would be potentially more effective than the theft control prevention systems other countries studied.

The proposed system is the outcome of what could best be described as a feasibility study and more research funded by the Australian Institute of Criminology is likely to be conducted to work up detailed proposals for implementation.

Most bicycle thefts are not reported to the police in Australia

Bicycle theft rates per hundred thousand population and the ratio of reported to unreported thefts vary considerably between different countries, so it's useful to see how the Australian police record for preventing theft compares with other countries. According to the United Nations Research Institute for Crime, Japan has the lowest crime rate in the developed world, so their low bicycle theft rate reflects the overall crime situation. In contrast, America (Repogle, 1984) has the highest bicycle theft rate in the world.

In Australia the reported theft figures considered in isolation distort the overall problem as the insurance industry and state governments have so far ignored the greater and growing number of thefts that are never reported to the police. Even the Insurance Council of Australia fails to take into account unreported theft in its journal.

The nearest the insurance industry has come to being aware of the theft

problem, is to jack up the insurance rates for bicycle insurance, however the Insurance Council of Australia is doing its members a disservice in ignoring the problem.

The Australian theft problem is nearly as bad as the United States with an estimated bicycle theft rate of 1,000 per 1,000,000 population. Australia also has a very high ratio of reported to unreported theft similar to America and Denmark.

In contrast, in Japan, nearly all bicycle thefts are reported to the police, due to the very close relationship between the Japanese community and the police force. The Japanese 1980 bicycle theft rate per 100,000 population is about one-fifth of the Australian rate.

In America most cyclists know that there is little chance of getting a stolen bicycle back, so they don't even bother to report the theft in the first place. In Australia, the situation is a little better but shows signs of degenerating even further as the word gets round the cycling community that the police are most unlikely to recover stolen bicycles.



Bicycle theft figures in Australia. There is a big difference between the numbers of machines stolen and those recovered by the police.

In Victoria since 1970, fewer people have actually reported bicycle thefts to the police, and in the research report (SBC, 1985) it states that "only about 30% of bicycle thefts are reported, and that bicycle theft figures should be multiplied by 3.0 to 3.5 to give an indication of actual bicycle theft figures." This is the only data available showing the scale of the problem in Victoria, New South Wales, South Australia and West Australia. We have deduced what is happening in Queensland and Tasmania because the police there do not monitor bicycle theft. However, there is no reason to believe that there is less thievery in those States than in the rest of Australia.

The factoring up figure of 3.0 has to be used with caution because there are instances where people are more likely to report thefts. For example it

is probable that more people report thefts from railway stations than their homes, because they are usually located near police stations, and security conscious cyclists whose locks are cut through are more likely to report thefts.

A conservative estimate is that two-thirds of the victims report theft at stations so that thefts may be as high as 1,000 to 1,100 this year, or half the number of existing bike-rail patrons.

This figure could be much higher but we don't have enough research data available to know for sure. Hence the need for more research.

Planning for theft prevention is antiquated in Australia

In Japan and parts of Europe, the growing menace of the bicycle thief is being combatted by engineers and planners who have designed thief-resistant, and sometimes, thief-proof and vandal-proof locking devices, storage racks and all-day parking lots. Planning ordinances have also been introduced so that bicycle parking is provided at all new buildings, and old buildings are being retrofitted with thief resistant racks and, or, secure storage enclosures.

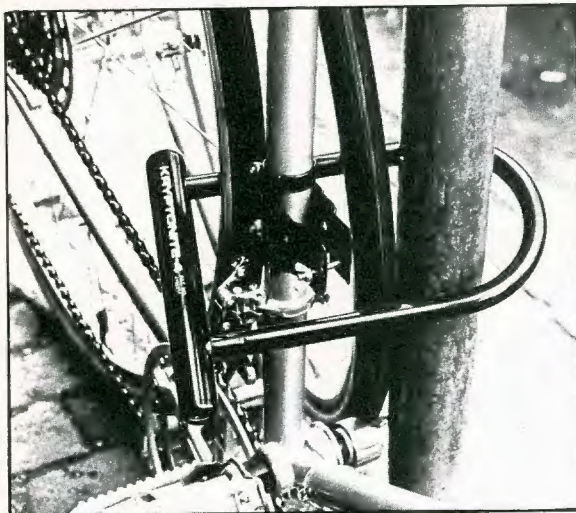
In a cohesive society like Japan, input from the police departments to the overall national planning process led to the introduction of national planning ordinances and regulations when the bicycle theft rate began to significantly increase in the mid-70's. No such input to the State planning processes has taken place so far in Australia, and the proposed Victorian planning ordinances (SBC 1984) have not been implemented.

Bureaucratic compartmentalisation in the multiplicity of State Governments is the root cause of the amateurish approach of senior police, engineers, planners and architects who don't know there is a theft problem and, if they do, fail to competently specify the hardware required.

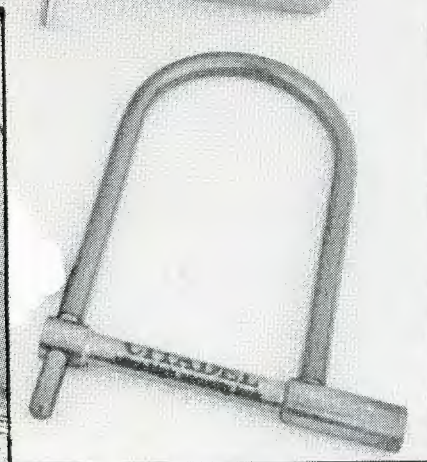
Australian police forces at a management level don't inspire confidence, either, because in all States the police don't know basic facts such as the ratio of reported to unreported theft, and in Tasmania and Queensland, they can't even tell 'researchers' how many reported bicycle thefts there are.

One should note that the Theft Research Report originated in a Bicycle Institute of Victoria paper that outlined the need for Australia's Institute of Criminology involvement and funds to research the bicycle theft problem (SBC 1982).

If any further progress is made it will be from the projects funded by the



The only sure way to protect your bike is to use a high security device such as a 'U' type lock. Pictured on the right are the three most trusted and popular brands. Clockwise from the top: Kryptonite K4 (available in different lengths and colours); Master 50; Citadel. All locks have optional carry brackets which mount the locks inside the frame triangle for rapid access. Put the key on your key ring the lock in its bracket and your high security lock goes with you everywhere. Only this type of device will resist three foot holtcutter attack.



Institute of Criminology, it is most unlikely to come from the State Police Forces, who are mostly understaffed.

Police are losing in the battle against bike thieves

Throughout Australia bicycle theft has been at a high level for nearly five years in most Australian States and accounts for approximately 4% of all reported crime.

In Victoria the thieves are having an easy time stealing over twice as many bicycles than in the early seventies but having far less chance of getting caught. The trends for the bicycle thefts cleared up by the police have not matched the trend upwards in Victorian bicycle thefts and in N.S.W. the recovery rate is even lower, being only 4.2% in 1984 and 5.3% in 1983, which is as bad as what it is in the U.S.A.

In the United Kingdom, police are over twice as effective in clearing up bicycle thefts and some county police forces such as Norfolk clear up 20% of the bicycle theft cases. In Holland we believe that their recovery rate will be higher still because of the use of combined registration, insurance and built-in locking devices on the

bicycle in well-thought-out theft reduction schemes. In the U.S.A. bicycle theft is a worse problem than in Australia with theft clearance rate of 5%.

The newer American theft prevention programs are based on the registration of the bicycle by the user, with mostly private agencies who use computerized filing and information retrieval systems. These systems are unlikely to be anywhere near as effective as the Dutch schemes, and there is little to learn from American theft prevention programs, the best of which are described in the SBCV research report.

The Americans, however, have been very successful in developing private solutions to the theft problem in the development of "U" locks, leaflets and pamphlets designed to make cyclists aware of the theft problem. The handbook "How to avoid bicycle theft" is worthy of a special edition for sale in Australia (ANDREWS 1984).

In Victoria the existing system of theft control is so bad that of the 1,000 to 1,500 stolen bicycles retrieved by the police most are never returned to the owners. About 450 to 500 are auctioned by the police each year and up to 750 are returned to the finder each

year. A similar situation prevails in other States. The principal reason for this is that most bike owners can't give a proper description of their bicycle or any serial or registration number to the police. A secondary reason is that most bicycle theft is viewed by the police as petty crime and receives low priority in terms of time and manpower allocated.

If the bicycle is seen by the police as being valuable, that is, worth more than \$500 and there is a likelihood of a charge being laid, the police will usually take action. However, most bicycle thieves are apprehended as a result of an investigation of someone acting suspiciously or because studying the police theft reports shows an increase in bicycle theft in a particular area, which indicates that a professional bicycle thief or a group of thieves are responsible for multiple thefts.

In Victoria about 400 people a year are apprehended for bicycle theft but as 300 of these are juveniles, most thieves receive only a caution. Some adults with a criminal record are sent to prison.

It's likely that the Victorian Neighbourhood Watch scheme that has caused the dramatic drop in burglaries during the last 15 months is

responsible for the drop in bicycle thefts for 1984. However, no hard data is available to confirm this viewpoint. The most extensive networks of neighbourhood watch groups are in Japan and in that country make a major contribution in preventing bicycle theft so we may conclude that such citizen groups could be effective in preventing bicycle theft in Australia.

Victorian bicycle marking scheme

The Crime Prevention Bureau operates a voluntary bike marking scheme. Local police, with the assistance of service clubs engrave or stamp a number on each bike brought in on special days. This scheme does not appear to reduce the theft rate. To quote from the SBCB Bicycle Theft research report:

A survey was carried out to investigate whether there was evidence that bike marking reduced bike theft ... the figures tend to point to a situation where cyclists are keen to have their bikes marked or the scheme is more vigorously pursued in areas where bike theft is more prevalent ... the information cannot support a hypothesis that bike markings reduce the theft rate.

The principal advantage of the bike marking scheme is to help the police unite a recovered stolen bicycle with its owner, which means that the recovered bikes don't clutter up the police station until they are sent for auction or to the finder. It is also an excellent public relations exercise for the police.

It's clear from the correspondence this writer has with the State police forces that no other State police force has an adequate bicycle theft prevention system in operation or is contemplating establishing such a system.

Profile of the adult bike thief

Police case reports and interviews with bicycle thieves, conducted in the preparation of the Bicycle theft report, provide an overview of the 104 male adults and 3 women who went to court for bike theft in 1984.

Most adult thieves appear to sell the bikes they steal for income and many do it because they need money for drugs, selling off their stolen bicycles through dealers, not directly to individuals. Most of their victims are commuter cyclists who don't use "U" locks and park their bicycles in public parking lots.

The most successful adult bike thieves steal a lot of bicycles before they get caught, are male, and use

bolt-cutters that can chop through most locks in use in less than ten seconds. They go for public parking areas where bicycles are left for some time. Even though 80% of the bicycles are locked, thieves can select the bicycles they want to steal with a good resale value.

The adult thieves' target areas are railway stations, shopping centres, open office basements and especially places where bicycles are stored out of sight. Sometimes vehicles are used and they steal bicycles a considerable distance away from home. In the inner suburbs they go for bicycles locked up on the front porches of terraced homes.

Apart from "U" locks and 8mm. diameter hardened motor cycle chains which few cyclists use, **all other locking devices are easy game for bolt-cutters.** It would appear that the adult bike thieves are more organized and better equipped to steal bikes on a larger scale. To further quote the SBCV Bicycle Theft research report: *One police station told of a group of three adults who were stealing bikes to support a drug habit. Each had stolen 50 to 80 bicycles. They operated along the Bay-Beach railway line and although they were known to one another they worked individually. They sold the complete bicycles to secondhand and pawn shop dealers ... The bicycles were invariably high quality ten-speed racers ... the bicycle was ridden away, loaded into a car and disposed of, usually within the same day.*

Another 29 year old drug addict operating around the city stole \$20,000 of bicycles mainly from Melbourne University. These typical examples of organised adult bike thieves show us who is killing bicycle commuting especially at railway stations and at institutions of higher education.

Profile of a juvenile bike thief

As a result of work done by Melbourne University Criminologist Dennis Challinger we have more detailed information about the several hundred juveniles charged with bicycle theft in 1982 and 1984.

There are isolated instances of older juveniles operating on the same basis as the more efficient adult thieves and using bolt cutters, but this is unusual. For example out of 335 juveniles that were cautioned or went to court in 1984 they had only stolen one bicycle for the purpose of stripping down (46%) or to ride themselves (29%).

Only 3% of bicycles are sold but some stripping down is done to sell

parts, but most parts are used by the thieves or their friends. Juveniles steal primarily to have a bike of their own or to make improvements to their own or friends' bikes with parts.

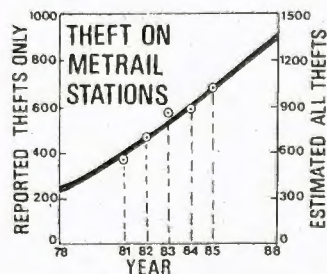
Most juveniles don't consider bicycle theft to be a serious crime although some of their parents do, and report their own children to the police. 96% of juvenile bicycle thieves are male, with an average age of 14 years, but 18% were at primary school. It seems they steal bicycles in their local area which they know extremely well and 26% of these are from homes, 22% from outside shops, 15% from school and 18% from centres of entertainment such as swimming pools, clubs etc.

Surveys show that juveniles rarely use bolt cutters or similar tools, because 80% of the bicycles stolen from homes are unlocked, half the bicycles at local shops are unlocked and at least one-third of the bicycles at schools are unlocked. Some juvenile thieves take pleasure in picking combination locks. Many locking devices can be cut with household pliers so they don't need to use special purpose tools.

Most juvenile theft can be easily dealt with by cyclists taking care and always locking their bicycle at home and whenever they leave a bicycle outside a shop even if only for a moment. A juvenile thief waiting for the unlocked bike of the type he wants can mount it and be away in just a few seconds.

Thefts from railway stations in Melbourne

The worst example of professional incompetence in combatting bicycle thieving is to be found in Victoria on the Metropolitan rail system where 2,796 bicycles have been reported as stolen to the police over the last five years. The reason for the thefts is that VicRail decided in the 70s to get rid of its relatively secure bicycle storage facilities on the platforms and put them outside the stations where insecure racks are provided where adult thieves would prefer them to be. The present management refuses to



Bicycle theft at railway stations in Victoria continues to rise as the popularity of bike/rail travel increases.

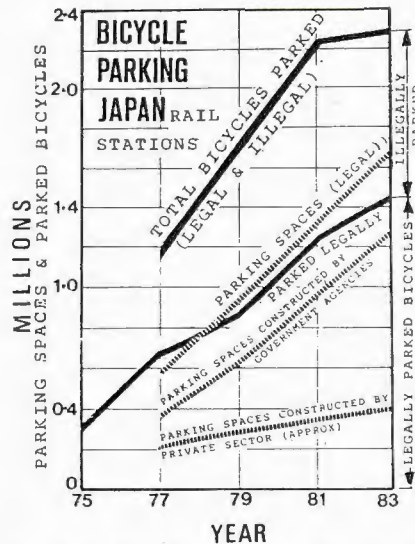
change this policy. It is losing a lot of rail patrons as a result.

Reported theft figures released by the police in 1985 clearly show the upward trend in theft at metropolitan railway stations. In 1986 it is probable that at least 800 bicycles will be stolen and if bike/rail patrons are leaving good bicycles the odds are that during next year 70% of them will be stolen.

The rail authorities have no plans to deal with this problem and they could lose up to one-half of their existing bike-rail commuters as a consequence.

For 10 years the Bicycle Institute of Victoria has been asking the Metropolitan Rail Authority and Transport Ministers to do something about bicycle theft at railway stations and encourage long distance commuting from the outer suburbs by encouraging bicycle access to the stations. What has happened is that bicycle thieves have been actively encouraged by incompetent decisions and a complete inability to respond to problems in a practical way.

The 60-strong internal security division of the railways are incompetent because they have not reduced the theft rate and have totally failed to analyse the theft problem and present solutions to top management.



Growth in demand for bicycle parking (both legal and illegal) at Japanese railway stations.

False information provided by VicRail Internal Security Division led to lies being told in answer to question 591 in Parliament (3/12/81) regarding the extent of bicycle theft at Metropolitan stations. According to VicRail there were only 16 thefts in 1976 rising each year to 88 in 1980. Compare this with the official Police figures for 1981 to 1985 in Figure 2 and the lies become very obvious.

According to VicRail there were the same number of thefts at Frankston station in the first six months of 1985 as there were for all 205 stations in system in 1976. According to Victorian police data thefts in the first six months of 1985 at typical stations were: 16 at Frankston, Glen Waverley and Moorabbin; 14 at Cheltenham; 13 at Oakleigh; and 11 at Ringwood, Mooroolbark, Dandenong and Werribee.

Rail management became aware of these figures when Ken McIntyre of the Public Transport Users Association tabled these theft figures at the November 1985 Metropolitan Transit Board meeting at the request of the Bicycle Institute of Victoria. A confidential Metrail memorandum dated the 7th October 1985 on the subject of bicycle storage facilities contains no reference to the growth in bicycle theft and displays an appalling ignorance of the problem.

In contrast, the Victorian State Bicycle Committee has always recognised the problem of the unsophisticated user, at railway stations. Rack designs, recommended by the SBC, build security into the racks, by making them uncuttable by bolt cutters and the provisions of "lock

The New Shape for Pedaling Efficiency— A Computer-Designed Chainring for Better Biomechanics.



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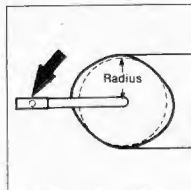
1 Lighter, More Rhythmical Pedaling

When the crank reaches the horizontal position, the legs turn out the greatest power. With the crank nearly aligned with the major axis of the chainring, the turning radius is smallest when the crank is nearly horizontal. The chainring picks up speed and the burden on the legs is lightened. Because of the lighter load, a better balanced counterforce is given to the body, which means that its sways less. The result is lighter pedaling action and a more rhythmical motion.

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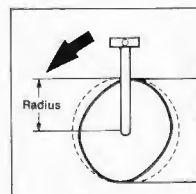
Tel: (03) 380 9685



With the crank arm at the horizontal position, leg thrust is at peak power. Turning radius of the chainring is minimal, for assured light and quick pedaling.

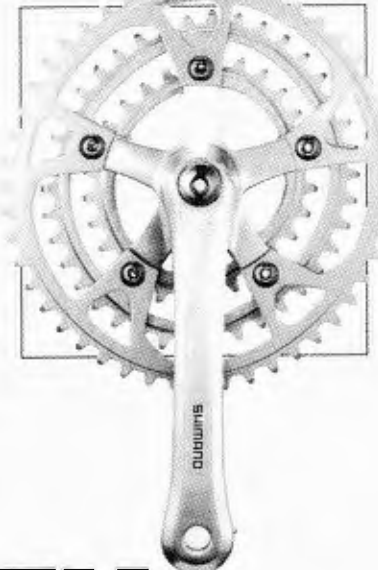
2 More Efficient Use of Power

When the crank reaches the vertical position, where one leg is folded at the knee and the other is fully extended, the turning radius of the Biopace Chainring is maximum, with its rotational speed slowed considerably. The slowed rotational speed, in turn, allows the legs to apply more power to the downward thrust of the pedals, instead of merely keeping up with their turning movement. The result is fuller use of the leg muscles and more efficient application of power.



When the crank arm reaches the vertical position, the turning radius is maximum, for slower pedaling action and more efficient application of leg power.

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shields" to protect the puny locks most existing users have.

New Japanese storage technology

In Japan two new types of storage equipment have been developed for using bikes to form an integral link in the urban transport system, which have been widely used in the low density outer urban areas of Japan that are most similar to Australian suburbs. The first type of storage equipment comes in a whole range of sizes and enables cyclists to leave their own bikes without fear of theft at stations. The second type of storage equipment enables cyclists to hire adjustable bicycles dispensed automatically (like soft drink cans) from a multi-storey dispensing rack at underground stations, modal interchange and major stations (see box).

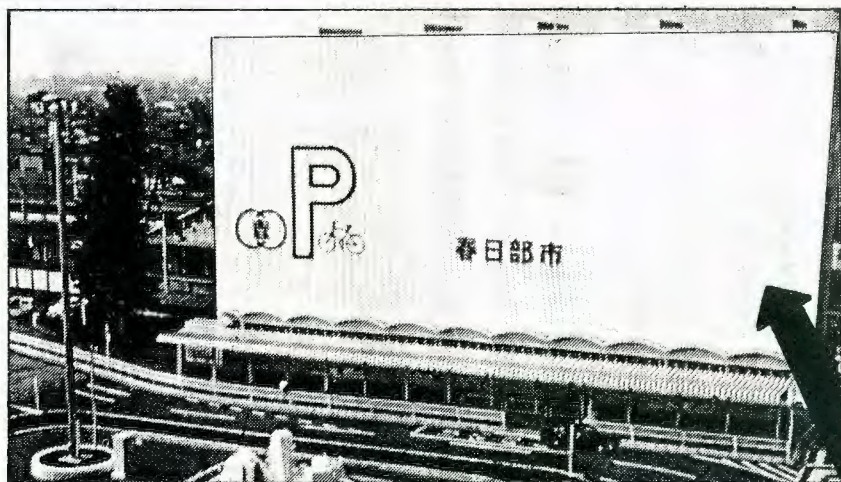
The common element of the new technology is that it saves space and is safe and secure from the attention of adult thieves, juvenile thievery of bicycle parts and vandalism. This new storage equipment concentrates the bicycle parking in a way which minimises home-to-station travel time for cyclists and reflects the policy of giving bicycle access greater priority by rail management (Replogle 1983).

How these systems developed so rapidly is a credit to Japanese technical skills because between 10 and 12 years ago there was a low level of bicycle theft and cyclists simply parked their bikes anywhere available. As bike/rail commuting grew more popular this caused jams, and in Japan they referred to 'bike pollution'. Initially the main concern was to remove the thousands of bicycles clogging up the footpaths and

railway property and just to store them as economically as possible. Bicycle theft was not seen as a problem until about 1977.

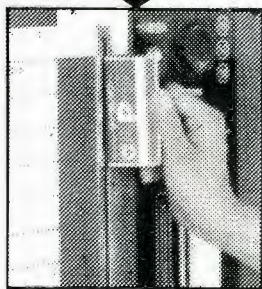
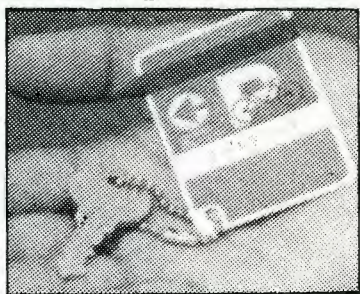
In a short time practical solutions developed. In some cases Japanese designers could not squeeze enough bikes into the land available so the next stage saw fairly simple multi-level bike parking structures, often of prefabricated design and construction. They usually ran to two or three storeys (Replogle 1983).

After that designers created automatic storage systems equipped with materials-handling systems commonly used in automated warehouses. These got more capacity out of the space. Finally, fully-automated multi-level bike parking structures evolved that parked bikes at very high density to meet the high demand. An example of this is "Mitsui Mike".



The 'Mitsui Mike' fully-automated bicycle storage system. It houses up to 1556 bicycles and handles 3000 bicycles each work day. This unit provides storage for Kasukabe City railway station the Tokyo equivalent of Box Hill station in Melbourne or Chatswood in Sydney. It charges \$9.00 per month for totally secure bicycle parking.

MITSUI MIKE



30 loading bays for rail users.

Hooks under handlebars take the bike up

The simple multi-level structures in Japan cost about \$260 per space; the automated storage systems cost about \$390, and fully-automated multi-storey bike parks cost in the \$700 to \$900 range. **Comparable costs for multi-storey car parks are in the \$6,000 to \$8,000 range.**

Meanwhile in Victoria and other states there are a few bicycle lockers and inadequate racks, most of which are being eaten away by rust and will become unsightly eye-sores in just a few years. Victorian rail engineers have no locker designs that will stand up to salt water corrosion that occurs at the rail stations a few hundred yards from Port Phillip Bay as the rusting Mark 2 lockers at Sandringham station demonstrate. So much for Australian technology.

The way to beat the theft problem at railway stations

Only 20 stations have a significant number of bike/rail commuters and the theft rate between them varies a great deal, from 17 thefts at Hoppers Crossing to 148 thefts at Frankston over the last five years. There have been 946 reported thefts at the 10 worst hit stations over the last five years which means that actual thefts at these stations has been just over 1,400.

In Melbourne there are 20 stations with more than 30 bike/rail patrons which accounts for 74% of all bike/rail patrons. Fifty two percent of

these bike/rail patrons will lose their bicycles if the upward trend in thievery is the same as it has been over the last five years. There is a pressing need to protect these existing users before providing facilities for new patrons at other stations.

Surveillance and staff training at these stations is needed to help deal with the problem. This program would have its engineering element (racks), its education element (the user), and its enforcement element (monitoring theft and catching thieves).

Three year anti-theft program — objectives

The primary objective of this program is to protect the greatest number of existing patrons quickly against escalating thievery. The secondary objective is to minimise the use of the existing Metrail bicycle lockers which cost, installed, about \$700 each by putting new thief-resistant racks back in railway platforms when the stations are staffed and reserving bicycle lockers for use at unstaffed stations. There are other design options which are detailed in an earlier (1981) research report that need to be considered for implementation in year three.

Above all there needs to be a design study of all available high security devices currently available on the international market. The first objective can be easily achieved by retrofitting existing racks as quickly as possible.

Combating theft Australia-wide

There is no doubt that the Bicycle Theft Research Study recommendations should apply Australia-wide, but it is necessary in the first instance to trial the proposed universal registration scheme in Victoria. This will probably be done with funds from Federal sources.

The need for the universal registration scheme derives from the fact that as accurate descriptions of bicycles do not exist for most bicycles only a small number of bicycle thefts are cleared. When the police retrieve the bicycles there is no other practical means of reuniting the bicycle with its owner. A system of registering bicycles is absolutely necessary.

The theft problem is compounded by cyclists who are not security conscious and are complacent about bicycle theft until someone steals or vandalises their machine, then all of a sudden they wake up and take preventive measures, or stop cycling.

Cyclists must therefore be educated to secure their bicycles at home and when briefly parked at a shop or other public place and to use locks and chains that are resistant to attack by bolt-cutters if the bicycle is regularly parked for more than a few minutes at the same place.

At present stolen bicycles are easy to dispose of because proving the bicycle belongs to someone else is so difficult that those who deal in stolen bicycles feel very confident they won't get caught. The proposed universal registration scheme would end all that and be a real deterrent.

In the long term the Standards Association of Australia also has a role of ensuring that all bicycles sold have a built-in locking device and that all bicycles be stamped with a serial number. Private agencies such as Bicycle Australia (which currently operated the only bicycle insurance scheme in this country) and affiliated groups such as the Bicycle Institute of Victoria also have a role in exploring ways of reducing insurance premiums for cyclists who purchase and use "U" locks.

The bicycle retail trade has an important role in educating cyclists at the point of sale about their security needs and developing better means of retail presentation for locking devices.

Bicycle security accessories are an important part of the retail traders overall sales in the better bike shops. By doing a poor job in selling bicycle security some bicycle retailers are actually contributing to a downturn in bicycle sales.

Rent-a-Cycle Card System

Japan Bicycle Promotion Institute, 1984.

A members-only cycle rental and parking system utilizing magnetic cards has been established at Ageo Station outside Tokyo.

This unique system has already received favourable results toward reducing the congested parking problem; moreover, economical transportation is available for the low monthly membership fee of Y2,500 (US\$10), which is inexpensive

in comparison with the cost of local buses.

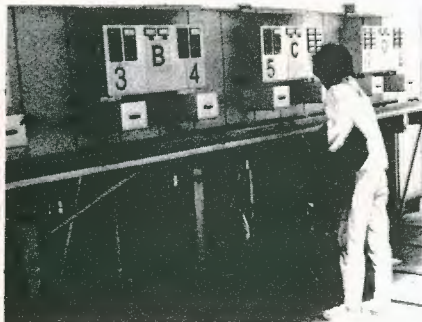
In order to save valuable space, the cycle parking area is designed vertically, to accommodate 480 bikes within 98 square metres. A horizontal parking area of similar space can only hold one-fifth of that number.

Round-the-clock, unattended operation is definitely the rent-a-cycle system's primary attribute. This 24-hour service is extremely popular among workers who report for work early in the morning, or return home after midnight.

A follow-up survey shows that each rental bicycle is used by as many as five renters daily, with the average being three.

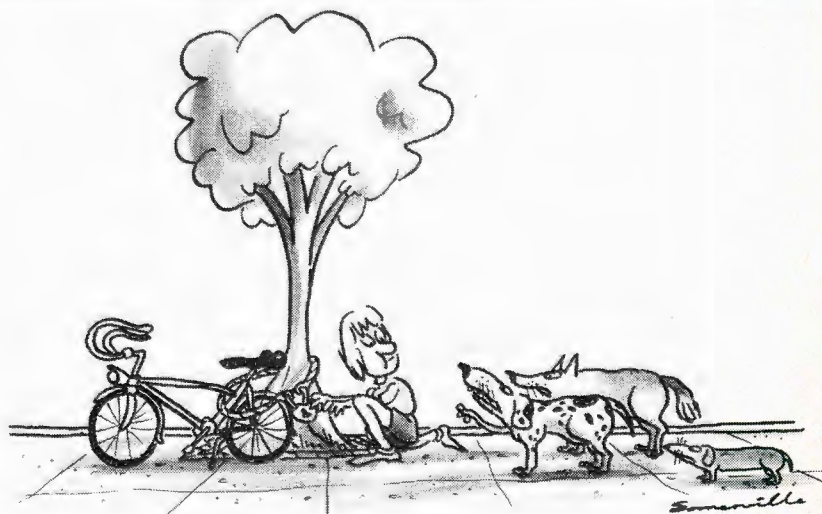
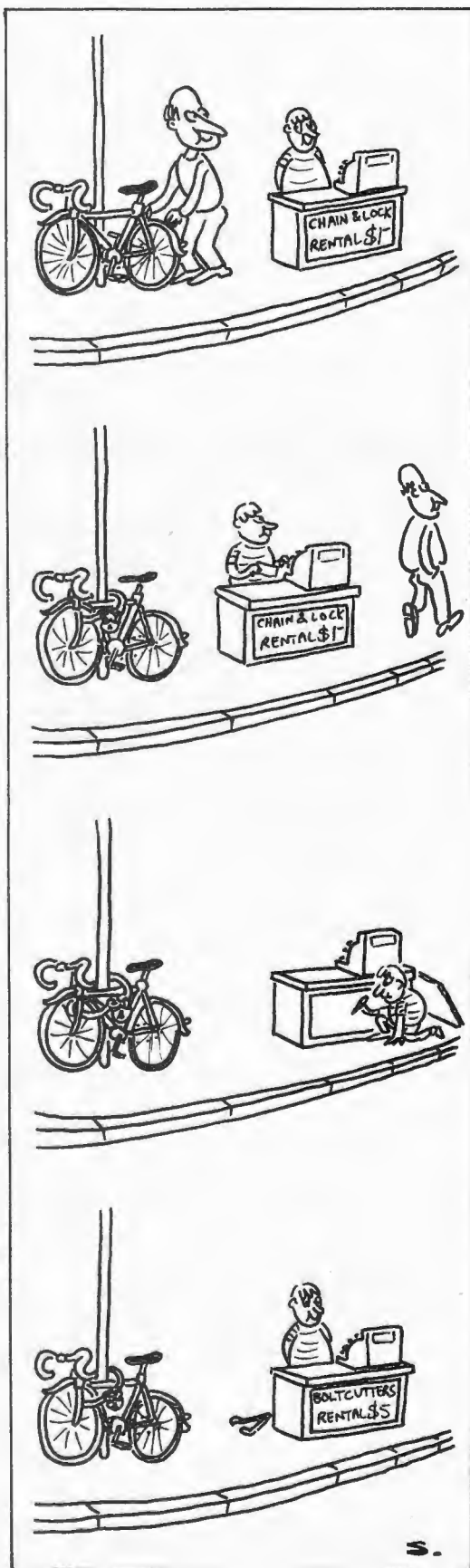
Another advantage is that the cycle system provides a means of transportation between metro facilities and local attractions.

Getting a bike out of the cycle outlet is simple. A user merely has to insert their card into the cycle unit's card reader to certify and record user data and bicycle usage.



Renter inserts card in the reader slot and takes bicycle out from below.

ON BICYCLE THEFT



On the Great Victorian Bike Ride

The second Caltex Great Victorian Bike Ride was even more successful than the first. This time the organisers had got it right. It all added up to a week of fabulous cycling fun. Warren Salomon was there.

Imagine a road in the country. You are riding your bicycle down this road waving to the other bicycle riders that pass you by. Not just one or two but literally hundreds, thousands of them. After a while your arm gets sore and your face aches from returning all of those smiles but still they keep coming. Are you dreaming or is it Holland?

No, the chances are that you have just stumbled across the Caltex Great Victorian Bike Ride as it pushes its way across the Garden state southwards to Melbourne.

This year the ride was run for the second time along a route that anbled between the northern border town of Wadonga southwards to the state capital. The ride was born in 1984 and was a major event during the state of Victoria's 150th anniversary celebrations. This year it showed us all that the event is here to stay by attracting almost as many riders as the first.

In the space of nine days the 2000 or so riders experienced almost every kind of weather condition Victoria has to offer, everything except snow and sleet, that is. Crossing the flat wheat country on to Shepparton it was hot and windy while further south around the spa town of Daylesford the skies clouded over as the temperature dropped. Near Seymour a cloudburst late in the day capped almost two days of solid rain.

Through all of this morale remained high. Everybody seemed intent on having a good time. Some were almost obsessed with it.

A large proportion of the ride was made up of high school students on the road in large happy groups generally letting loose at the end of their school year. "Lets rage until we drop", seemed to be their motto at first and the Ride's security officer was kept busy late into the night telling groups of chatting teenagers to shut up and get some sleep. After a few days of late nights and early starts interspaced with a day's cycling adolescent exuberance lost its raucous edge leaving only the hard core snorers to disturb the late night air.

The ride was like a huge travelling caravan the likes of which have seldom been witnessed in rural Australia. At the end of the day sports and show grounds were converted into tent cities and facilities were stretched to the limit.

In tent city the walls are very thin and some found that the person in next tent snored all night. The next morning one group of neighbors were complaining about the chain saw being used in camp all night!

This year the organisers demonstrated that they had learned from the previous event. Gone were the long queues for the two most essential services: food and toilets. I do remember lining up once or twice to go to the loo but not to the extent that last years riders had to endure. When you have two thousand travelling companions all wanting to do much the same things at the same time you do have to expect some delays.

This year delays at the showers were minimal. Ride organiser Graeme Rebbeck, who did a splendid job, had two demountable shower blocks specially constructed for the ride after the hire equipment had failed last year. They were a huge success gushing out an endless supply of water at a constant temperature of 55 degrees celsius irrespective of how many people were using them.

There were a few teething problems but no one seemed to mind much. Every one had their own special way of overcoming minor difficulties like the shower roses that had been installed with minimal adjustment. The problem was that they couldn't be directed low enough on the body. I coped by standing on my toes but I did hear of a short woman who was less fortunate. She kept getting sprayed on the forehead.

Others had different methods. Kids had to jump up to get to the water jet while one man found that if he stood well back he could catch the spray. Out side all could be seen were huge bulges in the plastic tarpaulin as bodies pressed back further to catch the water.

One problem was completely unforeseen by the shower block's designers. On one of the hot nights the riders wouldn't use them. Instead they were using the local showers which had long gone cold. When one of the





A GVBR pictorial. Clockwise from top left: The ride attracted many interesting machines like this rare 1920's Malvern Star triplet ridden by Marian, Carolyn and Paul; Over 70 WICEN radio operators monitored the ride; This veteran rider was obviously worried about traffic from behind; One of the three luggage trucks which transported the riders gear from town to town for the duration of the event; In the small town of Clunes the local shop was cleaned out of ice cream. Nick from the Melbourne Bicycle Touring Club was one of the lucky ones.



organisers enquired the riders said that the GVBR showers were fine but they were hot and in this weather they wanted cold ones.

Coping with the mass society is part of what the GVBR is all about and the logistics of an event of that size are impressive. A small army of 210 volunteers made it all happen.

This year the ride was wired for sound and a huge contingent of Wireless Institute (WICEN) operators working in conjunction with St Johns Ambulance did a marvellous job and contributed to the ride's excellent safety record.

There were many minor accidents along the route. Generally speaking these involved individual riders and were typically incidents involving minor falls from bikes and the like. The communications and first aid back up were so efficient that I did not see one person ever in need of assistance who was already surrounded by a group of St Johns people and WICEN field operators. It felt to me as if I only had to think I was going to fall off my machine before I would be quickly wrapped in a blanket and treated for shock and abrasions.

To some extent riding with so many cheerful people is a bit like being in a dream. I had heard the stories from last year's ride but hearing tales is not the same as being there.

This year the catering was efficiently provided by the large Melbourne based catering firm O'Briens. Meal times were spread over a two hour period so there was enough time for every one to have a leisurely meal with out a lengthy wait to get served. The food was good and in cyclist size quantities though towards the end standards sagged a little. The





only complaints I heard were from the small contingent of vegetarians who felt a little betrayed by unsympathetic menus.

Mechanical support was provided by a collection of bike shops with the Apollo dealer group supporting the ride from start to finish. Racing champion

and bike shop owner Dean Woods made a brief appearance and did a stint as mechanical back up. He and others reported a host of poorly maintained bikes that really should have been attended to before the ride.

On a ride the size of the GVBR you expect to hear all kinds of stories and

meet some interesting characters. Saxophone Jack stole the show with his bronchial renditions of tunes from another era. His moment of triumph was realised when he played before a sceptical crowd in Seymour on the last night of the ride. His delivery that time was precise and the audience went wild

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cheering him as the winner of an impromptu talent quest.

The notice board provided on the side of the huge Victorian Automotive Chamber of Commerce mobile display centre was board was a big success. One of the first notices to appear was "If you are a female and are looking for a good time, come to the grandstand after eight o'clock." This proved to be a headache for the ride's security officer who spent the following night chasing adolescents out of grandstand and ordering them back to their tents.

The ride was a good mix of ages and sexes. In contrast to the heavily macho world of competitive cycling the GVBR attracted almost equal numbers of males and females. School groups often had many more girls than boys.

Riding behaviour was very good. With lots of cups of tea and stops along the way the two thousand spread themselves out along the route with little problem. Congestion only occurred in towns where suddenly bike riders outnumbered locals ten to one.

Every where one looked there was movement. People leaving, arriving and going about their business. All to a purpose. Gear to drop at luggage trucks. Go to the toilet. Adjust the bike. Have breakfast.

Even though the ride is held at a busy time of year for many people it offers the



Above: Don Lemm and Harry Clarke make for Melbourne during the final stages of the GVBR. The pair covered the entire distance on their high wheelers. Opposite: Home at last! At the ride's end these young women wait to be picked up by friends or relatives. It's all over for another year.

most favourable weather. The end of the year makes it an ideal release for students who give the ride its youthful vigour and moments of madness.

Over fifty percent of this year's riders were 'old hands' from last year. In spite

of the days of rain and headwinds they all seemed to talk of doing it again especially since next year's ride will use a brand new route through Gippsland.

It's easy to see why people go back for more. See you there next time.

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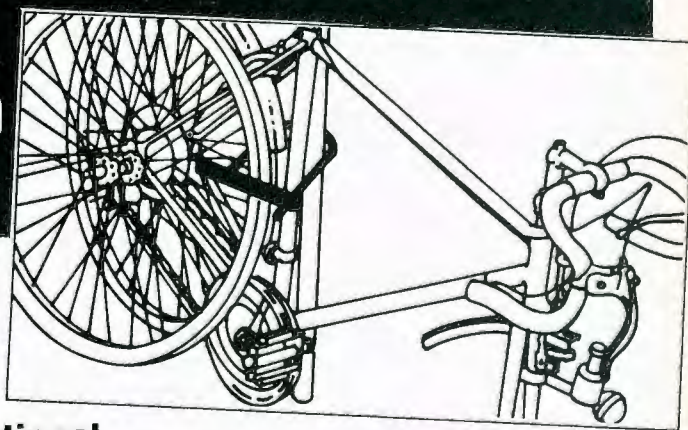


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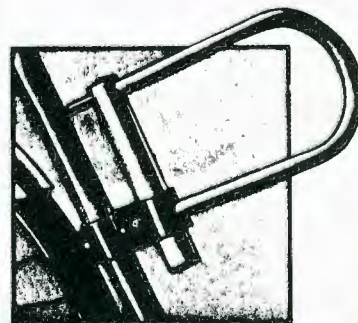
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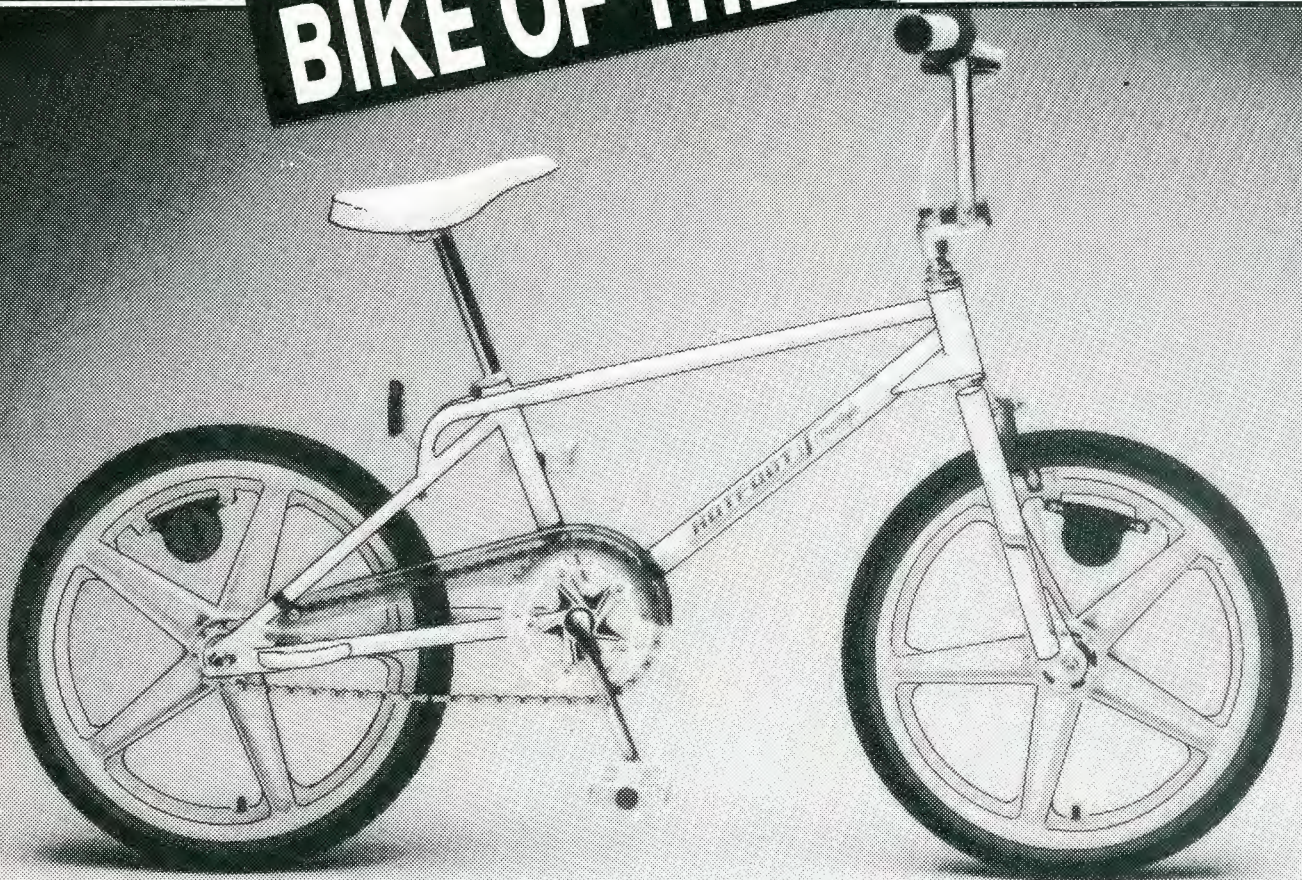
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Plain sailing

Occupants of Balranald might be flattered to know that, to some trans-continental voyagers, their tiny town in south western NSW is a buzzing metropolitan oasis. Certainly, that was how it seemed to Fiona Kennedy and her friend Steve as they entered the small town having crossed the Hay Plains on their epic journey from central NSW to Adelaide.

We were both restless residents of smoggy Sydney and had, for a number of reasons (dismissed as irrational by family and friends alike), chosen to spend three weeks in mid-summer riding from Hay NSW to Adelaide.

One thing that we did learn from our tour was that frugal little towns such as Balranald, with such sane luxuries as showers and salad sandwiches, can be transformed into marvels of civilization - beauty is certainly in the eye of the beholder!

The trek across that plain was, we now agree, the worst stretch of our tour. For over 130km we experienced little more than a head wind, dust, brown grass, and three-cornered jacks. For those lucky enough to be unfamiliar with these little deflators, they are a pea sized burr with three distinctive, rubber-hungry spikes. On the first day's ride they dealt Steve four punctures in tyres which were guaranteed puncture proof!

The Hay Plain is a vast, treeless, inhospitable expanse, to be conquered only by those cyclists whose tenacity outweighs their sanity. Mind you, the

ride between Balranald and Euston is hardly exhilarating, but we were encouraged by the thought that we were due to reach Mildura - about which we had heard glowing reports - the following day.

It was at Euston that we first met the Murray River, and Joshua. Joshua was the most memorable character we encountered on our travels. At 53 he was heading towards Brisbane from Melbourne (via Mildura and Broken Hill!) to meet a friend with whom he intends to ride around the entire coast of Australia. Good luck Josh!

We were graced with Joshua's company for a most enjoyable ride between Euston and Mildura. After a day of digestive re-fuelling in that green, cheery town, we set off towards South Australia, humbled by the meagreness of our own journey.

Early on the sixth day we discovered Lake Cullulleraine - a tranquil, man-made lake about 60km west of Mildura. We were very tempted to extend our two hour stay at the lake, being particularly aware of a searing heat but, fools that we were, we pushed on, and were forced to beg water from obliging motorists.

Once past Renmark (a miniature Mildura) we were truly in South Australia, and the riding became increasingly pleasant. Although the days were very hot, the towns were close enough to make a parched throat unnecessary, and of course we were able to refresh ourselves in the wonderful old Murray.

Waving the Murray goodbye at Blanchetown we headed on over the Mount Lofty Range (not half as daunting as the locals had prophesied) and into the Barossa valley where we spent two thirst-quenching days. After the Barossa, it was down to Adelaide, and beyond to the Fleurieu peninsula.

Riding south and then east around the peninsula towards Victor Harbour, the sensations offered to watchful cyclists are enough to obliterate the most gruelling of head winds. Up hill and down dale, from windy surfing beaches through lush dairy country to tranquil fishing villages, across silent creeks and around rocky escarpments, touring the Fleurieu is pure joy.

The architecture too, in towns such as Victor Harbour and Strathalbyn, is a

delight to behold, and we were particularly charmed by the hospitality of certain shopkeepers in "Strath". The days that we spent touring the Fleurieu made the flat boring country of the inland seem as remote as Mars.

Our pleasure was reinforced by a zip through the sylvan Adelaide Hills (accelerated by foreboding tales of imminent bush-fires). Then came the ultimate in bicycle travel: 10km of down, down, down on the road from Stirling to Adelaide city, as trees, rocks, and telegraph poles became a breathless blur.

We spent our remaining three days in Adelaide, mostly around the sea-side resort of Glenelg where we behaved as if we had never before seen food. There we could do little other than to lie prostrate on the beach.

Then, after 22 days of unforgettable experiences, out of time, money, and satisfied with our 1050 km of rubber-rolling, we hopped into a coach and spent an incredibly tedious ten hours in air-conditioned claustrophobia, all the way back to Hay. Oh to be back on two wheels!

Over these twenty-two days of touring I had, apart from meeting some terrific people, doubling the size of my quadriceps, and improving my inner

tube changing skills, learnt many things about summer-time touring in the Australian bush:

1. Always carry more water than you imagine that you could possibly consume.

2. Thoroughly investigate all possible means of avoiding burr-induced punctures before leaving home.

3. Use inner tubes with car-style valves, as most small-town shopkeepers, when asked about tubes

with French valves, have "never 'eard of 'em."

4. Check with the Bureau of Meteorology as to the prevailing direction of the winds.

5. Don't ride in the heat of the day (unless you're a Salamander).

6. Carry plenty of toilet paper (especially if you're living on dried fruit!)

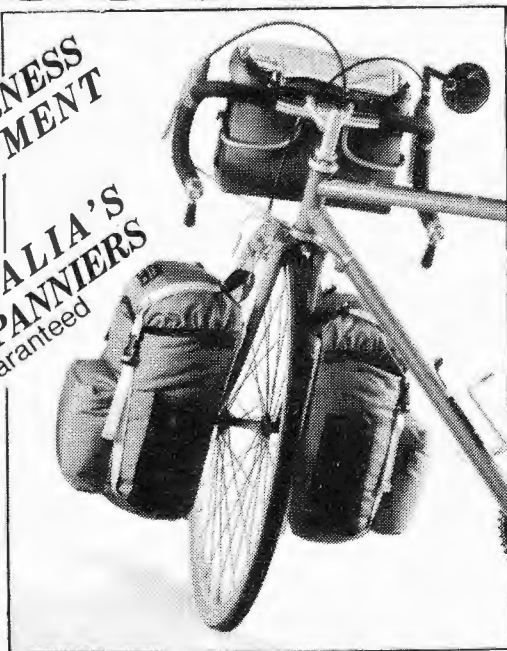
7. Always retain a sense of humour.

8. Think of the sun tan you're getting!

The author with friend Steve sheltering from the wind at the Hay Plains field station.



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WORLD'S LIGHTEST

WEIGHT (g)	0	100	200	300
BRAND A			135	75g*
BRAND B			220	75g*
IRC ROAD LITE EX			205	70g*
TUBULAR (STANDARD)			280-300	
				* BUTYL TUBE WEIGHT

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	CHASSIS MEASUREMENT
ROAD LITE EX	700 x 25C 205g	24 mm	100 psi	675 mm
	700 x 28C 235g	26 mm	100 psi	685 mm
	27 x 1 210g	24 mm	100 psi	685 mm
TOURING EX	27 x 1 1/2 285g	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	36 mm	100 psi	690 mm
	27 x 1 305g	39 mm	95 psi	695 mm
BUTYL TUBE (MI PRESTA VALVE)	700x20C 700 x 25C 27 x 1	70g	---	---

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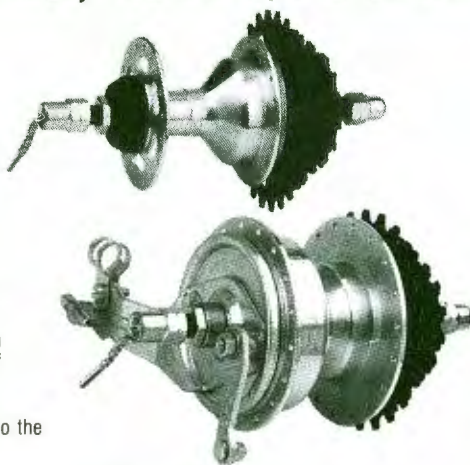


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SACHS Orbit Two-Speed Hub

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.

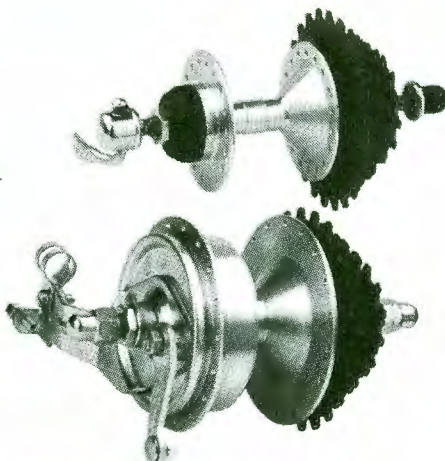


**SACHS Orbit HT. Rear Wheel
Drum Brake Hub with 2 Speeds**

- 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

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.

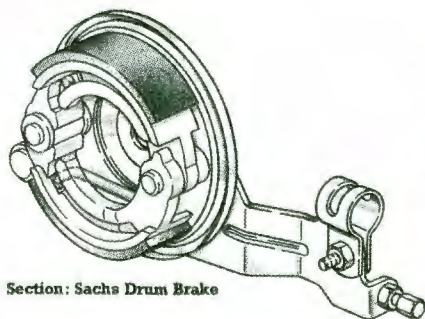
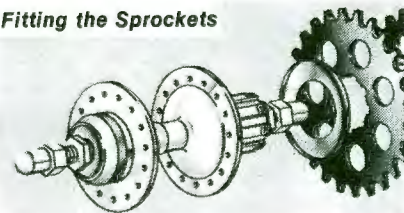


**SACHS Galaxie HT. Rear Wheel
Drum Brake Hub**

SACHS Galaxie Free-Wheel Hub

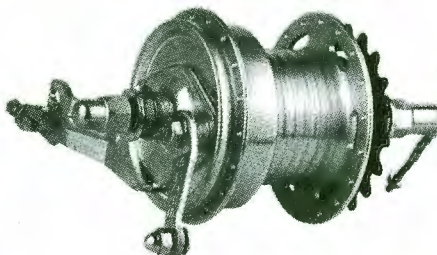
Fast sprocket changing coupled with excellent easy pedalling and a quick-grip device serve to make the SACHS Galaxie the ideal basic sporting element for all types of derailleurs. With its 5 and 6-cog clusters, it is suitable both for the SACHS Commander pre-select system and for conventional gearing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

Fitting the Sprockets

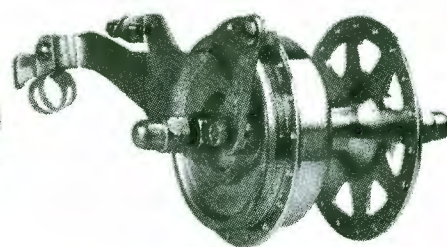


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Hub with 3 Speeds**



**SACHS Orbit VT. Front Wheel
Drum Brake Hub**



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Gone to the 'Gong

In our last issue we announced a readers write-in competition for the best 500 word personal account of last years Repco Freewheeling to the 'Gong Bicycle Ride. The winning entries will be published in this and future issues of Freewheeling. Winners will be notified by post and arrangements will be made with them for delivery of their prizes. Here are the first of the winning entries.

Off the rails but on the right track

I am pleased to be able to write again this year congratulate you on another marvellous 'Sydney to the Gong' bicycle ride. The breathtaking scenery and the gruelling ups followed by exhilarating downs make this a spectacularly enjoyable route.

We again travelled to Sydney by train from Melbourne. (Well we didn't actually, but more about that in a minute.) This time we were accompanied by both our girls, aged 12 and 16. They were spurred on by our glowing reports of last year's ride and had been looking forward to it for months. They were not disappointed.

We thought everything about the ride was an improvement on last year. The weather was perfect (well done), neither too hot nor too cold. We took your advice and stayed at the motel recommended in Freewheeling, and found that our bikes were far more accepted than they were last year. They were allocated an undercover locked area, and didn't have to recline in splendour in the fire escape.

Again, your provisions of back-up and support services was excellent. Although we didn't need anything this year, and came supplied with our own spares, just the knowledge that help is available is very reassuring.

Morning tea was extremely welcome. That fruit cake is something

special. I have included a photograph of the girls enjoying theirs.

Entertainment at the lunch stop was very enjoyable, and we greatly admired some of the costumes. The girls are determined to dress up next year and enter as a pair.

The certificates of achievement were a good idea, particularly for the younger riders. Our girls found that they did help convince everyone back at school that they really had been to Sydney and been on the ride.

Now for the traumatic bits, none of it your doing, but traumatic nevertheless. Again the railways, both Victorian and N.S.W. figure grandly.

When we booked out seats from Melbourne, we wanted two sleepers because the girls had never slept on a train. However, we were a bit late booking, and only one sleeper was available. The girls were happy with this and didn't mind sitting up, especially as we had two sleepers booked for the return journey.

For a start the train was about 1½ hours late because of an "industrial dispute", for fortunately as it turned out we were able to have our tea before we left. Finally the train arrived and we wheeled the bikes in and then began looking for our carriages. Ours was No. 14 and the girls No. 25. Well, we found No. 14 all right, but when we began looking for carriage 25, that was a different matter. The train ended at No. 23. While we were standing there wondering what to do, a railway official said "All the people for carriages 24 and 25, the buses are over there!" So in a mad flap and panic, the girls leaped aboard a bus and left us to lumber along in the train with four bikes to manage.

Another train story. At Wollongong we ensured that we were among the first to arrive at the station. We simply **had** to get on the first train, or we would miss the train back to Melbourne. Great was our consternation when after waiting some time, we were told to go on the end of a huge queue. We had all our necessary tickets, but we still had to go almost last when we had been there almost

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The girls enjoy morning tea at Audley on the 1985 ride.

first. Only through pleading and almost bursting into tears were we finally allowed to squeeze onto a carriage with the bikes piled up beside us. Some even had to be taken apart to enable them to fit in.

However, all that aside, an enjoyable and memorable weekend was had by the family. The girls still talk about it, and we are all looking forward to the ride in 1986. This time we will come by car.

Jenny Baxter
Eaglehawk, VIC.

Sydney to the 'Gong again — the fourth time

What is the right formula for a successful bike "event"? I do not exactly know but the Repco Freewheeling to the 'Gong Ride certainly has it. It attracts a wide variety of people for a whole range of reasons. For some it was the challenge of completing the 85km of mildly energetic terrain and feeling good about the achievement. Others went to immerse themselves in the beautiful scenery both stationary and mobile. For others it was just the excitement of participation with 2000 like-minded people.

In Belmore Park before the start it was fascinating to stand back and watch the behaviour and interactions. There was a definite buzz of expectation. Three groups of people could be distinguished. The beautiful people with their lithe tanned bodies, skin tight lycra clothing and expensive bikes assessed each other and each

other's bikes at a polite distance. The slightly incongruous people who had only two out of the three desirable features seemed to be a lot more volatile. Then there was "the rest", some of whom appeared mildly apprehensive.

From the size of the crowd I thought I would be able to enjoy the ride mixing with cyclists other than those with whom I normally ride. I was wrong. It wasn't long before the old mob began to congregate — probably as sign of primitive tribal instinct amongst strangers.

The first 31km to Audley seemed to go very quickly as this year I thought I would try and stay towards the front

of the field. At Audley the big surprise was the cake. It was real bike rider food. Large dense pieces of real fruit cake — the type you can imagine hearing splash after swallowing. The gathering dark clouds brought back memories of the rain the previous year and so the reunion conversations at morning tea were cut short so that I could be through the dirt section of Lady Carrington Drive before the storm hit. On reaching the top the clouds dispersed as easily as they came.

Red Cedar Flat seemed such a short distance away. The long grass was in flower with bikes and bike riders. Most stayed for the fashion parade (the official one, not the unofficial one which continued on the road all day). It was enough to excite my imagination and make me see that my liberalistic attitudes were in reality a little conservative (which translated means I'd be embarrassed to wear some of the outfits paraded).

Only a few kilometres on from lunch, the route broke through into an expansive view and the coast to Wollongong was in sight from the Otford lookout. The combined effect of lunch and the steep climbs were making some feel that laying on the grass and counting the clouds might be a nice idea. From there the route rapidly descended to Stanwell Park and then along the undulating coast road. The few steep pinches were causing obvious distress to some.

The afternoon tea stop at Coledale was again another time to catch up with old friends and make a few new ones. I was disappointed that there was no move to abandon the bikes for a while and go for a swim.

Riders fill the city streets as they leave Belmore Park on last year's Repco Freewheeling to the 'Gong Ride.





Winners of this years Team Prize were the Woolys Wheels 'Best Dressed' group. Costume designer Sarina Baker (who also put together the fashion parades as well as clothe her ten person team) is seen here accepting the cheque at Flagstaff Point. Sarina wears the womens costume which is made of pin striped lycra. The five men had similar costumes only they didn't have the frilly bits and instead wore black top hats, bow ties and cuffs.

The runners up were the Clarence Street Cyclery Uni Fools consisting of Tony, Phillip and Michael supported by Scott, John, Gary and Graham. They are seen here at Flagstaff Point at the completion of their 85 km one-wheeled journey. Well done guys.

As the hills decreased approaching Wollongong we joined the cycleway which only provided good reinforcement of my attitude to badly planned and constructed cycle facilities.

The final push up Flagstaff Hill seemed to come prematurely. It was only 2:00pm, my trip meter read 85km but it didn't seem like it. It was over!

Knowing that accommodation on the train could be tight we left Flagstaff Hill at 3:00pm. At the station it was obvious that we were seeing further symptoms of the SRA's self destruction policy. It would be so easy to offer an excellent service. Why do they try so hard to deter customers? Once the train was in motion the conviviality commenced and continued all the way back to Sydney.

The "Gong" ride exemplifies many fascinating social aspects of cycling. The most enjoyable part is that you can bowl up alongside almost anyone and a conversation begins. No one needs to feel an outsider. With increasing isolation and sophistication in our society this is an important aspect. It is also why the 'Gong' ride has been and I hope will continue to be a great success.

Charles Coin
Rankin Park, NSW

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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

REPCO



CYCLES

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 ½" 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 ⅛". That ¾" 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.

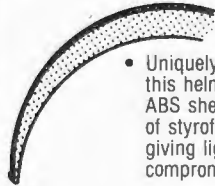
- 1. The Apollo Dalyte helmet is manufactured to Australian Standard 2063.**
- 2. The Apollo Dalyte's unique construction has a twin ABS plastic shell with a thick layer of Styrofoam in between, giving lightness without compromising strength.** This unique construction gives the helmet one of the lowest *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 TO AUSTRALIAN STANDARD 2063
Licence No. 742



Manufactured by Taranaki Equipment Distributors Ltd., New Zealand.
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Western Australia Distributors:
Mortlocks Sales & Service, 22 Bishop St., Jolimont, Perth W.A. 6014 • (09) 387 4988.

Federal government to act on bicycle helmets

The bicycle helmet scene is hotting up though it is not the heads of the wearers that are feeling the heat. The House of Representatives Standing Committee on Road Safety has wrapped up its 1985 hearings and has produced its report. This document makes some far reaching recommendations.

The findings of the House of Reps Committee on Road Safety in its report on bicycle helmets makes some important and far reaching recommendations. During its sittings it was able to gather a considerable amount of evidence. In order to initially present the Committee's findings to our readers we have adopted the unusual procedure of reprinting in full the statement made by the Chairman Mrs Elaine Darling when she tabled her committee's report in Federal Parliament.

Bicycle Helmet Safety — House of Reps Committee tables its report

The Committee has been concerned throughout this Inquiry by the high incidence of head injuries in bicycle injuries and their very high incidence in bicycle fatalities, the latter being around 80 percent. South Australian evidence indicates that in 50 to 65 percent of cyclist fatalities, head injuries are the sole cause of death. Statistics which appalled the Committee during this Inquiry were those showing the over-representation of children in bicycle casualties. Studies show that 70 percent of all bicycle casualties involved children aged from 7 to 17 years, although this age group constitutes only 18.4 percent of the general population.

One frequent misconception is that bicycle accidents involving injury or fatality occur not only on roads in accidents with motor vehicles. This is not correct as many serious cycling accidents are single vehicle accidents and 25 percent of cyclist fatalities occur off-road. Cycling injuries are very poorly reported and their full extent can only be estimated from the current data reported. This under-reporting hinders road safety authorities in identifying the true causes of bicycle accidents and the importance of proper safety countermeasures.

It must be emphasised that helmets are a secondary measure for cyclists

and cannot replace primary safety measures such as rider competence, knowledge and observance of road rules, and bicycle brakes, lights and reflectors. However even the best cyclists have accidents and head injuries can be personally devastating as well as expensive to the community. Quality helmets are a very effective secondary safety measure and an effective helmet can mean the difference between life and death.

With the advent of high-quality, hard-shell bicycle helmets many of these injuries are avoidable or the severity of the injury can be substantially reduced. Despite the high level of protection offered by quality helmets, they cannot protect riders

In Victoria late last year a politician once again jumped onto the helmet bandwagon in the lead-up Christmas selling period. Undaunted by scathing criticisms of previous schemes the Minister of Transport Tom Roper had his colour pic plastered over bike shops and department stores advertising the latest rebate scheme. The new scheme differed from those past by excluding helmets manufactured outside of Australia and New Zealand even if they were SAA approved.




against all injuries or all fatalities as on occasions the impact is too severe. The Committee defines quality helmets as those which have met the minimum requirements set down by the Australian Standard AS2063. The helmet must have a hard outer shell with a firm inner liner. The liner must be able to crush on impact. To be effective as a safety helmet bicycle helmets must be able to;

- (a) spread impact forces to reduce the risk of skull fracture or penetration from highly localised loads,
- (b) absorb as much energy as possible to reduce the deceleration forces on the brain, and
- (c) cover the head and protect it from abrasion.

It is important to understand that cyclist head injuries mainly result from fracturing of the skull as a result of impact and also from damage to the brain when a moving head suddenly stops. Inadequate shells and liners offer little or no protection for the head. To be certified to the Standard, helmets are impact tested to determine their energy attenuation properties. They are also tested on a number of other aspects.

Two studies have provided some measure of the benefits of helmet wearing in real crash situations. A study by Dorsch showed that cyclists in Adelaide wearing a quality hard shell helmet were 19 times less likely to die as a result of head injuries in a crash than those not wearing a helmet.

A study in Melbourne showed that cyclists sustained more frequent and severe head injuries than motorcyclists. Motorcyclists would be expected to be involved in more severe accidents, and other injuries received by both groups support this. However motorcyclists universally wear high quality protective helmets while few cyclists did so at the time of the study.



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the worry lines off your face.

If you love your children, make sure they have Dorcy safety parts on their bikes.

And when you're driving, please keep an eye out for the kids who don't.

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The cyclist fatality rate was almost twice that of motorcyclists and the death rate with head injury as the sole cause, was more than twice that of motorcyclists.

Recent bicycle casualty statistics from Victoria have shown a clear improvement which is believed to be due to increased helmet wearing in that State.

Some deficiencies in the Standard have been identified in the past 18 months and the Standards Association of Australia has moved to correct them. A separate bicycle helmet Standard is being prepared and should be completed in approximately 18 months. The Committee has recommended that this Standard, when completed, be made a mandatory Product Safety Standard under the Trade Practices Act. As the revised Standard may have some significantly different requirements to the current one the Committee felt that the Standard revision should be finalised before compliance with the Standard is made mandatory.

However 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 to a safety helmet.

Consequently the Committee has recommended that helmets which do not meet the impact energy attenuation requirements of the current Standard AS2063 be declared unsafe goods and prohibited from sale. Similarly, bona fide toy helmets should only be permanently marked to indicate clearly that they are toys only and should not be used for safety purposes. This is similar to the marking required on children's floating toys used in swimming.

The Committee believes that universal helmet wearing will result in cost savings to the community although the full extent is uncertain. The Committee saw several cost-benefit calculations for universal helmet use. The Committee believes that an accurate and thorough assessment of the cost and benefits of making bicycle helmet use mandatory is necessary before taking such a step. The Committee has recommended that the Federal Office of Road Safety have a full cost-benefit analysis carried out. Regardless of the results of such an analysis the comparatively low cost of a helmet com-

pared with the cost of those policies which can be avoided make it a very good insurance policy.

Recently bicycle helmet promotion campaigns, particularly those in Victoria, have shown that helmet wearing rates can be increased dramatically. The Committee believes that effective programs to promote bicycle helmet use should be developed at the national level to be quickly available for use by all States and Territories. These programs should utilise where possible effective material already developed. 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. This is not to say that education and promotion campaigns are less important. As with all mandatory safety measures a high degree of self-enforcement is necessary. If cyclists understand the protection available through helmets they are more likely to insist on wearing them.

Some high exposure groups such as adult commuter cyclists are already achieving high usage rates in south

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Tourlife

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



BELL
THIRTY YEARS AT THE TOP

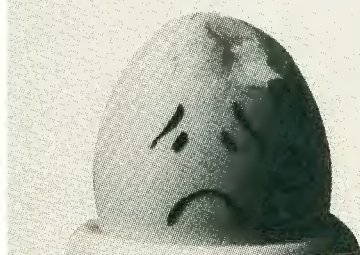


Why a safety helmet?

The main function of a bicycle helmet is to prevent head and brain injuries. In 1984, 1,647 bicycle riders were killed or injured on N.S.W. roads. Research has shown that up to 75% of those cyclists killed from head injuries would be alive today if they had worn a safety helmet. And this is only the tip of the ice-berg as most injuries are not reported.

Not only does a safety helmet give your head great protection, but it also helps you to be seen. Bike riders wearing a white or yellow helmet are more easily seen by motorists, motor cyclists and pedestrians.

Remember that even a simple fall from a bike can lead to serious head injury. So wearing a helmet at all times makes good sense.

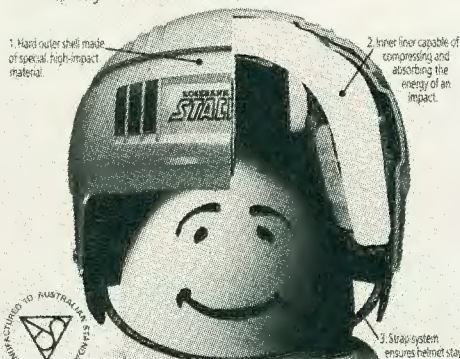


Approved safety helmets.

When buying a helmet, the first thing to look for is the Standards Association of Australia symbol bearing the Australian Standard No. 2063/2063.1. This mark shows that the helmet type has passed stringent performance tests for impact, penetration, retention and vision – and it's your assurance of the helmet's quality.

The following brands have the SAA approval – Guardian, Stackhat, Gemray and Apollo Dallye. These helmets are not racing helmets. They are designed to give protection when you ride a bike on a main road, a neighbourhood street, or even in a park.

If your helmet has been in a crash or fall, it may need replacing – contact the manufacturer.



Selecting the right safety helmet.

Safety and comfort are the two things to think about when buying a helmet.



Correct fitting.

A helmet should sit firmly and comfortably on the head with the chin strap securely fastened. Check that it doesn't wobble on your head. A helmet that is too loose will offer little protection in a crash or fall. Approved helmets come in several sizes – make sure you choose the right size.



Ventilation.

A comfortable helmet provides ventilation to keep cool air flowing between the helmet and your head.



Correct weight.

It is very important that the weight of helmet does not put too much pressure on the neck and spine, especially for children. Approved safety helmets come in different sizes and weights – before you buy and check.

Governments are now spending money promoting helmet use. This illustration shows the centre panels of a NSW government leaflet printed in full colour and encouraging correct use.

eastern capital cities, however the highest risk group, 7 to 17 year olds are still one of the lowest use groups with adolescents being the most resistant to helmet use. The acceptance by

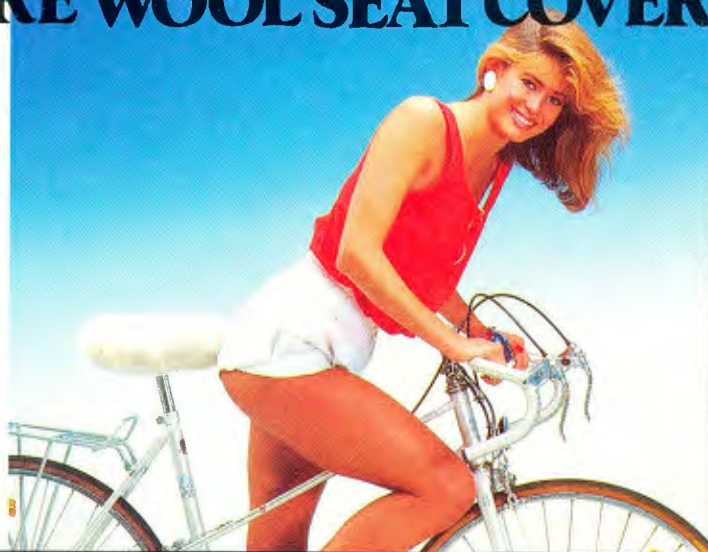
primary school children of safety measures and their compliance with parental directions has shown that usage rates amongst this group can be raised readily. The adolescent group has been less willing to adopt helmet wearing and peer group pressure has been one of the major factors. Although it will take some time it is hoped that some of the primary school children being persuaded to wear helmets will maintain their helmet use

as they get older. It is also important for the adolescent group to have suitable role-models offered to encourage helmet wearing. The Federal Office of Road Safety recently conducted a campaign using Molly Meldrum from the ABC 'Countdown' program to promote the wearing of quality helmets. This campaign was backed up by advertisements on radio by a number of well-known popular music groups.

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**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.*



Two programs which originated in Victorian schools are worthy of wider adoption around Australia. The first is the bulk-purchase scheme whereby community members can get together to order large numbers of helmets, obtaining them at especially low prices. This particularly assists low income families and those with several children.

A number of Victorian schools have adopted a policy that children must wear a helmet for the journey to and from school. While schools largely lack the power to make this 'compulsory' rule it has been very successful where introduced and has received strong parental support. These two programs have been effective in getting helmets onto the heads of the group most at risk.

The Committee has recommended that 12 months after a mandatory standard has been introduced for bicycle helmets (which itself should take approximately 18 months) the benefits of universal helmet wearing should be reviewed and unless there are persuasive arguments to the contrary the wearing of helmets by cyclists on roads and other public places should be made compulsory.

A number of the prerequisites for universal use are currently being fulfilled. There is a growing acceptance of the necessity of helmet use. Usage rates in many areas have risen substantially in recent years and are continuing to rise. A number of schools are introducing compulsory wearing when cycling to and from school and various schemes have made approved helmets available at a modest price.

The Committee is concerned by the enormity of those head injuries and fatalities that are avoidable with the wearing of a good helmet. Difficulties likely to be encountered in implementing compulsory helmet use such as enforcement with children and civil rights questions need to be addressed directly. Overcoming these obstacles is well worth the effort in terms of the benefits. As a community, it is our responsibility to provide to those most at risk, the 7 to 17 year olds, the level of protection so readily available.

Therefore, the Committee has identified three objectives to improve cyclist safety through helmet wearing as:

1. Make sure that all helmets on the market are of an adequate standard.
2. Educate the community as to the benefits of helmet use, and
3. In 2 years' time, after the above two measures have been undertaken, ensure universal helmet wearing through legislation.

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Bike planning and those four E's

Warren Salomon reviews a recently released resource book on planning for bicycle transportation.

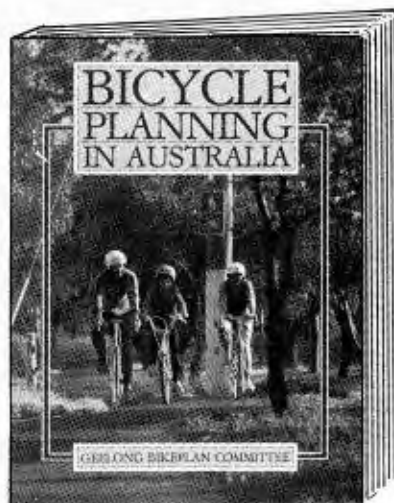
Bicycle Planning in Australia
Edited by Jack Sach
Published by the Geelong
Bikeplan Committee

Bicycle planning has come of age in this country. This is certainly the impression given by this informative book.

It is roughly ten years since the Victorian government decided to commission Australia's first ever urban planning study dealing with bicycling as a mode of transport. The Geelong Bikeplan Study as it came to be known was subsequently published in 1977 and has gone on to achieve wide recognition both at home and abroad.

It has been immensely important for Australia's growing cycling population for it institutionalised a trend towards public funding of facilities. It also gave rise to a creed that has since produced many similar schemes throughout the nation.

At the heart of its planning liturgy is the concept of the "four E's" which has gained the power of the Christian Holy Trinity within the cycling community and the planning elite. The overriding deity is Safe Cycling and the four



fundamentals embodied in it are: Engineering, Education, Enforcement and Encouragement.

The four E's concept was probably never intended to achieve the status of a fully blown religion. It was, in its essence, only a clever marketing gimmick created by the people who put together the Bikeplan and who realised that it would easier to sell if it were properly packaged.

I remember going to my first big Bikeplan Meeting held in the grand temple (the Geelong Civic Centre) of cycling's Mecca during 1981. Recent converts and knarled zealots from all over the country were there. There were even some high priests from bicycling's modern day Vatican: the United States.

The object of the big gathering was not to preach to the converted but to initiate scores of new converts all members of the town planning profession. These novices had come from a decidedly secular background and so it was the job of the ecclesiarch Don Hurnell (Chairman of the Bikeplan Committee) to breathe into them a new found faith so that they might go forth and set up Bikeplans throughout the land.

Not all the sessions were as moving as the Holy Father's supreme incantation of the litany – the hallowed Four E's – but the effect on the gathered flock was significant, for in the succeeding years, Bikeplans were set up in almost every major capital city.

A lot has happened since those heady days. From the very beginnings Bikeplan beliefs were rapidly absorbed by the Government bureaucracy and these days there seems to be little (if any) separation between Church and State. This has always worried the few secular intellectuals within the cycling community who point to what they feel is a fundamental flaw in the Bikeplan's system of belief.

The flaw is not readily apparent in *Bicycle planning in Australia* but it is there. It relates to the whole church/state relationship within the cycling scene and the role of the cycling community in achieving worthwhile change.

The Geelong Bikeplan came into being because of political pressure that

FOCUS

BICYCLES

HIGH TECH-TOP SPEC

Michelin revolutionises bike riding. Again.

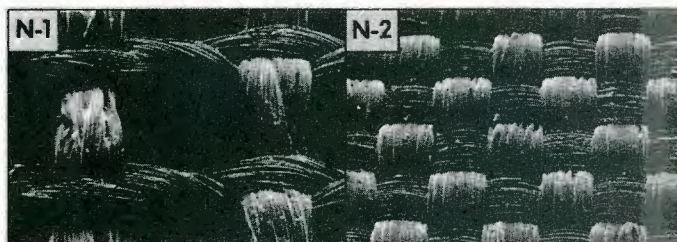


Ninty years ago, we revolutionized cycling with the first detachable pneumatic tyre.

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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.

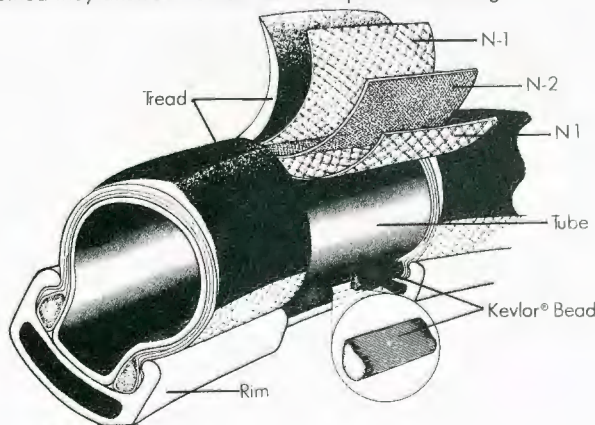
But now Michelin has developed specific materials for achieving those objectives and combined them to deliver unparalleled performance and reliability without sacrifice. Michelin Hi-Lites turn compromise into victory.



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 strenght.



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.

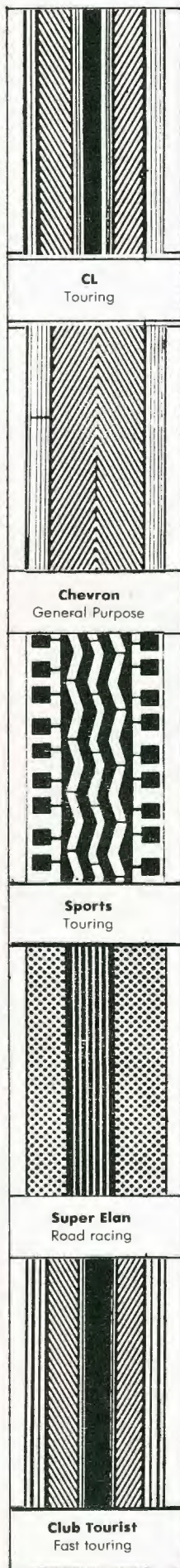
THE COMPLETE LINE

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

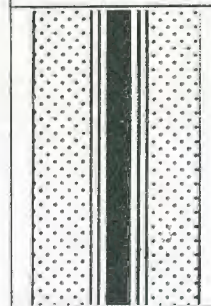
In addition there is a wide range of rigid bead tyres for traditional bikes all made to the exacting Michelin standards. Ask for quality Michelin tyres and tubes at your nearest specialist bicycle dealer.

Demand the Best.

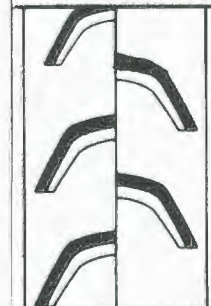
MICHELIN



Hi-Lite Pro/Comp
Road racing



Hi-Lite Road
Road racing



Hi-Lite Cross
Cyclocross



Hi-Lite Tour
Touring

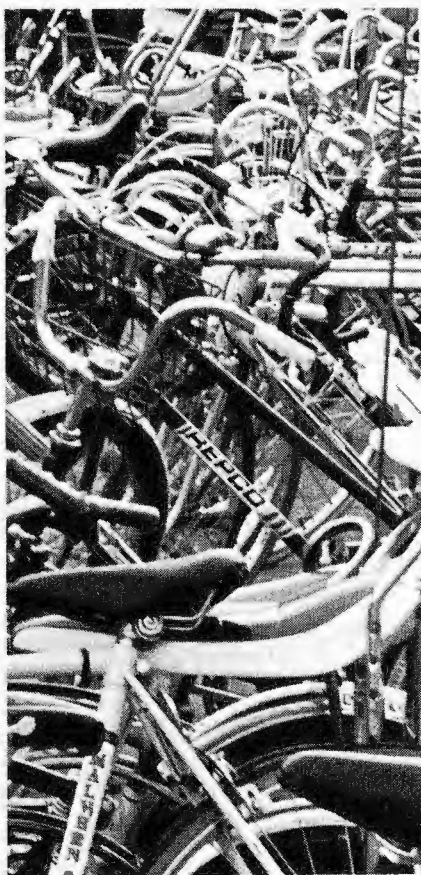
was bought to bear on the Victorian Government. The book acknowledges this but from there on the planners take it over. The usual belief is that once the Bikeplan is 'sold' to government and the community the good times will automatically follow. This is certainly the way it happened from the experts point of view for the rash of bikeplans since 1977 has generated a mini boom for consultants and town planners.

This trend was not altogether bad as it did add to the quality of knowledge and research available to the community at large. But the road to hell is paved with good intentions and not all the efforts of the past eight or nine years have been of benefit to the ordinary rider. Some of the bikeplans were conceived in an atmosphere of political naivety and have since fallen victim to bureaucratic obstruction and indifference.

The experience of the most successful bicycle advocacy group, the Bicycle Institute of Victoria, has been that establishing a bikeplan study is not enough. Many of the public servants and government agencies who implement such plans simply can not be trusted to get on with the job. Political action is needed at all stages to ensure the results of the bikeplan are properly carried out to the benefit of the end users.

The motorists have always realised this and have created powerful lobby groups. As a result they are on a more equal footing with Government. There are signs of maturity on the planning scene but the cycling movement still has a lot of growing up to do before it can match the resources and influence of the motorists. It's slowly getting there but still has a long way to go.

One disturbing aftermath of the bicycle planner boom that followed the



bikeplan boom is now that most of the major cities have been studied the planning expertise has gone into government. The problem here is that most of the planning battles are being waged inside the corridors of power and not in the public arena effectively shutting out the voice of the ordinary user.

It is hoped that the forthcoming Federal government sponsored Bikesafe conference will play its part in reversing this trend.

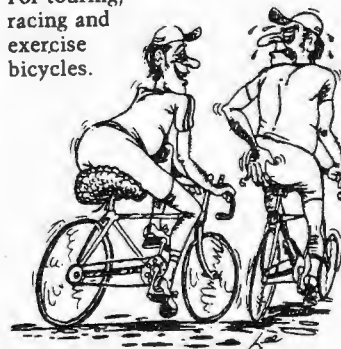


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In the meantime concerned bicycle users should get hold of a copy of *Bicycle Planning in Australia* and study it in depth. It covers all the major topics (including the four E's) and will enable the non professional to cut through some of the planning mumbo jumbo that often disguises its self as intelligent argument.

The book deals with a good spread of subjects from local area traffic management to Police enforcement methods. As a handbook it is a valuable reference for people professionally involved in planning and providing bicycle facilities. Its usefulness is only limited by the lack of an index.

It presents information in a series of technical articles grouped under the main subject headings. The list of authors is impressive and reads like a who's who of professional cycle planning.

The 300 page volume is beautifully illustrated with black and white photography, maps and line drawings all printed on heavy coated stock. It is well priced at \$19.95 and is available from the Victorian government bookshop, 41 St Andrews Pl., East Melbourne VIC. If you are buying by mail order you should include \$2.50 for postage and make your cheque out to The Government Printer.

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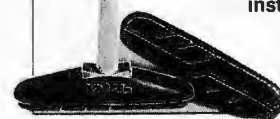
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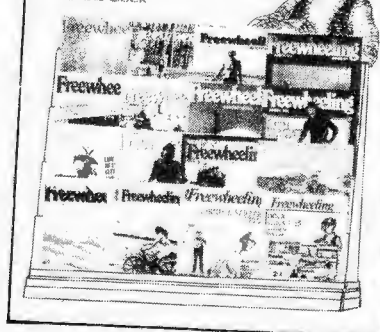


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Freewheeling

Index
Issues 1-15

Compiled by
Chris Cook



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No more tubes!

Flat tyres have been a problem since the invention of the pneumatic tube. Now a new product promises to put an end to the problem.

Of course punctureless tyres have a history older than the pneumatic tube and there have always been sporadic attempts to market them to the cycling public. A few years ago a solid fitted tyre made of a plastic/rubber compound went on sale amid much hue and cry about the advantages of the concept. The product failed for various reasons more related to the cost and awkward fitting and sizing.

Most importantly the solid tyre gave a ride that was unbearably hard – even painful. There are at least two plastic extrusions currently being sold in the USA. Both of these pseudo inner tubes fit inside conventional tyres. Their problems are very similar to the solid tyre save the price.

It is important to remember that a bicycle has no suspension so the air in a tube provides the only cushioning protection against jarring. Any non pneumatic alternative must firstly address this fact.

Secondly the punctureless tyre/tube must perform well on the road. One

interesting side effect of the plastic extrusion is that tyres wear flat on top. This has a similar result to the wear pattern produced when using the 'puncture proof' plastic tyre lining tape currently being marketed in the USA and Europe.

Thirdly the product should be able to overcome the size problem. There are a bewildering variety of rim and tyre sizes used throughout the cycling scene. Bicycle dealers are always complaining about the range of sizes they have to stock and still some new ones keep appearing as if in spite.

The solid tyre mentioned above ran foul of the bicycle dealers on this vital point. As the tyre fitted into the rim there was very little margin for error. Rim manufacturers are far from perfect so the story goes.

Finally the non pneumatic must be reasonably easy to fit if not by the rider than certainly by the dealer. Of course there's the weight factor and of course cost. Six points in all.

When we first heard of a 'new'

puncture proof inner tube/insert called 'No more flats' we were sceptical. So we were only too glad to put it to the test and surprise, surprise the product did very well.

No more flats is a semi solid inner tube. It is composed of a thick rubber tube hollow in the centre and this is the secret of its success. On our six point score card it rated better than average – a much better result than any thing before it. Added to this the advantage of 'no more flats' and you have a very good reason for at least considering it on your bike.

The airless inner tube is manufactured by Skellerup Industries Ltd a Kiwi rubber products company. They hold the Australian patents and are so confident in their product that they have opened a new factory in Tasmania to supply the Australian and Asian markets.

In our test the 'No more flats' tubes performed as follows:

Comfort Riding the airless inner tubes was similar to riding a high pressure pneumatic inflated rock-hard. Cornering was acceptable but don't expect your bike to win races as the stiff inserts lack the give and take of ordinary pneumatics.


Handling and Wear Our test could only be done over a two month period but in that time there were no signs of abnormal wear patterns. The rubber tube is flexible enough to perform similar to a normal inflated high pressure tyre. Only a long time will tell.

Size No more flats is available in twenty of the most popular sizes. There should be little difficulty in finding a size to fit most wheels.

Fitting Detailed fitting instructions are supplied with each tube. They are clear and concise and use accurate illustrations supplemented by text. When followed exactly the tubes were easily fitted. It takes longer to take the tube out again but at least the tyre does not have to be cut off the rim.

Weight Unfortunately No More Flats is heavy. As it is the thickness of the walls that provides the support there is no way of making the product lighter without sacrifices in other areas. We fitted the tubes to the wheels of a heavy steel bike and found that the additional weight was noticeable but not a problem. Fitting them to a lightweight is another matter entirely.

Overall the prospect of an end to punctured tyres is enticing. Skellerup won't send the tube manufacturers broke but they will attract a large number of casual riders and commuter types who would gladly trade the security of airless tyres for some extra weight and slightly less comfort. The price incidently is around \$2000 per tube so be your own judge. We liked them.



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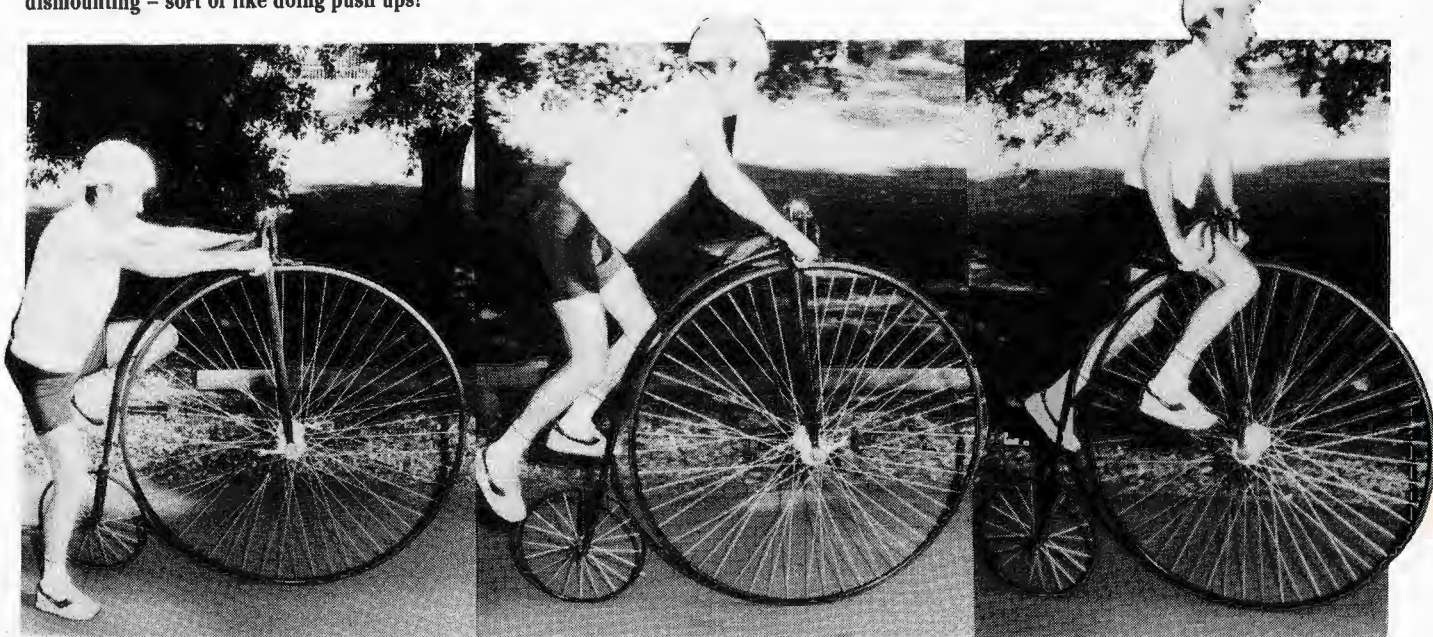
High-wheeler hi-jinks

The grand old ordinary is making a spectacular re-appearance on our roads one hundred years after they all but disappeared. The National Penny Farthing Championships held in Evandale village in February will be the biggest ever. Four weeks later international attention will be focused on Strathalbyn in South Australia where a large gathering will be staged as part of that state's 150th anniversary celebrations.

Meanwhile between March 3 and 6 the Coonara Great Race will see riders compete in the first and final stages for prize money totaling over five thousand dollars. The stage race will take place between Albury and Melbourne and will also feature other forms of vintage transport from hot air balloons to antique omnibusses.



Clockwise from the top: Harry Clarke and Don Lemin show their courage and determination as they push their machines into a stiff head wind on last year's Great Victorian Bike Ride. Visiting vintage bicycle collector and enthusiast John Pinkerton relaxes 'legs up' on a down hill run. John is in Australia to compete in the big vintage bicycle races to be held in Tasmania and South Australia during February and March. Riding a high wheeler is one thing but how does one get up there? Stan Lang Jnr shows how in three easy steps. His left leg is resting on a special post. The same device is used when dismounting – sort of like doing push ups?

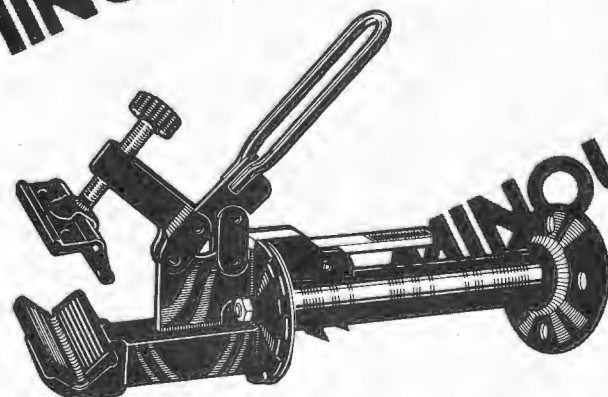




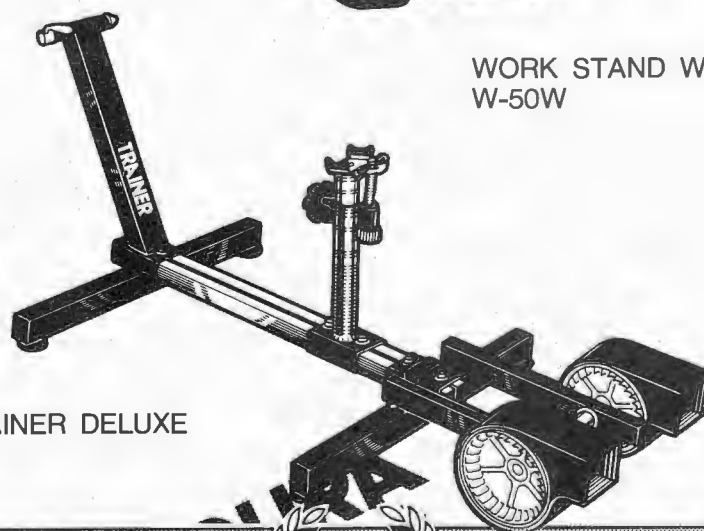
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Across Victoria Cycle route

Ray Peace provides details of this newly mapped route across the Garden State from east to west.

The place where many local or foreign cyclists are most commonly seen riding in Australia is on main highways. Resplendent with a full set of panniers and a helmet, they are in fact usually courting suicide with the semis for a very good reason: their road-maps tell them virtually nothing about anything else.

Riders who know their way around drawl, "Well, if you turn right HERE and go about 10 k's ...". The interlopers shake their heads as a hair-thin red line or blank space is pointed to on their state-wide maps. Bike books in the State capitals chart out day-trips not through-routes; Bicycle Australia's excellent inter-capital routes aren't ready for sale yet in local bike shops.

In Victoria, this situation is changing. The State Dept. of Youth, Sport & Recreation, with maps supplied by the Royal Auto Club, has funded the mapping of non-main road cycle-routes along the southern coast and in two inland regions. What is significant to non-Victorian cyclists is the appearance of an alternative route to

the Princes Highway across the length of Victoria, from Nowa Nowa, 350 kilometres east of Melbourne, to Mount Gambier in South Australia.

The State-funded maps, which are being distributed free in Victoria, cover almost the entire route east of Melbourne and from Geelong, 75 kilometres south-west of the city, to Port Fairy, 300 kilometres west. For this route strip-maps have been used rather than a single sheet. The maps are intended to convey the information cyclists want to know: where the next milk bar, camping ground and large hill is, which towns have bike shops and where to expect a scenic look-out.

Of 550 kilometres of cycle-route, only 15 kilometres are on the highway and less than 20 kilometres are of unsealed road. Starting at the eastern end, from the NSW border south of Eden to the township of Nowa Nowa east of Orbost, a distance of 160 kilometres, no parallel alternate route exists. Cyclists are advised not to use the Bonang or Cann Valley Highways as both are of poor quality.

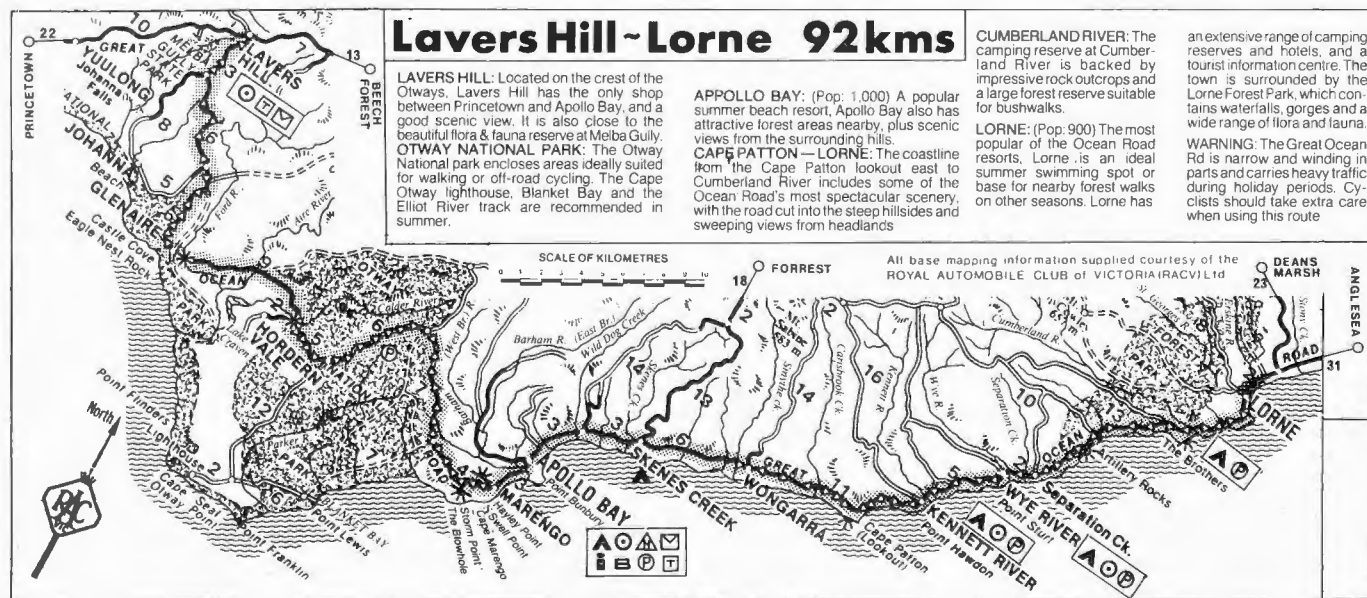
But at Nowa Nowa, the turn-off to Buchan can be followed west through wooded hills to the town of Bruthen and down into Bairnsdale, avoiding the resort town of Lakes Entrance. The strip-maps pick up the route just east of Bruthen.

Beyond Bairnsdale, a major centre with a population of 10,000, the cycle-route crosses into flat and open country south of the highway in a long curve to Stratford, 50 kilometres west. There are no towns between. After crossing the Avon River on the highway the cycle-route diverges due west to the large towns of Maffra and Heyfield, well north of the highway skirting the foothills of the Great Dividing Range into the Latrobe Valley, Victoria's main brown coal-mining and power generation area.

The cycle-way actually passes beneath the shadow of the cooling-towers of Yallourn power station prior to entering the regional city of Moe. From here, remarkably, the cycle-preferred route and highway it avoids run together barely 30 metres apart for over 20 kilometres, separated by the Gippsland railway.

Between the towns of Yarragon and Warragul more devious and hilly routes are used, including some gravel road. A similar situation applies over the 8 kilometres between Warragul and Drouin, but this route will change in the near future when the opening of a freeway around both towns will clear the old highway between them for cyclist usage.

The last 40 kilometres of Cycle-way east between Drouin and Pakenham, on the edge of Melbourne, have been aptly described by a Gippsland cyclist as "the magic route". Again running close to the Gippsland railway, this superb back-road avoids the large





The extinct volcano Tower Hill is one of the many interesting sights to be seen along this new touring route.

hills that bedevil the highway to the north and passes through a succession of small but well-provided townships.

At Pakenham, 56 kilometres south-east of Melbourne, alternative parallel roads simply vanish. But Pakenham is also the terminus of the city's suburban rail services, with a train every half hour, 18 hours per day, six days a week. As trains making the one hour journey from Melbourne to the city Geelong run on average once an hour on a similar basis, the somewhat tortuous 80 kilometre route between the two cities has not yet been mapped out.

Most cyclists heading for Victoria's south-west also head for the scenic Great Ocean Road, which is also available as a strip-map. However, for

those intent on heading further afield in the shortest possible time, the 205 kilometre direct route to Warrnambool follows the Princes Highway for the first 10 kilometres from Geelong city out through the suburbs up to the Anglesea turn-off at Waurin Ponds.

After 5 kilometres on this busy road, the Mount Duneed turn-off to the town of Moriac brings a return to more idyllic conditions. The only town between Moriac and Colac, 47 kilometres apart, is Biregurra, and also a short and hilly section of gravel road is to be found here.

Colac, a regional city of some 12,000 people, is the largest centre en route with a wide range of facilities. Branching away south of the highway once again Cycle-Route West en-

counters another short gravel stretch between Irrewillipe and Swan Marsh. Between this township and Cobden the names on the map — Bungador, Carpendeit and Purrumbete South — are little more than that.

Cobden however is a moderate-sized town with a caravan park, some 60 kilometres from Warrnambool. The connecting route is a good secondary route although somewhat devoid of settlement. Warrnambool, with a population of some 23,000, is the major centre in south-west Victoria, with a bike shop, an open-air museum at Flagstaff Hill and a regular rail service to Melbourne.

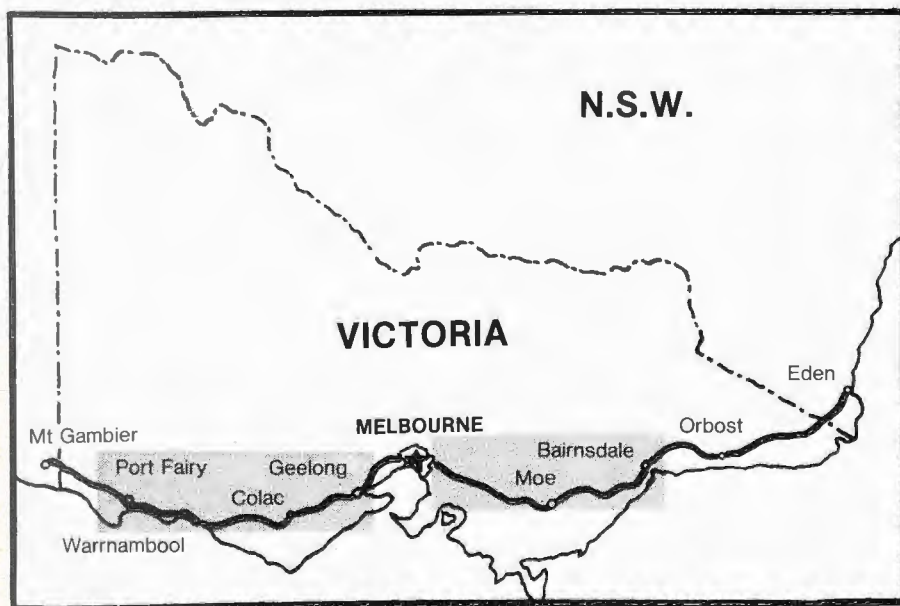
Tower Hill, 14 kilometres west of the city, is a highly attractive State Park centred on a dormant volcanic cone. The town of Port Fairy, a further 15 kilometres, is one of Victoria's oldest ports and contains many historic buildings, including the town's Youth Hostel.

The mapped cycle-way currently terminates at Port Fairy, but a known alternative route continues west a significant part of the way to Adelaide. This follows the Macarthur road north-west out of Port Fairy for 35 kilometres to Broadwater, then takes the road west via the Bessie Belle to Heywood, 40 kilometres west.

After joining Highway One for 8 kilometres south towards Portland, a back-road from Heathmere to Gorae West brings cyclists onto the excellent secondary road from Portland to Mount Gambier via Nelson and the Lower Glenelg National Park. At Mount Gambier the Princes Highway alternative route comes to an end. However, cyclists wishing to avoid the long and deadly Coorong can follow a secondary route via Naracoorte and Penola to Keith on the Western highway, less than 230 kilometres from the South Australian capital.

A submission has been made to the Victorian Dept. of Youth, Sport and Recreation to extend the mapping project in stages to produce a complete cyclists' Guide to Victoria, surveying connecting routes between major towns in all areas, but this proposal is subject to availability of funding.

In the interim, the Victorian mapping project represents a significant improvement in the quality of information available to medium and long-range cycle-tourists. The maps should encourage non-urban cycling in a way that has been long overdue; getting riders off those long and lethal highways.



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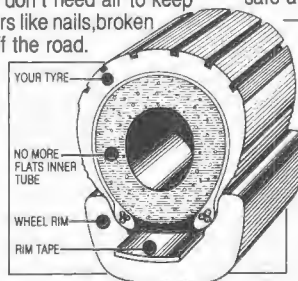
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THE FAT TYRE FANATIC

Fat tyres The SunTour/Bell National Mountain Bike Championships 1985/6

Important Information

Date: 16th March 1986
Venue: Oxford Falls, Sydney, NSW
Time: 12 Noon
Distance: Approximately 32 Kilometres
Race Director: David Kitchin
Race Promoter: Martin Whiteley.
Entry Fee: \$10.00

The 1985/86 National SunTour/Bell Mountain Bike Titles of Australia will be taking place on a very demanding 6km (approx.) circuit at Oxford Falls, in Sydney's north. The course has dramatic downhill, demanding uphill, and some of the fastest, sandiest flats ever raced on.

Organizers are expecting between 60 and 100 riders to take part in what should be a tremendous challenge. There is parking available near to course, and only a short 100m walk along a bush trail brings spectators to the start/finish line. There are some great viewing spots in this area for the spectator who wants to see that little bit more.

Race promoter Martin Whiteley, who promoted and organized the inaugural National Mountain Bike Titles in '84, rode the course in January said, 'I don't consider myself a talented rider, but I'm no slouch. This course is near impossible at times. It should answer a lot of critics from the '84 titles. It is solely a Mountain Bike event and therefore the course is designed accordingly. Anyone expecting a 'Sunday Centennial' ride may as well spectate. That's what I'll be doing!'

The sport of Mountain Bike racing has had its fair share of problems over the years.

There is a total of \$2000 prize money to be won on the day. To enter send a stamped addressed envelope to:

SunTour/Bell Titles
127/14 Blues Pt Road
McMahons Point NSW 2060

Entries by mail close by Wednesday 12th March. Entry fee is \$10.00 and entry on the day is also possible for \$15.00. For further information contact:

Martin Whiteley Race Promoter
(02) 272 977 (bh)
(02) 921 922 (ah)

David Kitchin Race Director
(02) 449 8289 (bh)
(02) 451 6350 (ah)

All-terrain Bike Rally Postponed

Although sponsorship and permits from the various authorities had been obtained for a new Canberra Mountain Bike Rally, which was to have been conducted in the forests around

New gear

SunTour have complimented their up-market XC-II range of MTB componentry by releasing XC Sport. The new parts look very much like the

Canberra this coming March, insufficient competitors has forced its postponement.

The rally, announced last October by the Sydney-based Energy Promotions, will now be scheduled to be held in conjunction with the Canberra Festival in March 1987.

'We understand that throughout this year various mountain bike (or similar) clubs will be formed, that a national association will come into being, and that more mountain bike rallies will be held — all this leading to more people becoming involved with this exciting type of sport', said Tom Snooks of Energy Promotions.

'We propose to keep in touch with the various clubs and set up the event in Canberra next year', he said.

Mr Snooks said his company would like to hear from anyone who may wish to participate in the rally. Enquiries should be made to:

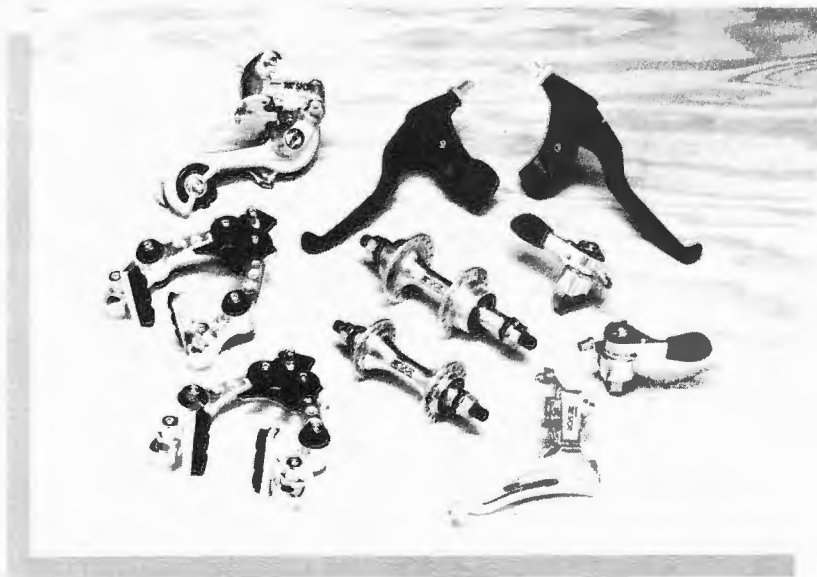
Energy Promotions,
1697 Pittwater Road,
MONA VALE NSW 2103
Tel (02) 997 8011

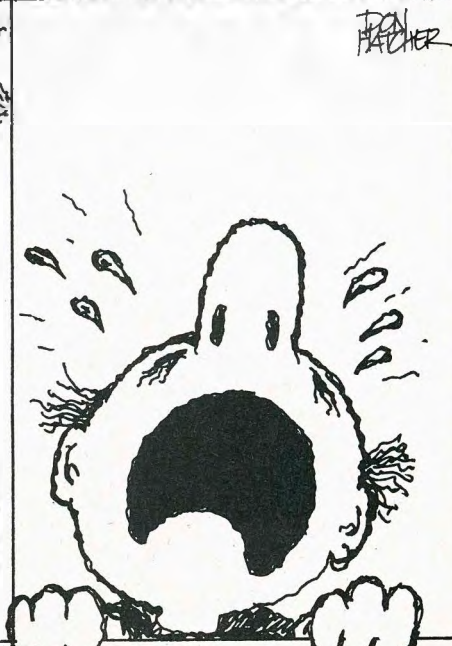
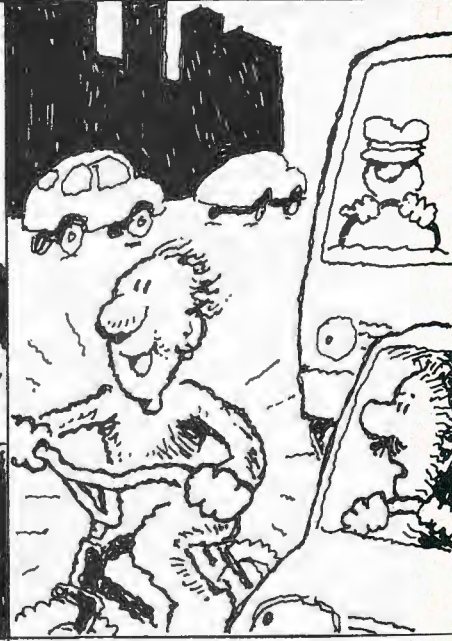
Club now for Essendon

A new mountain bike club has been formed in Melbourne's western suburbs. The Essendon Mountain Bicycle Touring Club plans to arrange a regular program of non-competitive off-road tours around Melbourne and the nearby Alps.

For information about the club's activities contact: Vince Aitkin (03) 337 1379 (ah) or Bill McHardy (03) 375 1861 (ah).

originals but with a cheaper price tag. Components included in the new group are derailleurs, thumb shifters, hubs, roller cam power brakes and brake levers.





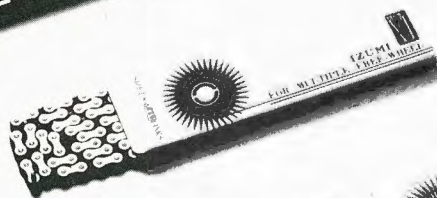


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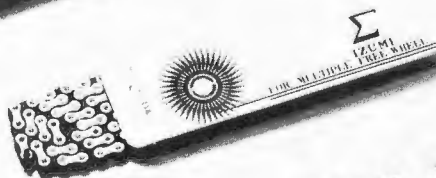
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"Hello Mestaire!" — A whitey on his bike in beautiful Java

Robert Date is a mechanical engineer who is in Indonesia working on hydro projects. After six months in busy Jakarta his arthritic knees are sorely missing the regular cycling exercise unobtainable on the heavily trafficked streets of Indonesia's largest city. Fortunately he was posted to Cirebon and there purchased a second hand ten-speed determined to get back into his cycling with a vengeance.

Cirebon is a small town by Indonesian standards. There are approximately 200,000 people within the town's boundaries. There are numerous small kampongs (villages) scattered around — they are everywhere. Cirebon is on the coastal plain on the north coast of Java, approximately 240 road kilometres east from Jakarta. It is an old town with many people of Chinese descent living there. The town itself dates back to at least 1380 and has been occupied by Portugese, Dutch, British and Japanese before the Indonesians finally gained their independence in 1945. A few palaces and relics from old are dotted in and around the city. The wharf is a visiting place for many ships of different flags. In particular, the coastal inter-island and trading ships are of a beautiful and graceful style, probably unique to these waters.

About 30 km inland from Cirebon the country changes dramatically. There is a dormant volcano (dormant is the term used since Mt St Helens (USA) erupted some years ago — it was thought to be extinct). The volcano is called Gungung (Mt) Ciremay. It is 3078 m (10,400 ft) above

sea level. It dominates everything. There are higher peaks in East Java but this is the highest in West Java. Roads pass by and in fact circle the mountain, rising up to 800 m above sea level. This mountain formed essentially the focus of my recreational activities for the three months I lived in Cirebon. I cycled up to it, around it and climbed it (not on my bicycle) in that time.

Traffic around Cirebon, as in most other parts of Java, is hectic compared to where I normally cycle (Cooma, NSW). I found that most drivers gave me a very wide berth — probably because I was a foreigner (obviously so) but also because I was generally moving considerably faster than the local populace, and was therefore not causing as much obstruction to the traffic. The local pedal pushers cause incredible chaos on the roads. The becak (a 3-wheeled rickshaw) is the worst, being both wide and slow. Local cyclists are next but they spend a lot of their time riding on the shoulders of the road — not good for high pressure tyres on a 10-speed bike. Speeds seem to be:

becak	6-10 km/hr
bicycle	10-15 km/hr
motorcycle	25-40 km/hr

foreigner on bicycle	25-35 km/hr
car/utilities	50-80 km/hr
local buses	25-80 km/hr
intercity buses	100 km/hr minimum

With the exception of the intercity buses, speeds are determined mainly by the slowest vehicles (donkey carts or becaks). Around towns the congestion is terrible — day or night.

Because of the congestion, oncoming vehicles have no second thoughts about overtaking a becak, donkey cart, stopped bus or whatever — especially if it is only a bicycle coming toward them. I found that most drivers waited when they saw I was a foreigner but I saw many locals put off the road. It is dangerous. Intercity buses will put anything, including bicycles ridden by foreigners up to other intercity buses off the road in order that they have their way. Provided you expect it and look for an escape route, you can handle it. The normal situation when I saw an oncoming bus and a likely situation developing was "Oh oh! — He wouldn't dream of it — he wouldn't dare — he couldn't possibly dare — I am not a local — oh sh. it, head for the scrub".

During heavy traffic, I was forced off the road probably once every two hours. Sadly, the long downhill runs from Ciremay back to Cirebon were spoilt by having to constantly check speed in case of oncoming vehicles putting me off the road. The local cyclists maybe know something by going so slowly! Also it is possible, particularly on back roads to come round a corner very fast and be confronted by holes in the road capable of stopping an army tank. It was a pity after having sweated so much to gain altitude to not be able to fully enjoy it downgrade. The situation for a fully loaded touring bicycle would be worse still.

In towns, the biggest problem was congestion and often I had to brake very hard to avoid whiplash injuries to the passengers in minibuses ahead of me which stopped without brakelights or without any warning — often in the middle of the road — to take on or let off passengers. Actually, in 650 km of cycling (I mainly went out on Sundays) I wore out a set of brakeblocks. I haven't worn a set out in Cooma in all my years of cycling — over 8,000 km. Although it sounds dangerous (it was), but given due care, the risks could be minimised and enjoyment actually derived from cycling in Java.

The roads are generally sealed — at least they were once. The general standard of roads is better than in Australia, but they have been subjected to years of rain, heat, poor

foundations (many roads are built across rice paddies) and overloaded vehicles. The surfaces are often a series of patches and bitumen which has been heaved by heavy trucks into series of ridges. It can be most uncomfortable and very hard on a bicycle.

The normal bicycle in use in rural Java is a 28 inch single speed with a massive, heavy frame. Many have reinforcing braces on the front forks to stiffen them up. I have seen these bicycles carrying 5 bags of rice or cement. Most have not seen a drop of oil or grease since they were new. The tyres are half flat (to give a better ride) and most have no lights, even though they are often used at night. Many do not have brakes, or if they do they are ineffectual.

Many newer bicycles are of the small wheeled variety. It is common to see adults riding 16 inch wheeled bicycles. There is an increasing number of 'racing bikes' — 10 speed drop handlebar bicycles within the towns. They are recreational vehicles, but away from the cities where bicycles are working machines, it is mainly the 28 inch, single speed. That often is in the hills, where gearing is most needed.

The bicycle I bought was a 27 inch 10 speed machine with 19 inch frame. I am over 6 feet tall and normally ride on a 23½ inch frame. My knees crunched into the handlebars and into my stomach (which is too big) almost all the time. I raised the seat pillar and handlebars to their limit — beyond their safety marks in fact, but it was still too small. All new 10 speed bicycles I saw were the same. I bought my bicycle from a streetside vendor who sold his stock on a commission basis — if you want to see a bicycle he would repair it, and sell it for a fee. He didn't actually own it. I paid 65,000 Rupiah (about \$A85) for it and sold it privately when I left for 50,000 Rupiah. New 10-speed bicycles sell from about 110,000 Rp (ex Taiwan) or 130,000 Rp (ex Japan). Before I bought my machine I saw the front forks being brazed up. I judged the repair to be satisfactory but after a few weeks noted that the other side was cracking so I bought new forks (8,000 Rp) and paid 2,000 Rp for the vendor to fit them. My machine had cotterpins which I replaced with some difficulty since I only had an adjustable wrench as a hammer.

Standard parts — cotterpins, axles, bearings, spokes, tyres (including 27 x 1¼ HP) seemed to be readily available. Cotterless cranks and specialist equipment, e.g. freewheel cluster and derailleur for touring would be difficult to obtain out of the

major centres. Try as I did, I could not buy a puncture repair kit and finally had one sent over from home. Fortunately I didn't need it, although I am sure that if I got a puncture anywhere it would be fixed by someone within 30 minutes.

You cannot go anywhere in Java without seeing people. Miles from nowhere at the back of Ciremay I stopped to take some photos and within minutes was surrounded by more than 30 people. Yet when I first stopped I saw not a soul. The people are friendly, polite and very curious.

I gathered from my travels that not too many 'whities' have ridden bicycles around Ciremay. Although I speak Bahasa (the official language) with moderate fluency, this was useless out in the bush where Javanese or other local tongue was spoken. Sign language and universal words like '7 Up' or 'Sprite', plus the sight of an obviously overheated, dehydrated whitey pointing at a bottle of drink soon got the message. Patience, perseverance and a good sense of humour are essential.

If you are planning a tour, I would suggest you try and plan your route such that you reach your destination by early or mid afternoon. This is due to the build-up of heat and cloud during the day, causing possible rain later on. Seasons vary within Java, but generally the wet season is from November to April. If you are caught in a shower it will probably last only an hour or so. Then you are on your way again in much cooler conditions until the sun starts to heat things up again.

The heat can be a problem. Whilst moving it is quite comfortable but when you stop, you perspire profusely. Replenishment of fluids is vital. It is difficult to get safe drinking water from off the street. Some shops sell bottled, purified water, but away from the cities it would be hard to obtain. Drinks such as beer, Sprite, Coke, 7 Up are universally available, even in the middle of nowhere. Be wary if they put ice in it since the origin of the water for the ice is often doubtful. I can think of nothing worse than 'taking a bait' whilst riding on a cycle tour. Tea is available everywhere and is probably safe enough to drink.

I found that three hours in the sun was enough for my fair skin. Suncreams do not help that much because of heavy perspiration. Suncreams don't seem to be available outside the main tourist areas, and even then only in the tourist hotels. I suggest you ensure you have an adequate supply with you. Most other items — soaps, shampoos, medications etc are available in the numerous shops

(Tokos) found in every kampong. Food is not a problem, provided you are prepared to eat local dishes. More often than not it is spicy hot (pedas) but not temperature hot (panas). Local beef, chicken, seafood is readily available. Western style cuisine is available in the tourist areas but almost impossible to find elsewhere.

The traditional problems of cycling (heat and hills) are present in Java. Wind is not normally a problem — except after a Coca-Cola. Breezes are normally light to non-existent. On flat country with no wind, it must almost be a cyclist's paradise. Hills there are — except on the coastal plains. Most of the hills are manageable although there are a few where ultra-low gearing or walking would be the only way. The hills offer varied scenery, but even on the flats, the scenery is varied because the land is divided into many small plots each growing either different crops or the same crop at different stages. The hills offer great scenery. Java has been described as a complete garden. Every bit of arable land is cultivated. Even steep hillside are terraced — by hand mostly. The results are extremely picturesque.

If possible, you should study the topography carefully before planning your route. The most interesting scenery is, in my opinion, in the mountains but this is also the most demanding route. I still prefer the mountains even though the downgrades require great care from approaching vehicles or from unexpected holes in the road. It is difficult to tell at 30 km/hr if a water filled hole is 3 mm or 300 mm deep. Accommodation could be a problem for a touring cyclist away from the regular routes. Outside the major towns hotels are few and far between. There are resort hotels at various places, but not many. I wouldn't recommend camping since you would have all sorts of visitors at all hours of the night.

Finally, to sum up, take along with you your best smile. People will be really interested to see you. Those who can speak English will want to do so. You will receive thousands of greetings "Hello Mestaire", even if you are an attractive woman. I actually got heartily fed up with hearing that, but eventually realised that there were 80 million people on Java and there was me, so I must expect somewhat of a reaction when they see a whitey on a bike where they had never seen one before. It was an experience which I have been glad to obtain. Once you make the effort, the rewards will more than compensate the discomforts involved. Best of luck for any trips planned.

Touring NSW's Southern Highlands

A Guide to Bicycle Touring in the Southern Highlands and Adjacent Coastal Regions of New South Wales Australia by Richard Kenderdine. Reviewed by Michael Burlace.

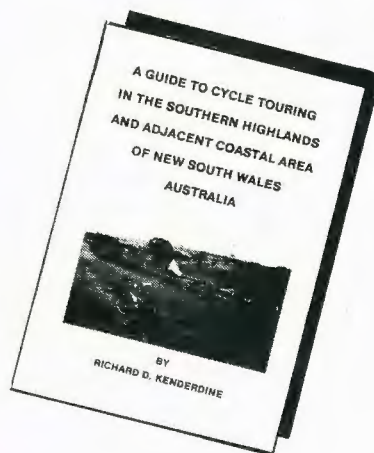
There are very few books available on where to bicycle tour in Australia. Most have been written by individuals who have done a fair bit of touring in the area covered by the books and been encouraged by friends to write about it.

Some have been produced by cycling associations. Pedal Power ACT produced Forty Rides around Canberra and Southern NSW and Bicycle Australia (formerly Australian Cycle Trails) has been compiling guides to cycling various parts of Australia for around six years. Bicycle Australia has published guides which describe low-traffic routes from Brisbane to Melbourne and around the Snowy Mountains and various other areas of Australia.

A recent release has added to this collection. It is a privately-produced guide written by Richard Kenderdine. The book is called *A Guide to Cycle Touring in the Southern Highlands and Adjacent Coastal Area of New South Wales, Australia*. The obvious conclusion is that the title is longer than some of the rides.

Richard is a fairly recent convert to bicycle touring and in 1984 he decided that it was time to write the guide. He sees the area as ideal for people starting out touring and aimed the guide at them. The area is certainly one of the most popular ones for beginning and experienced cyclists. This is probably because it is well supplied with roads, towns and Devonshire teas, a point that Richard doesn't emphasise as much as some people.

The guide is fairly well set out - he explains how to use the guide then talks about transport to the area and gives basic information on equipment. The book then details the rides available and with each ride is a map. Rides range from 14 to 77km and there are 24 of them with plenty of mix and match possible to allow the development of many more by using pieces of this ride with pieces of that. The maps unfortunately are fairly sketchy.



However, the book ties in very well with two excellent maps of the area produced by John Craigie Pty Ltd. These are the Craigie's Nowra and District map and the Craigie's Southern Highlands map. When read with these maps, the book's maps are adequate. The description of the rides is fairly direct, it just gives the details of where to go, where to turn and some of the things you will see along the way.

The layout of the book is also basic - the photographs and the maps could do with some improvement. Richard includes all the information you need to make a tour apart from a rail timetable. He suggests some accommodation and refers you to the motoring association handbook covering accommodation in the area. He also gives some info on the weather and how to deal with it and lists the bicycle shops in the area.

The book is well worth buying with the two maps mentioned above. Many of the rides in the area are most appealing, whether you are an experienced or beginning bicycle tourer. The two maps overlap and they are exceptionally clear ones ideal for cyclists regardless of whether they buy the book.

The book is an excellent start to what could be a promising career as a bicycle guide writer, although I doubt that Richard will make as much out of the film rights as Colleen McThornbirds did.

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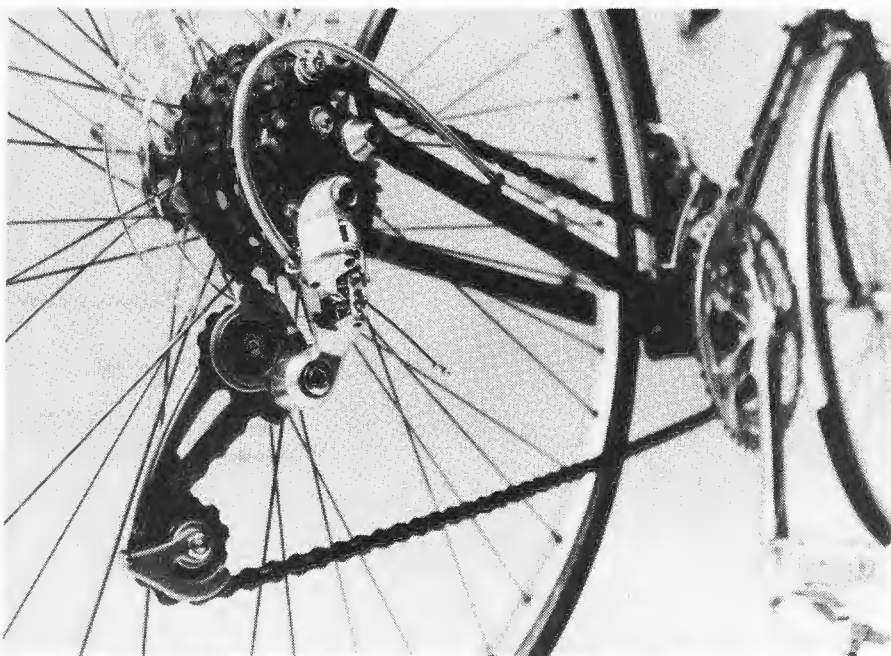


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Focus TD-400

An impressive lightweight touring bike that recently won Bike of the Year in the touring bike class.



The Focus rear transmission features the powerful SunTour Mountech derailleur with its dual sprung jockey wheel system. The Sugino triple crank set is fitted with alloy pedals toe clips and straps.

In the short time the Focus range of bikes have been on sale in Australia they have gained a reputation for high quality design and finish. The TD-400 touring bike certainly lives up to this reputation. It is a sleek comfortable machine with all the essential equipment the modern tourer wants on a bicycle.

The bicycle handles well even with loaded rear panniers fitted. The rear rack is an alloy type with four point fixing. A nice touch is the fully brazed-on mounts on the inside of the seat stays. Though no front rack is provided the makers have provided brazed-on mounts for low-rider type rack on the front forks.

The Focus has a comfortable chrome moly frame with high tensile rear triangle and mangalloy fork blades. The fork crown is forged type and double eyelets (to allow mudguard fitting) are a feature of this fine touring frame. It should be pointed out that the style of frame, and for that matter, the bike its self conforms to the American style of touring machine.

This type of bike favours a frame of 'mixed' angles with a steeper 73 degree seat tube combined with a 72 degree head angle. This produces a ride which offers comfort without overly sluggish steering.

The transmission on the Focus uses the high quality SunTour Mountech derailleurs, Sugino TGP alloy crankset

and SunTour TM 10 top mount shift levers. These levers have an internal cam arrangement which automatically adjusts the setting of the front derailleur whenever the rear gears are shifted. SunTour Mountech gears are smooth shifting and fast acting.

A very good feature of the TD-400 is the variable length cranks on the differing frame sizes. The two smaller frame sizes have 170 mm cranks while the two larger ones have 175mm cranks. Longer cranks should be used to allow more efficient pedalling for longer legs

not to give greater leverage to shorter legged people.

The sign of a true touring bike are its wide range gears (generally fifteen or eighteen-speed), comfortable saddle, pannier rack, and provision for mudguard fitting. The Focus has all of these plus the mudguards are also included. The Dia Compe alloy cantilever brakes allow adequate frame clearance with the 1x1¼" fitted. The lack of a rear cable adjuster and both quick releases makes adjustment additionally awkward.

Araya model 18 alloy rims have an excellent reputation for durability and are combined on the TD-400 with 14 stainless spokes and Suzue Sealed Tech quick release hubs.

When loaded up the bike fame was not inclined to wobble and sway and should prove to be a comfortable and stable load carrier. In all the Focus has much to recommend it and will make an excellent touring companion.

The Focus was the winner of the Touring Bike category for the Retail Cycle Traders Bike of the Year Awards held during Bike Expo during October last year.

Focus TD-400

Price: \$560.00

Sizes: 49 53 58 64 cm Tested: 58

Colours: Midnight blue Maple red

Frame

Tubing: Main tubes - Tange 900 chrome moly double butted with forged dropouts. Cast fork crown. High tensile steel tubes on rear triangle.

Head tube angle: 72 degrees

Seat tube angle: 73 degrees

Bottom bracket height: 270 mm

Fork offset: 50 mm

Wheel base: 1040 mm

Chain stay: 440 mm

Frame mounts: 2 Bidons, gear levers, gear & brake cable guides and front low-mount rack.

Wheels

Rims: Araya 218A 27x 1¼" alloy with eyelets.

Hubs: Suzue CSH-SQ Sealed Tech alloy Q/R

Spokes: 14 gauge stainless

Tyres: Mitsuboshi TourLine 27x1 ¼" skin side 95 psi. Schraeder valves.

Brakes

Model type: Dia Compe 960 alloy cantilever

Levers: Dia Compe PN-144C with gum hoods

Transmission

Pedals: MKS Sylvan alloy road with toe clips and straps.

Crankset: Sugino TGP alloy triple 170mm cranks on 49 & 53 frames, 175mm cranks on 58 & 64 frames.

Chain: DID Lanner gold and black

Freewheel: SunTour 6-speed Gold 14/28

Derailleurs: SunTour Mountech

Levers: SunTour TM-10 top mount

Head assembly

Head set: Tange MA 40 sealed

Handlebars: SR Custom alloy

Handlebar covering: Black padded leatherette

Stem: SR Custom alloy (600 mm reach 49/53 frames 800 mm reach 58/64 frames) recessed allen key bolt.

Saddle assembly

Saddle: Kashimax GTV 2 anatomic

Seat pillar: SR Laprade alloy

Seat pillar bolt: Recessed allen key type

Accessories

Plastic spoke protector Rear alloy pannier rack

Gearing

14	15	17	21	24	28	
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Apollo V

A superbly-built and ready-made racer

Top-of-the-range bikes used to be all show. They were the kind of bike that retailers gave pride of place on their showroom floors and dusted off to flaunt their expensive equipment. Much to the anguish of the specialist dealer they didn't sell. Amateur racers, when they could afford it, only wanted custom built frames and Campag, Campag, Campag.

The triathlon has changed all of that. Top-of-the-range bikes now sell though in modest quantities. Dealers servicing the sport are now finding that keeping up with the demand is the major issue.

Of course as the market develops the triathlete is becoming more discriminating and so not just any bike will do. Initially bicycle dealers were amazed at the way triathletes went for the off-the-rack bikes. They were less bound by the dogma that influences the purchasing decisions of the conservative racer. They mostly came

from running backgrounds where a good pair of shoes was the only equipment needed. Triathletes didn't want to worry about gear and mechanics. Like the professional racing elite they were purely interested in the competition.

This has placed a huge burden on the manufacturers many of whom have had to race back to their Japanese suppliers to grab what was being offered to the US market and re-package it for Oz. One company who has not been caught napping, for they have always had a good top-of-the-line bike, is Apollo.

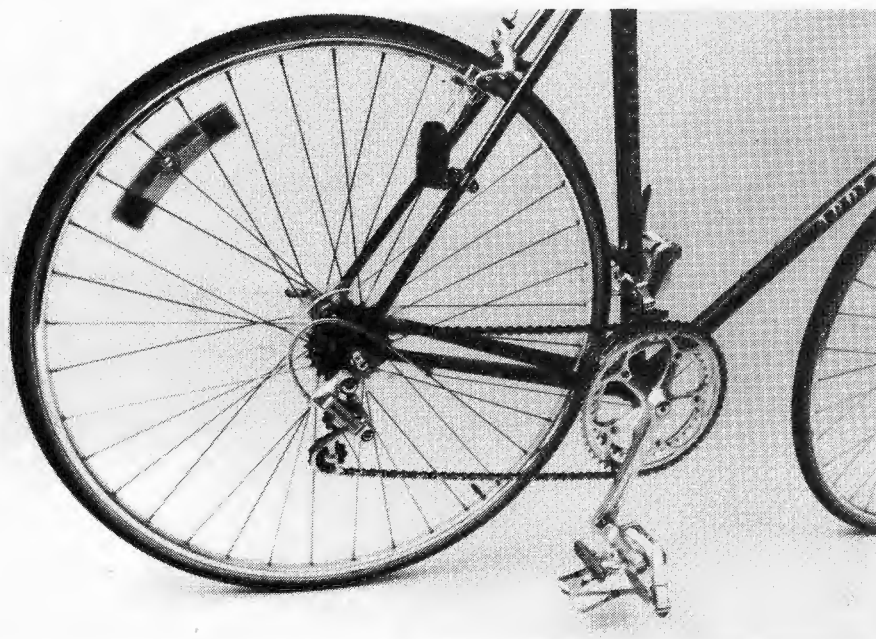
The Apollo V is the flagship of the Apollo fleet. This model has been part of their range of quality bicycles for many years. It has been recently upgraded and its equipment reflects the big changes occurring in the bike world made possible by the buying preferences of triathletes.

For a start it uses all Japanese equipment. No European snobbishness here! The excellent Shimano new 600 EX componentry is used throughout. The levers are brazed-on type and the cables are neatly routed through tunnels on the underside of the bottom bracket.

This fine alloy equipment is mounted on a well finished Ishawata chrome moly EXO 'quadruple butted' frame made by Kuwahara. Its hard to tell if triple butted tubing is any better than double butting let alone the quadruple butted variety. The nett result however is a very light bike.

The biggest equipment surprise on this factory built bike are the Panaracer Course 300 gsm tubulars fitted to the Araya 16B alloy rims. As triathletes are not allowed back-up they have to carry out their own repairs. The rapid replacement of a tubular could well mean the difference between winning and losing to some competitors.

Tubular tyres are wonderful to ride and an energetic workout on the Apollo V confirms this. Its frame angles are built for quick responsive handling and tight cornering. On the road it handles like a thoroughbred: in short its an excellent competition machine and a difficult bike to fault.



Apollo's 600EX transmission is built well to deliver power from the rider to the Panasonic Course tubulars. Toe clips and straps are fitted as standard equipment.

Apollo V

Price: \$795.00

Sizes: 53 58 64 cm Tested: 58

Colours: Olympic gold Gunmetal grey

Frame

Tubing: Main tubes - Ishawata EXO quadruple butted chrome moly tubing 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: 1002 mm

Chain stay: 410 mm

Frame mounts: 1 Bidon, gear levers, gear & brake cable guides.

Wheels

Rims: Araya 16B anodised alloy

Hubs: Shimano new 600EX alloy Q/R

Spokes: 14 gauge stainless

Tyres: Panaracer Course 300 gsm tubulars

Brakes

Model type: Shimano New 600 EX with recessed bolt

Levers: Shimano New 600 EX with gum hoods

Transmission

Pedals: Shimano New 600 EX alloy

Crankset: Shimano New 600 EX alloy 52/42x170 mm cranks

Chain: Shimano UG silver and black

Freewheel: Shimano 6-speed silver 13/21

Derailluers: Shimano 600 EX

Levers: Shimano New 600 EX down tube

Head assembly

Head set: Shimano New 600 EX sealed

Handlebars: Nitto alloy

Handlebar covering: White leatherette tape

Stem: Nitto Technomic alloy 100 mm reach recessed allen key bolt

Saddle assembly

Saddle: Kashimax RS black leather cover

Seat pillar: Sugino SP-H

Seat pillar bolt: Recessed allen key type

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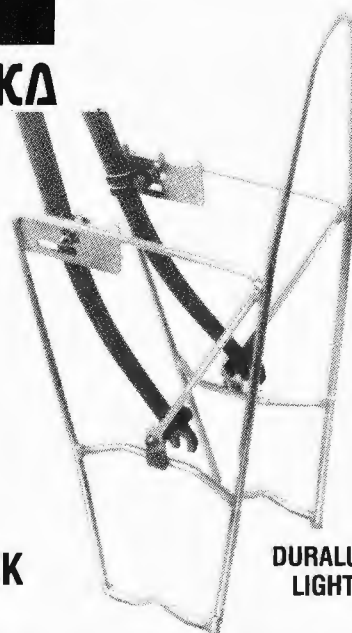
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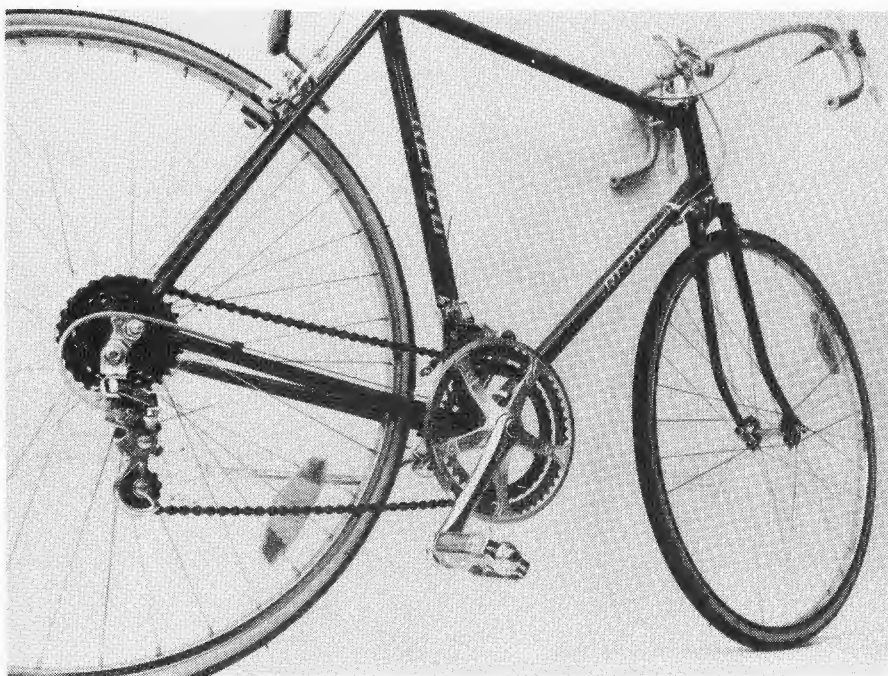
FRONT
LOW RACK

Model AFC-LR1
Weight: 380g

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LIGHT ALLOY**

NAGAOKA METAL INDUSTRY CO., LTD.

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



Repco de Ville

A well finished ten-speed bike in the lower priced bracket

One Australian company that has continually vastly improved its range of bicycles over the last few years is Repco. The majority of their bikes have always come out of Taiwan and so they were one of the first to benefit as the quality of the Taiwanese manufacture improved.

The de Ville marks a departure from this trend for it is not only made from Japanese components but it is made in Japan as well. What is significant in the de Ville is that it represents an attempt by the Japanese manufacturers to regain a section of the bike market lost to Taiwan. This is even more significant in the current economic climate where the value of the Japanese Yen is gradually increasing pushing prices even higher.

The big Japanese parts manufacturers continue to sell components to Taiwan to equip their mass produced bikes so it is the bicycle assemblers that are feeling the pinch. One can wonder how much better the Japanese can get before the Taiwanese catch up. What is certain is that the Aussie purchaser will benefit.

At around \$265 retail price the de Ville represents much better value than a comparable supermarket bike one hundred dollars cheaper. The prime reason for this is its high quality Japanese componentry and its well constructed frame made from Tange high tensile tubing.

SunTour gears are the choice for de Ville's transmission. The gear range has conventional ratios with a low more

suitable to city riding. The SR alloy cotterless crank set has steel rings which are riveted to the main assembly.

Araya steel 27x1 1/4" rims have a good reputation with the bike trade and are fitted with National Panaracer tyres. The alloy Dia Compe side pull brakes provide good stopping power. However if you want the stopping power of alloy rims in the wet you should consider fitting leather insert brake pads.

The de Ville is a comfortable bike to ride. Most men will find its Viscount saddle acceptable though women may want something a little wider. The frame angles give a slightly more upright riding position and responsive steering. The bike tested tracked well which illustrated the fact that the Japanese manufacturers take greater care to set up their frames during assembly.

As expected with lower priced bikes the MKS steel pedals are rather tinny but should outlast any Taiwanese equivalents.

The alloy brake levers are fitted with those silly extension levers which encourage the user to travel in a more upright and often less stable riding position. Beginner riders will appreciate these but experienced riders will find them a nuisance.

With the continuing increase in value of the Japanese currency you should shop around for the best price before buying your De Ville.

Repco de Ville

Price: \$265.00

Sizes: 53 58 64 cm Tested: 58

Colours: Blue Silver Bright red

Frame

Tubing: All tubes - Tange PG high tensile. Pressed dropouts.

Head tube angle: 73 degrees

Seat tube angle: 72 degrees

Bottom bracket height: 290 mm

Fork offset: 50 mm

Wheel base: 1040 mm

Chain stay: 440 mm

Frame mounts: Brake cable guides.

Wheels

Rims: Araya 27x1 1/4" steel

Hubs: Sanshin steel medium flange

Spokes: 14 gauge rustless

Tyres: Panaracer 27x1 1/4" road tread

Brakes

Model type: Dia Compe 630 alloy side pull

Levers: Dia Compe alloy with extensions

Transmission

Pedals: MKS steel double sided

Crankset: SR alloy cranks with steel rings

Chain: DID black

Freewheel: SunTour 5-speed brown 14-28

Deraileurs: SunTour Hero steel

Levers: SunTour alloy stem shifters

Head assembly

Head set: Steel

Handlebars: SR Road Champion alloy

Handlebar covering: Pearl yellow tape

Stem: SR Custom alloy 80 mm reach recessed allen key bolt

Saddle assembly

Saddle: Viscount black vinyl cover

Seat pillar: Steel

Seat pillar bolt: Hex bolt type

Accessories

Plastic spoke protector Alloy kick stand

Gearing

14 17 20 24 28

52 100 83 70 58 50

40 77 64 54 45 39

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

CYCLISTS' ACCOMMODATION DIRECTORY

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

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

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

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

BICYCLE AUSTRALIA

PO Box K499,

Haymarket 2000

Phone (02) 264 2521.



Bikecentennial tours follow routes chosen for quality cycling conditions. Photo: Greg Siple.

Ten Years of Bicycle Touring

Bikecentennial, the 18,000 member organization of touring cyclists, marks its 10th anniversary in 1986.

In 1976, as part of America's bicentennial celebration, more than 4,000 cyclists rode all or parts of Bikecentennial's TransAmerica Bicycle Trail from Astoria, Oregon to Williamsburg, Virginia. Since that year, the Montana-based group has continued to research and map bicycle touring routes on backroads in many parts of the nation. To date, nearly 15,000 miles of routes have been developed and by the end of 1986, 17,000 miles are expected to be completed.

While group camping tours along the TransAmerica Trail continue to be

popular, Bikecentennial's Trips Department has broadened its program to reflect the changing interests of American cyclists. Among the additional tours being offered in 1986 are two- and three-week camping tours in the Canadian Rockies, Florida, New England, and along the Oregon coast; inn-to-inn tours of California's wine country and Washington State's San Juan Islands; and van-supported mountain bike outings in the vicinity of Glacier and Yellowstone national parks.

'1986 Bikecentennial Tours', an eight-page, full-color brochure, describes in detail all 14 of the tours being offered in 1986. For your free copy write: Trips Dept., Bikecentennial, P.O. Box 8308-F9, Missoula, MT 59801; or call (406) 721 1776.

Cycling for fun, fitness and a better world Invitation to cyclists

The 1986 Walk Against Want wants cyclists! This year, for the first time in its 20-year history, the NSW Walk will include a cycle course for those who prefer to get about by foot and wheel!

Several hundred cyclists are expected to mount up for a 30 kilometre tour of Sydney's eastern suburbs, as participants in the Walk/Cycle Against Want on Sunday April 13th. They'll start at Bondi Junction Plaza,

just a hundred metres from the terminus of the Eastern Suburbs railway.

The cyclists' route takes them on a leisurely lap of Centennial Park almost immediately after leaving the Start. It crosses the ridge of Oxford Street via the back streets of historic Paddington, to reach the Harbour at Rushcutters Bay.

After riding past St. Mark's Church, Darling Point (Elton John's wedding-place!), riders will check in at Edgecliff and then loop back to the Harbour before tackling the biggest climb of the day, Bellevue Hill. After that it will be joy to roll on down to the ocean, to the next checkpoint at Bondi Pavilion.

The third stage begins with a picturesque tour of the coast southwards towards Bronte, mostly hugging the clifftops and avoiding the traffic. To get back to the final checkin at Bondi Junction, the route turns west from Bronte and loops around Queens Park, Waverley.

Walkers and joggers on this year's Walk Against Want will be taking a rather different route to those on wheels, but cyclists will come across them several times — even if they will often be going in the opposite direction!

Entertainment will be provided en route, and there will be plenty of spots along the way to take a breather or a relaxed picnic lunch. Community Aid Abroad, organisers of the Walk/Cycle Against Want, will supply guidebooks



This picture shows the latest monument to ignorance and ingenuity. The ingenuity relates to the Brisbane Gateway Bridge's designers and constructors but the ignorance is that of the administrators who won't let bicycles across it. Their arguments are just as spurious as those of the Melbourne Westgate Bridge Administration who have also banned bikes on their box girder monster.



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VIC 3141 Ph: 241 5014**

detailing the route and some great stopping-places as well as points of interest along the way.

The 30 kilometre course completed, riders will be able to tot up their sponsorship earnings. C.A.A. uses the money to support self-help schemes in Asia, Africa and among Australian Aborigines. Most riders will ultimately collect sponsorships of about \$100, though individual amounts collected in past walks have been as little as \$2 and as much as \$1600! All of it helps!

The Walk Against Want is a Sydney institution, and many people have enjoyed participating year after year.

In opening it up to cyclists in 1986, C.A.A. hopes to give many more the opportunity to support the efforts of down-trodden people to help themselves.

Working towards a better world is important; doing it while enjoying some of Sydney's special places and sharing the camaraderie of the road will be a very pleasant bonus.

Further information is available from the Walk/Cycle organiser, Jenny Bollen on (02) 264 2244.

Registration forms can be obtained from:—

"Khadi", C.A.A. shops in the Mid City Centre and at 262 Pitt Street, Sydney. C.A.A.'s new office, 2nd floor, Roma House, 541 George St, Sydney. Sydney or by telephoning 264 22444 or 264 7817.

National Bicycle Safety Conference in April

Bikesafe '86 — Australia's first national bicycle safety conference — will be held in Newcastle from 30 April to 2 May.

Announcing **Bikesafe** today the Federal Transport Minister, Mr Peter Morris, said it would be a valuable forum for people throughout Australia concerned with bicycle safety.

Glen Waverley Cycles

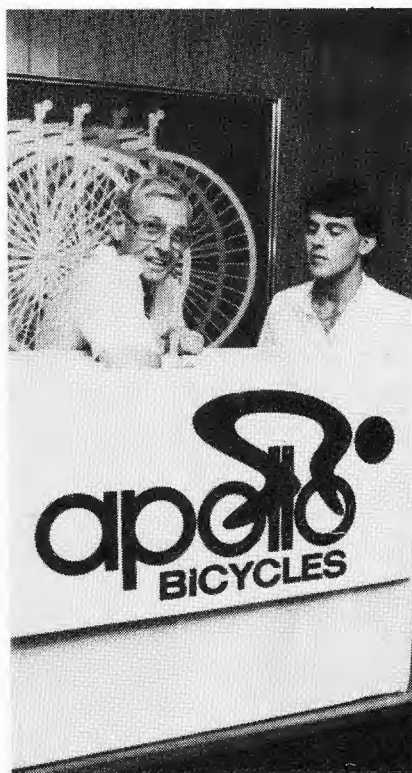
An extensive range of quality bicycles & accessories. Good old-fashioned service & 24-hour repairs.

\$ SPECIALS \$

Turbo saddles \$37.50

Fully equipped 600EX bikes \$750

106 Kingsway, Glen Waverley VIC.
Phone (03) 560 2178



Apollo Bicycles Managing Director John Carrol draws the lucky winner of the Apollo Fiji Flyaway promotion conducted during the Christmas season. Mrs Bev White and her family of Murchinson VIC won the free trip to Fiji. Rogan Carroll looks on.

'The Federal Office of Road Safety, which is sponsoring **Bikesafe**, is eager to hear the broad range of views and opinions from the many different interested groups,' Mr Morris said.

'In 1984, 91 bike riders were killed and more than 1,400 were seriously injured.

'**Bikesafe** is a further initiative in a series of public education campaigns by the Federal Office of Road Safety to improve bicycle safety awareness.

'This conference will bring together people representing concerned groups: from rider organisations, industry and educators, to legislators and local government planners.

'Their interaction as delegates or contributors of papers which have been requested should help identify the scope of the problem.'

Mr Morris said every idea, regardless of how local its applications, could have a part to play in formulating larger scale strategies.

'A number of overseas specialists will present papers to provide an international perspective.

'Up to 200 delegates are expected to attend the conference in the Newcastle City Hall.'

BICYCLE SA '86

The South Australian Touring Cyclists Association are organising a big ride for September as part of their states 150th celebrations.

The ride will commence in Hawker northeast of Port Augusta on September 13 and will conclude in Adelaide on the 21st. The route is 609 kilometres long with overnight stops at Quorn, Port Augusta, Melrose, Crystal Brook, Burra, Clare, Angaston and Heathfield. Support vehicles will follow the tour and riders will be expected to carry their own equipment on their bicycles.

There is a limit of 150 riders and an entry fee of \$100.00 to cover costs. This fee will include camping fees, breakfasts, support and evening bar-b-que's at Hawker and Heathfield. Riders will be provided with free bus transit between Adelaide and the start of the ride.

Entry forms can be obtained from: The Secretary, SA Touring Cyclists Association Inc 33 Penno Pde Sth, Blackwood SA 5051. Telephone (08) 278 5235.

New AACF Executive Director

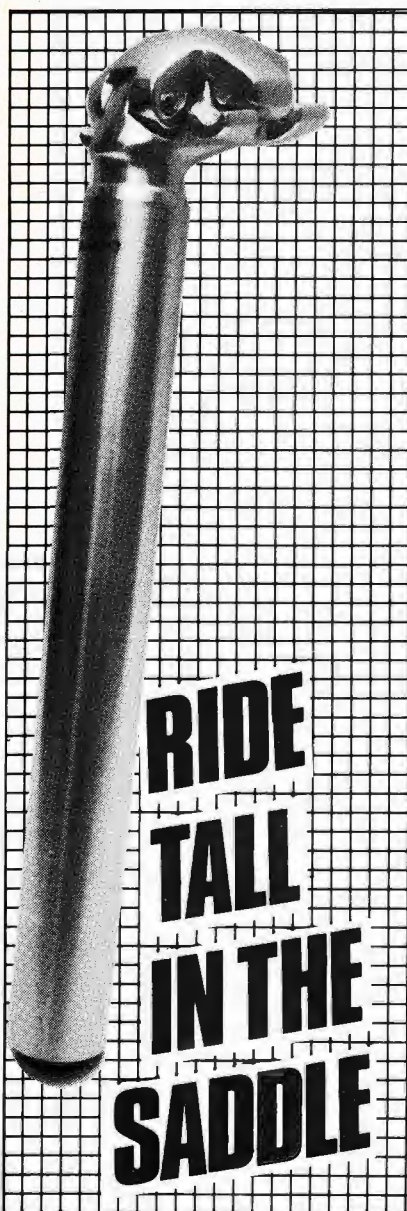
Martin Whiteley of Sydney has been recently appointed as the Executive Director of the Australian Amateur Cycling Federation and will be based in his home town.

Martin will be assisted in his work for the Federation by his background in organising bicycle events. In the past few years he has organised the annual Panorama Pedal 600 cycle race and the inaugural National Mountain Bike titles held near Sofala NSW in 1984.

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Sugino is the champion's choice. It's also the choice of recreational cyclists the world over.

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This finely finished product is suitable for racing, off-road and touring use.

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Brisbane 52 9788



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 winter and spring you should be sending your notice to *Freewheeling* National Bike Events Calendar now. Our readers will spread the word like wildfire.

MARCH

Saturday 1. 300km Audax ride Lilydale to Tooboorac through Yea. Starts at station at 8.00 am. Contact Tony Bolduan (03) 20 5632.

Sunday 2. Audax 100/200/300 km rides. Starting at 8 am. Parramatta - Windsor - Camden - Moss Vale - Parramatta. Contact Russel More (02) 607 8686.

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.

Sunday 9. Cycle Touring Association of West Australia Club Triathlon. Swim 300 metres, cycle 16 km, run 3 km with a time limit of 2.5 hrs. Contact John Martin (09) 349 2310.

Sunday 16. Australian Triathlon Championships. Run this year at Frankston Victoria. Swim 2 km, Cycle 80 km, Run 20 km. Details: (03) 783 7777.

Sunday 16. Cycle Touring Association of WA 50 km Achievement Ride. All welcome to join in and test your abilities. Contact (09) 444 8792.

Bike Week Victoria 17 - 23 A week of activity sponsored by the State Bicycle Committee of Victoria.

Audax Packenham to Wilson's Promontory and return. This 400 km ride covers fine country at the best time of year. Contact Tony Bolduan (03) 20 5632.

Sunday 23 the Bell/Melbourne Autumn Daytour. Saddle up for Melbourne's biggest recreational bike event the one hundred kilometre 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.

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.

Friday to Monday 28-31 (Easter) NSW Central Tablelands Ride Lithgow-Bowral, 250km with vehicle support and all meals and accommodation \$105. Contact Bicycle Australia (02) 264 2521.

Friday to Monday 28-31 (Easter) NSW TOSH - Tour Of the Southern Highlands, Penrith - Bundanoon - Campbelltown. Group tour staying in halls. \$60 all-inclusive. Contact Bicycle Australia (02) 264 2521.

Friday to Monday 28-31 (Easter) WA CTAWA Family Weekend. Midland to Youth Hostel at Northam for a weekend of day rides. Booking needed to secure places in Hostel. Contact John Martin (09) 349 2310.

APRIL

Sat-Sun 5-6. Audax 200/300/400 rides. Starting at Liverpool then Douglas Pk - Wollongong - Robertson - Moss Vale - Campbelltown - Penrith - Liverpool. Contact Russel More (02) 607 8686.

Sunday 13. Pedal, Walk, or Jog Against Against Want. Help Community Aid Abroad assist people in the Third World by taking part in this community fund raising ride. Eastern suburbs Sydney. Phone (02) 264 7817 for details and sponsorship books.

Sunday 20. Pedal for Heart Sydney You can help fight heart disease by joining in on 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.

Saturday 26. Yeepon Triathlon. Swim 1.5 km, Bike 40 km, Run 10km. Contact: (07) 371 9183.

Friday-Sunday 25-27 (Anzac day weekend) NSW Hunter to Howes Valley Explorer, 150km - vineyards, forests and fire trails, with vehicle support and all meals and accommodation \$90. Contact Bicycle Australia (02) 264 2521

Wednesday 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 3 - Sunday 4. Audax 200/300/400/600 km rides. Starting at 8 am Parramatta - Canberra - Parramatta. Contact Russel More (02) 607 8686.

Monday-Saturday 12-17. Enjoy the VIC/NSW school holidays touring picturesque SE Qld and northern NSW - 350km. Beaudesert (Brisbane) to Grafton via Woodenbong and Bonalbo. Fully supported \$180. Contact Bicycle Australia (02) 264 2521.

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. Ride to the tip of Australia on your or our fat-tired bike. You will carry your own and some group gear. Cape York-Cairns flight and all food \$850. Discount return air home-Cairns available. Contact Bicycle Australia (02) 264 2521.

Sat 7 - Sun 8. Queensland State Triathlon Championships. Bundaberg Qld. Details (07) 371 9183.

JULY

Sunday 13. Audax Mornington Peninsular. Warm up in the winter sunshine on this 200 km ride. Departs from the Morabbin Station at 8 am. Phone Tony Bolduan (03) 20 5632.

SEPTEMBER

Saturday 13. Audax Strzelecki Ranges. A fast 300 km ride leaving Dandenong Police Stn at 7.30 am. Ride to Wonthaggi and return. Contact Roger McAlpine (03) 754 3268.

13-21 Bicycle SA '86, Hawker-Adelaide 600km to celebrate the founding of the state 150 years ago. A trip for bicycle tourists who will carry their own gear. Hall accommodation optional. Breakfasts, some dinners, camping fees plus backup vehicles \$100. Contact South Australian Touring Cyclists Association (08) 278 5235.

OCTOBER

Saturday-Monday 4-6 (Labour day weekend NSW) the Four Rivers Ride in the Hunter Valley, with vehicle support and all meals and accommodation. Contact Bicycle Australia (02) 264 2521.

Saturday 18. Audax Opperman All Day Trial. The world renowned team randonnee where you pick the route and distance for the 24 hrs. Essential riding for the serious cyclist. Contact Terry Gross (03) 435 4437.

October 27-November 12 The Southern Ocean Tour Geelong-Adelaide. Vehicle support and all meals and accommodation. Contact Bicycle Australia (02) 264 2521.

NOVEMBER

Saturday 22. Audax Lilydale - Mt Buller. Discover the snow fields with out the snow. Starts at railway station at 8.00 am. Contact Tony Bolduan (03) 20 5632.

Sunday 23. The fifth annual Repco Freewheeling to the 'Gong Bicycle Ride. 85 kilometres of well supported enjoyment. Now is the time to get your friends together and plan for this years big event. Morning tea and excellent support all supplied. Full details and entry forms in *Freewheeling* issue 37 (July/August).

Saturday Nov 29 - Sunday Dec 7. The Great Victorian Bike Ride. Australia's biggest long distance ride will take place in beautiful Gippsland this year. Excellent support. Groups welcomed. Fare includes baggage shuttle, travel to start of ride ex Melbourne, all camping charges and breakfasts.

Classifieds

PERSONALS

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

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

Eighteen year old male interested in cycle touring is looking for a female pen-friend who enjoys cycling. Contact Ken Hocking 128 Barber St Gunnedah NSW 2380.

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

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.

Grand Tour of Europe. Companion(s) wanted for organised ride (similar to Great Victorian Bike Ride) Paris to Florence from August 30 to September 19. 200 riders only. Contact John Calnan 7 Roycroft Ave Aspendale VIC 3195. Phone (03) 580 2045.

Europe and England. Companions wanted for 6th month tour of Europe and England beginning in London mid-March '86. Contact Craig Bellamy PO Box 381 Grafton NSW 2460. Phone (066) 42 7191 or work (066) 42 0633.

Wanted Companions for one week leisurely tour from Moss Vale to Hawkesbury environs. March/April. Caravan park accommodation. Contact Richard Kenderdine 184 Dexter St Cook ACT (062) 64 4873 (w).

Companion(s) wanted for a low budget cycle tour of southern Europe. Flexible route and duration. Write to: Melissa Davies 56 Miller St Unley SA 5061.

Australia Companion(s) wanted for all or part of cycle tour around Australia. Reasonably low budget, could include some work along the way round. Start around June 1986. Route and duration flexible. Contact Colin Flaherty 30 Krause St Deception Bay QLD 4508. (07) 203 2013 a/h.

India. Companions wanted for flexible ride across India. Approx 5 weeks duration. Katmandu to Bombay April 1986. Contact Geoff Kinchin, 2 Finlay St., Blacktown 2148. (02) 622 3447.

HELP

Help! Bicycle Australia would like more people to provide information on bicycle touring in all parts of Australia. If you have toured the Nullarbor, or from Perth to Darwin and on to Rockhampton or any parts of those routes and you would be happy to answer some questions about your trips please write to or ring us. Also people who have toured in Tasmania or from Rockhampton to Cairns or Cairns to Cape York please contact us. We are compiling guides to these areas as well. Our address (no stamp needed) is Bicycle Australia, Freepost 19, PO Box K499, Haymarket 2000, phone (02) 264 2521. Thank you.

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.

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

FOR SALE

1928 Golden Sunbeam Ladies cycle. Two owners since new. Good mechanical condition. Oil bath chain case, Morrow freewheel. A true collectors item. Serious enquirers ring Geelong (052) 22 4795.

Tandem 531 custom built 27" wheels touring gents/ladies style, ten-speed, high quality alloy parts throughout. Specialized 1 3/8" tyres Karrimor racks. Brand new. Regret urgent sale \$1250 ono Phone Kay (02) 519 5317 evening or Liz (02) 660 6605 work. Freedom Machine ad

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.

DECEMBER

Saturday 13. Audax Melbourne to the Spas and return. 300 km ride starts at McLeod railway station at 8.00 am. Contact Terry Gross (03) 435 4437.

TOURING CLUBS

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)96 234. **Melbourne Bicycle Touring Club** (03)836 0440. **Newcastle Cycleways 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.

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.

BOGONG JACK ADVENTURES.

Cycling holidays throughout north east Victoria - Winery visits, goldmining and bushranger history, gourmet bicycle tour. 1, 2, 5 & 7 days duration with support vehicle. PO Box 209 Wangaratta VIC 3677 Telephone 057 21 2564



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Phone (070) 56 2100

TOUR NORTH AMERICA!

Bikecentennial, America's 18,000-member nonprofit organization for touring cyclists, offers its 11th year of cycling vacations and expeditions; 6 to 90 days, camping or country inns. Canadian and American Rocky Mountains, northwest Pacific Coast, Florida, Alaska, California, two cross-continent routes. **FREE** catalog. **Bikecentennial, P.O. Box 8308-F1, Missoula, Montana 59807, USA. Phone: (406) 721-1776.**

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.

WANTED

Ancient bicycles, parts and memorabilia for restoration and preservation. Contact Paul Farren (03) 241 4453.

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. Display classifieds rates: \$15.00 per column centimetre. Payment must accompany order. Send typed advertisement text to Freewheeling Classifieds, PO Box K26, Haymarket NSW 2000.

Rambling

By Michael Burlace

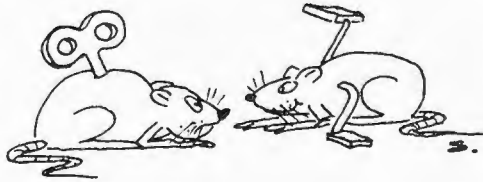
The two Norwegian cyclists who set out to circle the world in 80 days have been involved in an accident with a car in Arkansas, USA. They were less than a week away from their goal. They set out from Oslo in Norway and pedalled through various cities and countries including London, Brussels, Athens, Cairo, Calcutta, Hong Kong, Canton, Tokyo and across Australia before they hit the Americas. Unfortunately there was no indication of what the next step was.

Matilda magazine recently reported that the Asahi evening news in Tokyo carried the following item: The traffic death toll during the national traffic safety campaign period, April 6-15, was the second worst in the last 10 years, the National Police Agency reported. Let's not have any more of that approach to safety, please! If you haven't met Matilda, it's the irreverent humorous and investigative magazine which may be our first replacement for the Nation Review of the mid-70s. It's been a long spell without a good chuckle and groan.

Looking for the ultimate gift? Just duck across to the United States of America (where else) with \$5,000 in their currency (probably plastic would be best) and pick up a gold-plated bike. Yep, it's the real thing, but everything except your wallet and the tires will be gold plated when you collect it. Derailleurs, brake bits, fork tubes, frame lugs and heaps more are plated. Even the ends of the spokes and the nipples are plated. But they have thought of everything, there are little rubber inserts in the gold-plated shift levers so your fingers don't get sore. Then again, maybe it's to protect the plating. Yes, you can ride it. Next year's Repco Freewheeling to the 'Gong Bike Ride would be just the place, but don't put it

on the train to bring it back, just pop it in an oversized jewel case and into the back of the Rolls.

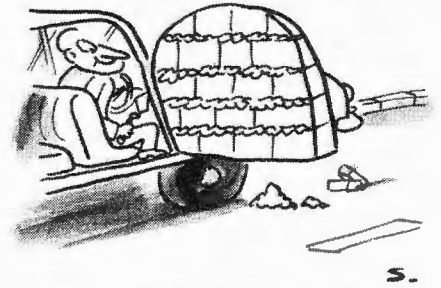
Buying pedals is a bit of a tricky process. They can be cheap or expensive and choosing ones which are the right quality and price for you takes time. One of the things which is often overlooked is how the pedal fits your shoe. The pedal should be wide enough for you to sit your shoe on it but not so wide that your shoe is unsupported in the middle where the balls of your feet do most of the work. One of the



common results of pedals being too wide or the feet being positioned inappropriately on them is the balls of the feet sinking into the gap. This leads to numbness in the toes, a common complaint for people who wear tight shoes too. One way of testing pedals is to put them on the floor and stand on them.

Trying out seats is a hit and miss effort for most of us, the Marquis de Sade having designed most of them. One way to reduce the pain is to test the seat before you put it on your bike. Just put them on a stool or chair and sit on them one after the other. This gives you some idea, though not as clear an idea as you can get in a shop which has a bicycle seat rack. This consists of a thing which looks like a bicycle frame with several seats mounted on a merry-go-round. The seats can be swung into position one after the other with a minimum of effort.

A Sydney paper recently carried the headline "Freak Bike Accident: Killed by Open Car Door". The story told of a very keen fitness and sports enthusiast who died instantly when he swerved to avoid a minibus door which was opening in his path. He was Anthony Tarlinton, a second-year medical student. Apart from the tragedy of Anthony's death, the sad part about this story is that it is one which haunts most city cyclists. The accident was probably not a freak one, it is a freak thing that



more cyclists aren't killed this way. Don't be one who is: take the space you need, not what the motorists want you to have.

Bicycles are in the news these days: A multiple sclerosis victim Richard Beecroft finished a round the world cycle trip in October. Richard cycled 32,000 km on his trip. He is a 35-year-old Canadian who went through 16 countries in two years. He had five collisions and a couple of robberies. His aim on the trip was to inform the world on multiple sclerosis. He contracted the disease when he was 19 and it had such an impact on his balance and vision that on the trip police asked him if he was drunk.

The cyclists and other road users outside of Sydney sound like they will benefit more than the city slickers from the reduction of lead in petrol. The lead limit in Sydney, Newcastle and Wollongong was 0.4 grams per litre. Victoria and Tasmania had a limit of 0.45 while Western Australia, Queensland, South Australia and the Northern Territory had levels of up to 0.84 grams per litre, the same as rural NSW. However, given the lead levels in both Sydney and Melbourne I am sure that it is the city people who will benefit most.



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Kalahari 1

Kalahari 3

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