

THE AUSTRALIAN BICYCLING MAGAZINE
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Freewheeling



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THE WORLD AWHEEL



Strong Yen pushes prices up

Now is the best time to buy a bicycle according to the Bicycle Industries and Traders Association. The Japanese currency continues to appreciate in value and compared to the pre-Christmas period prices at the import level have risen some 33 percent. This means that as new stocks start arriving in Australia for the coming spring season buyers will notice some dramatic price increases.

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Some new stock has already reached retailers and in the case of bikes in the \$500 plus category prices have risen as much as \$100 per bike.

Oz Bicentennial rides in doubt

The national touring organisation Bicycle Australia has withdrawn its imaginative scheme to stage a series of rides in 1988 as part of the nation's Bicentenary. The groups proposal involved supporting up to 10 000 riders in small groups in rides along the network of bicycle routes currently under development.

Bicycle Australia's proposal with the Australian Bicentennial Authority was finally withdrawn earlier this year when the organisation's deadline for the start of the project was passed. At that time Bicycle Australia had submitted over 200 pages of documentation and detailed budgets to the ABA and had been involved in negotiations since 1979. The original start for the project was to have been 1985 but by the end of that year, with daily press disclosures of ABA mismanagement and still no approval, BA's directors decided that the event as planned could not go ahead.

Bicycle Australia's directors put it down to incompetence and lack of imagination on the part of the ABA. According to past BA director Warren Salomon the \$504,000 payout to the former ABA chief David Armstrong could have funded a number of very good community events including Bicycle Australia's. "Instead we have elitist events with plenty of media gloss and hype to reelect the Hawke government instead of real participatory events for the people", he said.

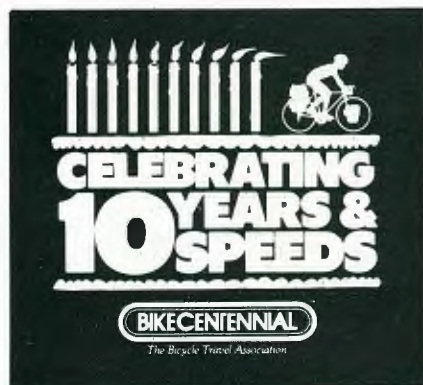
Still, all may not be lost for recreational cyclists. Bicycle Australia is still pushing ahead with their trail development program and Great Victorian Bike Ride organiser Graham Rebbeck has submitted a late proposal to the ABA for a series of GVBR type rides in each of the mainland states. This magazine along with many of the active touring clubs throughout the country hopes that the ABA will finally get their act together and support the GVBR proposal.



1986 Worlds

Tickets are now on sale for the 1986 World Cycling Championships to be held in Colorado Springs USA from August 22 to September 7. This will be the first time ever that the Worlds will have been held in the USA. The championships will bring the cream of amateur

and professional cycling together for what promises to be a memorable event. For ticket info contact : 1986 World Cycling Championships Inc, US Olympic Training Centre 1750 Boulder St Colorado Springs CO 80909 USA or phone (303) 578 4627.



Bikecentennial celebrates

The US touring organisation Bikecentennial this year celebrates its tenth anniversary. The group came into being with the successful trans-america rides held as part of that country's Bicentennial celebrations. Since then Bikecentennial has grown along with the touring scene. Their membership is now in excess of 18 000 and they have developed almost 22 000 kilometres of bicycle routes across the United States. We wish them well in their next ten years.

Round Australia highway to be sealed by end of year

By the end of 1986 it will be possible for the first time to cycle the perimeter of the continent and to ride from Adelaide to Darwin through the centre on a sealed road surface. The Federal Minister for Transport the completion dates of the works at a roads conference held recently in Sydney. The news will be welcomed by cyclists and will make the remote north western sections of Highway One and the South Australian section of the Stuart Highway a much more bearable proposition.



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Mountain Bike Nationals

The second mountain bike nationals was held near Sydney on Sunday April 20 and was won by a Newcastle rider Wal Wohlrab. Wal completed the grueling 35 km course a full 10 minutes ahead of his nearest competitor triathlete Rohan Philips. A full report of this event will appear in our next issue. Stay tuned fat-tire fans!

Anderson injured

Top professional cyclist Phil Anderson has cancelled the first series of races in his 1986 European cycling campaign due to an arthritic condition. On orders from his medical advisors Phil has flown back to Seattle in the USA to try to overcome his condition and hopefully regain peak physical condition for the Tour de France which starts on July 4.



Fun fund raiser

For the third year in succession the Bible Society will be running a fully supported ride between Adelaide and Sydney via Melbourne between September 14 and October 5. The ride seeks riders who will gather sponsorships and ride all or part of the distance. Riders will average 120 to 140 kms a day so you will

need to be fit. For riders with sponsorships of \$1000 or over the Bible Society will pay for food and accommodation throughout the ride.

Pictured on this page are the crew who helped raise over \$10 000 on last years ride. Top L-R: Dave Forest, Ron Hehthorn, John Richards. Bottom L-R: Bob Forest, John Ansell and Andrew Smith. Information about this years ride can be obtained from Dave Kendall at the Bible Society in Sydney on (02) 267 6862. This year the riders will be raising funds for use by the Society on its South American projects.

Bike for Peace

As part of the International Year of Peace a large group of bicycle riders will travel along a 2240 km route starting in Kiev in the USSR and finishing at the United Nations building in New York some four weeks later. The riders will ride an average of 95 km per day with rest stops every 24 km through the Soviet Union, Czechoslovakia, Canada and the US. Support vehicles will carry equipment, tools and medical supplies for the entire distance. The ride starts on June 22 and ends July 28. Information can be obtained by writing to the organisers: Teamworks Incorporated, 125 Main St Westport CT 06880 USA. Telephone (203) 227 3223.

New club

The *Huffers and Puffers* is a bicycle club set up recently for Darwin residents. The club has rides and a friendly get together every sunday and welcomes all comers. The group can be contacted through its organiser Douglas Bailey on (089) 81 2141. The club's postal address is: c/- John Simmons, 61 Curlew Circ., Wulagi NT 2793.

The Portland Touring Bicycle Club is now two and a half years old and was initially formed to foster bicycle touring, racing and commuting in the Portland VIC region. Since its inauguration it has averaged around 14 riders for each of the 14 tours it has run. The contact person is Gavin Adamson and if he could supply us with his address we will be only too pleased to run it in our calendar listings as a club contact.

International cycle rallies

Bicycle rallies those large friendly gatherings of bicycle enthusiasts have long been popular in Europe and the USA but have never caught on in Oz. Local bikers wanting to sample from the worlds best rallies have a wide choice for example:

The annual British Cycle Touring Clubs York Rally will be held this year on July 5&6. The York Rally attracts thousands of cyclists and offers a great opportunity to meet and talk in a

friendly atmosphere. Many events such as a bicycle equipment exhibition and day tours are held during the weekend. For full details contact the CTC Cotterell House, 69 Meadow, Godalming Surrey GU7 3HS UK or phone (04868) 7217 ext 31.

In 1986 the AIT Cycle Touring Rally will take place in Poland in the Silesia region at Rogoznik 35km north of Katowice between July 21 and 26. Accommodation is available in bungalows or tent sites. Daily tours in the country side are organised as well as cycle orienteering competitions and performances of folk music and dancing.

For a registration brochure contact the *Freewheeling* office or write to Zarzad Glowny, Komisja Turystyki Kolarskiej, ul. Senatorska 11, 00-075 Warsaw Poland

USCF makes helmets compulsory

The United States Cycling Federation has made the wearing of hard shell helmets mandatory in all its sanctioned events. The resulting rush to the stores has sent large manufacturers into a spin. Though the USCF has in the vicinity of 20 000 members the new rule has a big influence on the market as a whole and the Bell company alone reported selling some 50 000 helmets since the rule came into force. That company was reported to have switched all its production to its V1-Pro models to cope with the demand.

ABA to fund bicycle race

If the tourers are upset with the lack of action from the Australian Bicentennial Authority then the bicycle racers have no such quarrel. The organisers of the annual Sydney to Brisbane Commonwealth Bank Cycle Classic recently announced that their race will become part of the 1988 sporting program. The '88 event will become a much larger international event and will run from Brisbane through to Melbourne.

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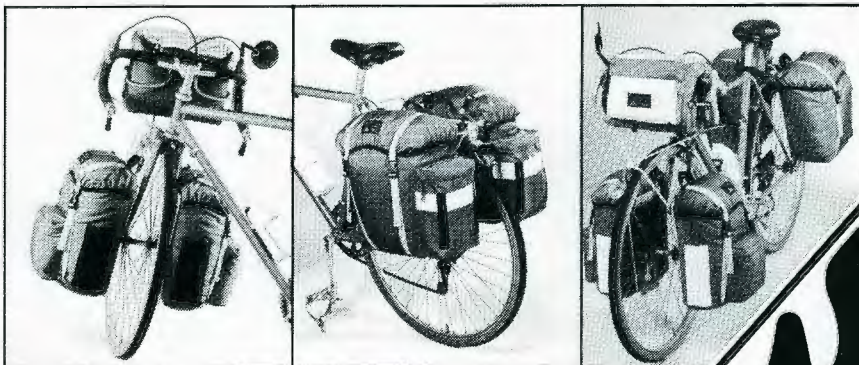
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Write On

The Birdsville Track

First allow me to congratulate you on an excellent magazine, one which I thoroughly enjoy reading. For some time now I have been contemplating a cycle trip along the Birdsville track on a A.T.B. so as you can imagine I was keen to read Richard Flanagan and Ian Grayson's account of their journey along the Oodnadatta Track. *Freewheeling* Oct.

I have been in contact with the South Australian Tourist Bureau and the R.A.A. and they say that my planned time of year, May would be suitable. Inexperienced as I am I will be thoroughly planning and preparing for the trip as it has been the only thing on my mind for the last six months, I would be extremely appreciative of any advice you or any of your readers might be able to give.

Martin J. Jerrard
6 Willow St
Willow Vale NSW 2575



Reader Chris Head snapped this piece of signage at a shopping mall in West Ashgrove Brisbane. He asks, "Are the two synonymous?"

Sticking Up For Townsville

John Forester and Ron Shepherd seem to discredit the six years of work by Townsville traffic engineer Jim Evanson. They also accuse me of giving away

cyclist basic rights to use the road in my article on bicycle-safe main road intersection design in Townsville (*Freewheeling* No. 33). Also my article was primarily about intersections, where most motor vehicle/bicycle crashes happen, however if they want to argue about the non-legal bike lanes in Townsville, well they better get their facts straight.

Forester, a Californian, not understanding the implications of the bicycle being recognised in all Australian states as a vehicle, states: "If bikelanes do give cyclists the right to use the road, they give that right not in general but only to the marked space . . . It is foolish for cyclists to accept the validity of that limited right as travellers to use the public highway system . . . Lose that, and we've lost all". This is a red herring because in Australia nobody has lost anything or are they going to. On the contrary, a few years ago the Bicycle Institute of Victoria successfully lobbied the Victorian government to change the legislation so that cyclists would still have the right to use the traffic lane, if they judge the bikelane or bikepath to be unsafe. We got rid of legislation that had been there since the 1930s.

My article said that "special bicycle laws do not exist in Queensland" and the "marvellous thing about Jim Evanson's bicycle facilities is that they can be policed using existing laws regarding driving in relation to edge lines". What that means is that cyclists can use the road and bikelane, but motorists cannot endanger cyclists by crossing the edgeline. Furthermore no loss of rights is involved because technically in law there are no bike lanes in Townsville, and the Queensland government does not want legislation for bike lanes.

My view of cyclist's rights is much broader than Forester's. I seek to increase cyclists rights of access both on and off the road on the grounds that bicycles are an environmentally superior form of transport, being quiet and non-polluting. Forester's forte is education and polemics and he has done us a service in pointing out the cyclist rights issue, which most cyclists are unaware of. The real issue is not just bikelanes, but having laws that force you to use any badly designed path, or facility designed by incompetent engineers. We must have the right to choose them or not, given the low standard of bicycle facility design in Australia.

Competent engineers like Jim Evanson go back to the drawing board and start again if cyclists don't use what has been provided.

For example a couple of years ago Jim Evanson ripped out a kilometre of shared footway in Townsville because he found that cyclists did not use them. He has a philosophy of providing facilities that cyclists choose to use. In California

cyclists also choose in their millions to use the bike lanes that Forester dislikes, especially the ones on high speed roads between the cities. The de facto bike lanes called sealed shoulders have greatly encouraged bicycle touring in America.

There are technical criticisms to be made of my article and the paper that Jim Evanson has prepared for the National Bikesafe conference will demonstrate improved intersection designs for some of the intersections shown in my article. These designs will be based on how child cyclists use the intersections in Townsville. John Mathieson and others are also making observational studies of similar intersections in Newcastle and by the time the conference is over some progress will have been made. However this engineering problem while being important is only a minor safety issue. My "Bikesafe" paper will give the latest accident data supporting the need for universal bicycle rider education, and will develop proposals for more effective traffic law enforcement programs. BFA members Stephen Whateley and John Mathieson will be stating the overall priorities for cyclists.

Forester rewrites history to suit himself, for example; in reference to the intersection designs in my article he states that Australians should not "allow themselves to be bamboozled by the anti-cyclist inventions of American motoring organisations". Nonsense, the intersection designs were produced, not by a motoring advocate, but by an experienced American bicycle tourist named Richard Rodgers who headed up the Non-motorised Planning Section of the Highways Division in California. Indeed in a letter to the Bicycle Institute in February 1977 Forester said "The Caltrans office under Richard Rodgers is the best such office in the country", and gave a glowing reference of what Rodgers was doing. There are over eight millions cyclists in California and many experienced cyclists with road engineering qualifications disagree with him.

Ron Shepherd's letter (*Write On Freewheeling* 34) contains serious errors of fact. He states: "On busy roads where bike lanes might be useful, there is not room for them. On other roads, where you could mark in bike lanes, they are not necessary." This is an irrelevant generalisation that becomes obvious in Townsville with its big wide roads with plenty of space for bikelanes, shared bike/car parking lanes and sealed shoulders where they are needed. With the possible exception of Sydney, there are lots of places in our capital cities where you can put bikelanes, however when space is limited widened kerb side lanes are used instead. Where there is both room and a need, measured by lots of cycling schoolchildren, then bike lanes

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 ⅓". That ⅓" 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.

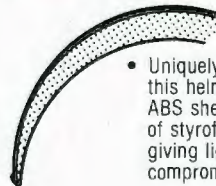
Before you buy you owe it to yourself to inspect the Apollo Dalyte helmet at your nearest World of Wheels specialist bicycle store.

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.



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help children ride in a straight line and motorists accept this. There are various kinds of bicycle lanes itemised in bicycle plans to suit different conditions. The Bicycle Federation is lobbying the Commonwealth to get funds to evaluate their use in practice.

The sealed shoulders I referred to in my article are non-legal bike lanes and Shepherd wrote in a recent issue of our 'Pedal Power Victoria' (Jan 1986) that he advocated their use. Does he say one thing writing as a BIV member and something different when he purports to represent the Road Safety Board of Victoria in signed letters to *Freewheeling*?

I have a fundamental disagreement with Forester and in my review of Forester's book 'Bicycle Transportation' (*Freewheeling* 33) I said: "Planning for adult cyclists is nearer to planning for other road vehicles, than it is for planning for child cyclists, for the simple reason that the under twelves are what they are, which is children, and cannot be "traffic safe" no matter how much you teach them . . . Professionals often belittle the need to competently plan for cyclists and assume it will be easy, when it is not? Imagine trying to design main roads that are safe for seven year old truck drivers, it would be impossible. However the bicycle planner must also be able to make provisions for seven year olds using bicycles and this is what makes bicycle planning complex . . . This simple fact is not dealt with by John Forester".

When planning for child cyclists, Mike Hudson's book 'Bicycle planning policy and practice' is a much more relevant guide than Forester's book if read in conjunction with the design manuals produc-

ed by our various State bicycle committees.

As a bicycle advocate, I also lobby government on behalf of adult cyclists and write articles demanding cyclist access to the safety lanes of freeways and bridges as a basic cyclist's right to use all roads. To quote two examples; *Freewheeling* 24 an article entitled *The Safest Roads are Out of Bounds* and a *National Cycling* article (Feb/March 1984) entitled *No more no-ways for cyclists*. There is considerable support for these proposals and only one out of fifteen clubs and state associations I surveyed opposed access to Freeways and only one individual stood out against the proposal and that was Ron Shepherd.

What Forester and Shepherd are saying is stop the world until all cyclists have done an advanced bicycle riding course. Well the world isn't going to stop and wait and we have to do many things as well as spread the "effective cycling" gospel according to Forester.

In conclusion, my view is that Jim Evanson who is also Vice-President of the newly formed Bicycle Institute of Queensland, has upgraded the quality of the debate about engineering facilities in this country and within the bicycle Federation of Australia. We should be thanking him for that.

ALAN PARKER
President BIV.



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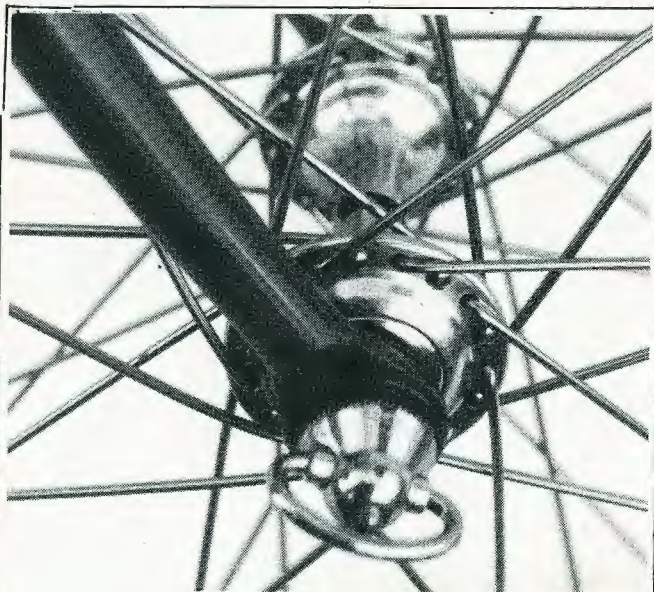
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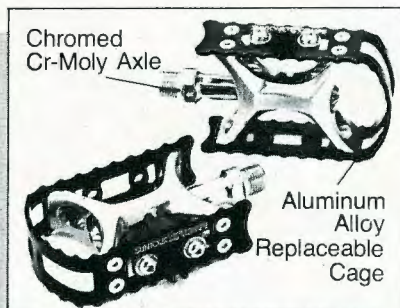
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New Products and Ideas

The complete ensemble features pedals, chainwheel set, brakes, levers, gears, and hubs finished in silver and gunmetal anodising. Sprint slots into the Suntour range in-between Superbe Pro and Cyclone.

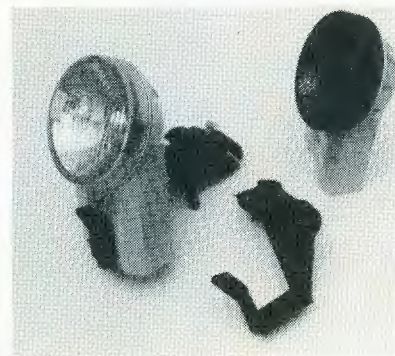


from back up batteries or optional generator unit. A high output rear light unit is also available.



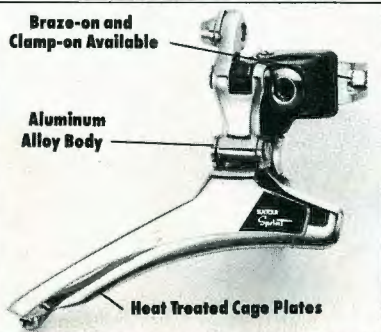
Off-road pedal

The SunTour XC Compe pedal is a high quality top of the range pedal for mountain bike enthusiasts. The pedal uses the same body as the Superbe Pro, has a chrome moly spindle and a black anodised cage that is fully replaceable.



Berec update

The popular Berec battery light has been completely redesigned and will shortly be available in Australia. The new front and rear lights conform with the British Standard and have easy mount carrier brackets. Both lights take standard C cells.



SunTour Sprint

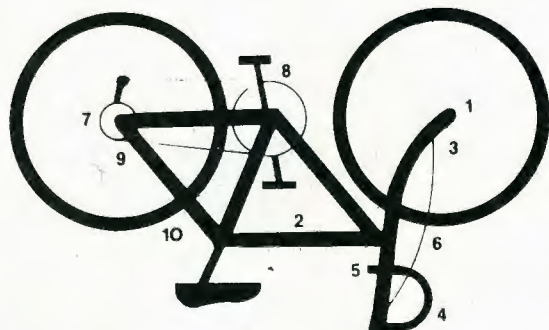
The large Japanese component manufacturer SunTour has recently released a new high quality component range called Sprint.

Halogen light

The Byka halogen lighting system offers a high quality and inexpensive bicycle lighting. The front light contains an electronic switching system which regulates power

Brand New Bike Aid 10 point lubrication plan

1. Front and rear quick release nuts
2. Derailleur cables
3. Front brake pivot points
4. Brake lever pivot points
5. Ratchet shifter controls
6. Brake cables
7. Rear Derailleur pivot points
8. Front Derailleur pivot points
9. Drive chain
10. Rear brake pivot points

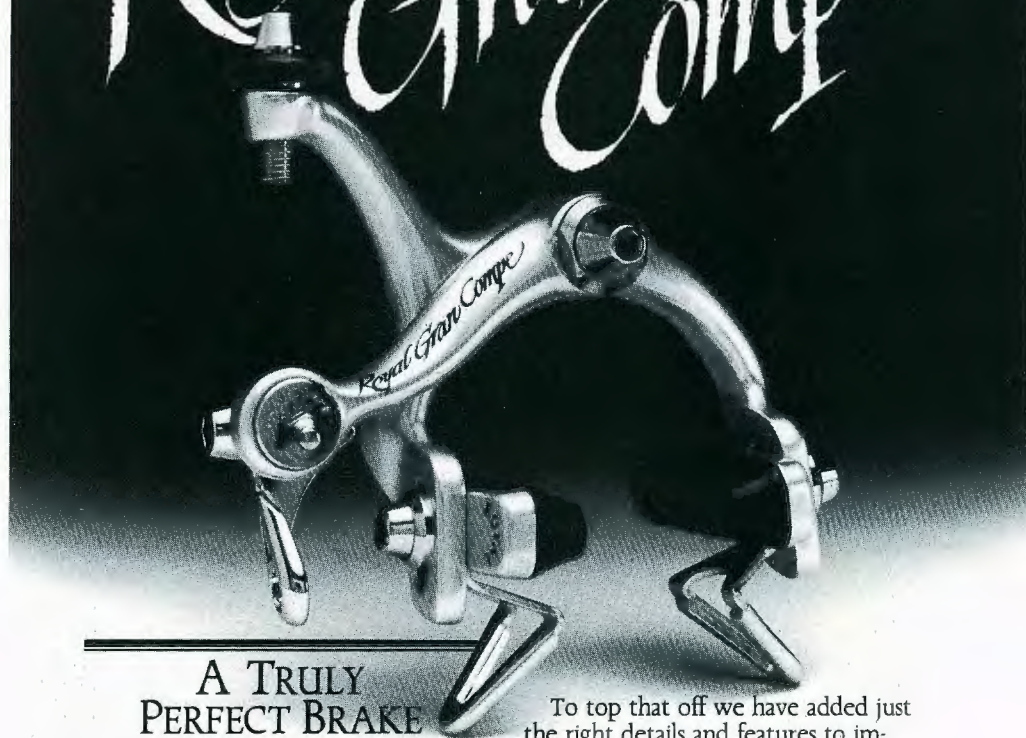


MAKES METAL MOVE

New Dri-Slide Bike Aid is a brand new answer to bike lubrication and protection. Bike Aid's unique formula plates the metal with a dry-film moly* lubricant that lubricates better than conventional oils or grease and without a sticky, gooey mess. And Bike Aid not only lubricates, but protects and inhibits rust on exposed parts in any weather.

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

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

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

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

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

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

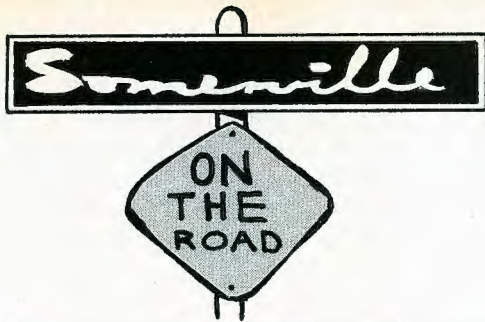
Superb wet weather stopping is achieved with a new special rubber compound.

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

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Ten Touring Questions and Ten Expert Answers

Bicycle touring

The sport of bicycle touring is not as easy to get started in as other recreational activities. For a start it is heavily reliant on equipment and information. To help you on your way we have asked the experts for their opinion.

1. What is bicycle touring?

Bicycle touring is for anyone who can pedal a bike from age nine to ninety. Once you are out of the dirty gritty city and onto a quiet country road you begin to experience what freedom is all about; your head becomes unclogged and your thoughts flow freely as the wind. It is a form of travel that allows you to be part of your environment and not a passive observer encapsulated in steel and glass watching it all pass you by in a blur.

Touring by bicycle enables you to see the countryside close up and meet real people not the plastic imitations that are introduced to motor bound tourists.

The people you meet are generally more welcoming to you when you ride a bike. Firstly you are making an effort to tour their locality and secondly you are more open (some might say exposed) to genuine acts of hospitality.

Of course you are more exposed to the elements so, like all adventurers, you must be prepared for the wet and the wind. If you are you will be treated to magnificent displays of mother nature in all her glory.

Above all bicycle travel is the most relaxed way to travel. You can try it according to your personal tastes. Take your home with you and camp out or travel light and stay in hotels along the way. Which ever way you choose the

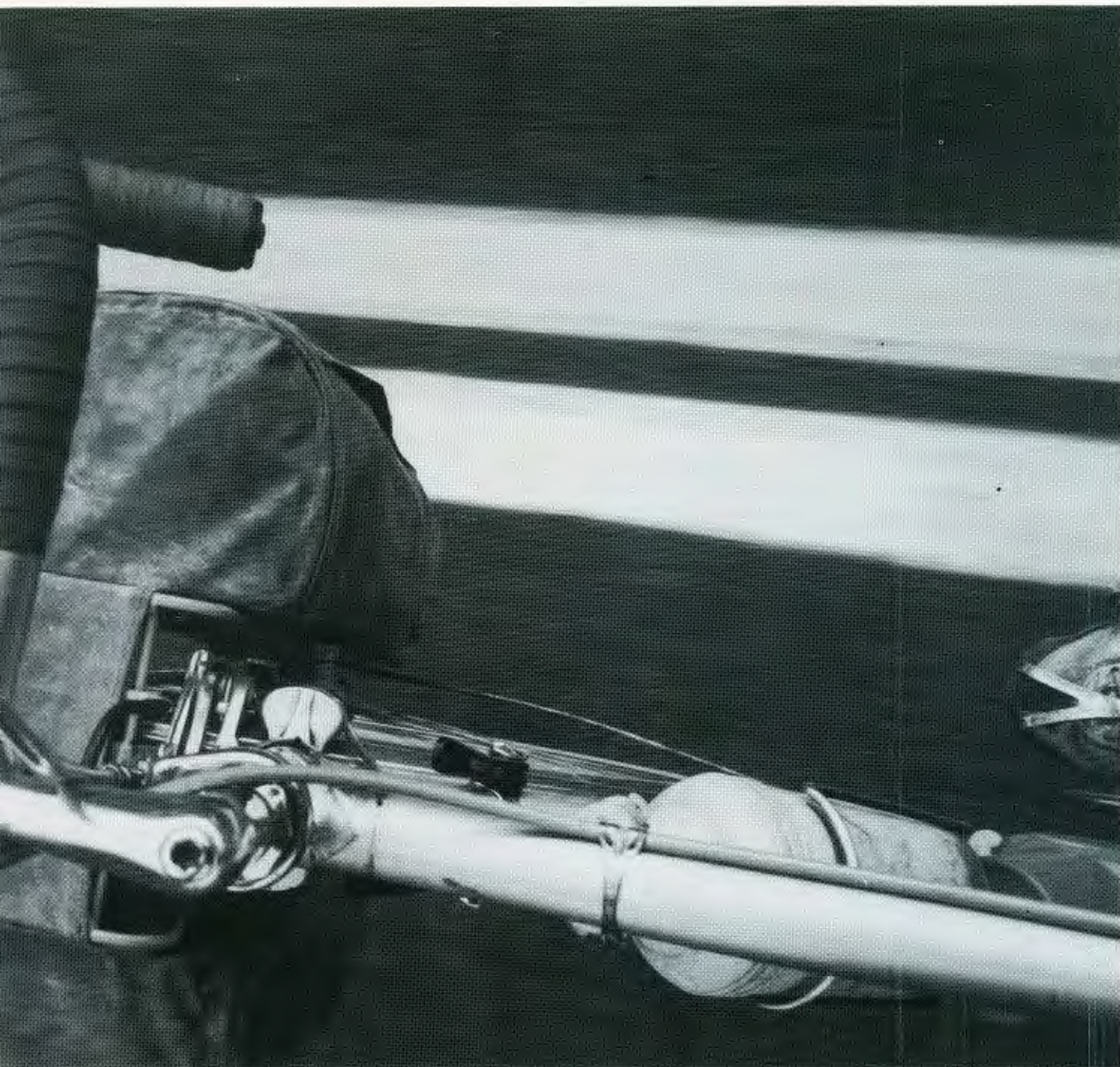


countryside and its people will suddenly become a three dimensional reality and think of how much fitter you will be from all of that exercise.

2. Do I need a specialised bicycle?

The kind of bicycle you use will generally depend on the type of tour you undertake. There are three generally accepted forms of touring: Lightweight/unloaded touring; Mid-range/weight touring (generally extended tours on sealed roads); and Long distance heavyweight touring.

If you travel light and use mostly sealed roads most standard ten or twelve-



sped bicycles will do. Any bike with front chainrings of 52/40 and rear freewheel sprocket sizes of 14 to 26 or 28 teeth will be adequate for lightly loaded day tours and longer trips carrying a minimum of gear.

For longer trips, camping out along the way, you will need a machine that will carry you and your luggage comfortably. Wide-range gears are a decided advantage and you will also need racks and bags to support pannier bags. Triple chainwheels on the front are an advantage for obtaining a wide spacing of gears. Mid-weight and mid-range touring can be comfortably accomplished on 27 x 1 1/4" highway tread tyres.

On long-distance journeys across continents and through remote areas an even more specialised machine is required. This type of bike should have a well built frame with a long wheelbase for loaded cruising. Strong 1 3/8" tyres (26 or 27") are good to use when all kinds of road surface are expected. Solid racks must be fitted to carry the large touring panniers fitted to front and rear. This type of touring is also well suited to mountain bikes.

3. Do I have to be super fit and possibly train for touring?

The good thing about long distance bicycling is that your fitness builds as the

kilometres pass by. As long as you take it easy on your first day out (say an easy half days ride or no more than 60 km on sealed roads) then your fitness will improve with each successive day. If you have never been touring before take it very easy on your first trip. Many people find the first journey painful especially if they are urged along by an insensitive tour leader. Make sure you go with some one who is experienced and is sensitive to your situation.

Above all make sure you are happy with your equipment. Ill fitting saddles have contributed to many a spoiled first-trip so make sure you are comfortable on yours.

You don't have to train for touring but

obviously the fitter you are before you set out the quicker you will get into the rhythm of things on the road.

4. Where can I get advice and help if my friends aren't into touring?

You can start with back issues of *Freewheeling*. We've always been into touring ourselves and the past issues of the magazine hold a wealth of information for the beginner and old hand alike.

The printed word may be fine up to a point but there comes a time when an experienced helper is the best assistance. In this instance there are many

bicycle touring clubs dotted across the land. In our Events Calendar section we regularly list contact phone numbers for most of them. In the major capitals there are often a number of clubs and the Bicycle Institutes can generally direct you to one near your area.

Clubs are good because they are interested and enthusiastic about bicycle touring and regularly organise rides. They can generally advise on equipment purchase and even hire to members expensive specialised equipment such as tents and bike carriers for motor fuel, eating utensils (plates, mug etc) and a torch.

On extended journeys more clothing is needed (don't forget to anticipate the

cold as well as the hot weather. A bigger tool kit and a few essential spares like inner tube and gear cables are also handy to have and may be needed out-back. It is always important to have a good first aid kit as part of group equipment on longer trips away from civilisation. A basic personal first aid kit is recommended on all types of tours.

6. What's the best way to carry my load.

It is now generally accepted that the best way to load a touring bike is to distribute the luggage evenly by weight between both wheel axles. Low mount front bags give superior handling provided they mount along the centre of the vertical axis of front forks. Placing the load too high and too far forward is destabilising. Most commercial alloy low front mount racks are good.

Rear bags can't easily be mounted low because of the need to provide adequate heel clearance. They have to be mounted higher in order to keep them towards the front and over the wheel axle. If the bags mount too far back they create a whiplash effect and place strains on the frame and racks.

The best kinds of rear racks are the four point mounting types which have three vertical struts and triangulated bracing. Most off-the-hook touring bikes come fitted with alloy versions of this rack design.

There are numerous brands and models of pannier bags on sale in Australia. Most bags are made from heavy duty nylon or polyester/canvas. Both cloth types are very strong. No matter how carefully the bags are made it is difficult to keep the driven rain out of your equipment. For this reason it is wise to always pack clothing and valuable items of equipment in plastic bags before setting out on your journey.

For the serious tourer these reputable brands are recommended: Bunyip, Bellweather, Cannondale, Eclipse, Karimor, Pathfinder, Pinnacle, Tika and Wilderness Equipment.

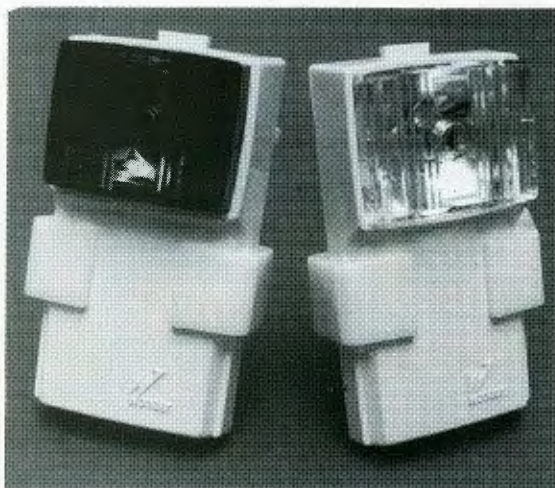
7. How can I buy a good touring bike?

When buying any kind of bike the place to go is your specialist bicycle dealer. At *Freewheeling* we strongly recommend this because it is the only way your machine will be properly supported mechanically. Even more importantly the specialist dealer knows what is good and sells reliable equipment.

At present there is an embarrassing lack of good touring bicycles for beginner tourers. This type of bike should cost no more than \$450 and have alloy rims, a good comfortable saddle, wide-

No other bike light with all of these features

Conforms to British Standard BS 3648 — the recognised world standard for bicycle lights.



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- Powerful beams seen from every direction.
- Constant Light Output regardless of speed
- Wide range of Batteries suit all riding needs
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Safety considerations indicate that the most important role of bicycle lighting is to ensure that you are seen by other road users.

WONDER LITES have a unique design which ensures constant powerful beams front and rear, visible from all angles. The versatile clamp fittings with ball & socket joints ensure that you can quickly and easily affix your WONDER LITES at any convenient location, then adjust and lock them at any angle.

There's a wide range of WONDER batteries to suit all riding habits from the casual rider through to the long rides of day-in, day-out training.

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range ten, twelve or fifteen-speed gears and a rear rack.

In our country bicycle touring is still a specialised activity so you may have to shop around to find a dealer who knows their stuff. Touring bikes have been reviewed in most of our back issues and generally speaking the dealers who advertise in our pages are often touring experts.

8. How do touring bikes differ from racing bikes and why?

The tourer travels for enjoyment whereas the racer travels to get there ahead of the pack. One form of travelling is different from the other and requires a new approach in bicycle design. A touring frame for example aims to have: the crank axle (bottom bracket assembly) as low as possible for low centre of gravity; a long wheelbase for ride stability and comfort; sufficient clearance in the frame to allow mudguards to be fitted; and softer 'laid back' 72 degree frame angles to give a softer ride.

On the other hand the racer wants a quick responsive ride with good cornering. For this a short wheelbase is preferred with more upright frame angles and a high bottom bracket for pedalling around corners.

Racers generally ride frames slightly smaller with the saddle up higher and using a longer reach head stem while tourers use a bigger frame with the saddle lower and a normal top tube length with a shorter reach stem. Both types of riders want a frame that is reasonably stiff: the racer needs stiffness so that all of the pedalling energy is efficiently converted into forward thrust and not absorbed by the frame; additionally the tourer needs a stiff frame for stability when carrying heavy loads.

9. What about the climate? What are the best times of the year to go touring and what do I wear?

Australia is a huge place and there is always some region that is experiencing optimum touring conditions at any one time. For most of the continent touring is possible all year around with the exception of the very hot months and the depths of winter.

During the heat of summer the best places are Tasmania and the Snowy Mountains. In winter Queensland is the best place to ride. The spring and autumn are the best months for touring right across the continent. Coastal NSW and SW Western Australia are good touring areas all year round.

Cool weather is always preferred but always take along wet weather gear, jumpers, long pants and a change of clo-

thing just in case. A good waterproof rain jacket is worth its weight in gold. Remember, you can always feel reasonably comfortable when you are warm in wet weather. If you get cold you can turn a dream trip into a nightmare.

Lycra riding shorts are great in all but the coldest climates. In summer they are cooling because your sweat evaporates from the surface of the fabric producing a cooling effect. They usually come with a soft leather chamois insert to prevent chafing and are usually worn without underwear. In this country they are more popular with tourers than the newer more conventional looking touring shorts. The reason for this is comfort. Once you have done a long journey in lycra knicks you won't want to go back to uncomfortable shorts.

For touring any kind of shirt or top can be worn. Long sleeves protect arms from the sun's rays and can be buttoned or unbuttoned to suit the temperature. Cycling jerseys are good too. These are cut long in the body and have pockets in the rear to make up for the loss of pockets in your lycra shorts.

Wool is the best fabric for keeping warm in winter and will keep you warm when wet. Thermal underwear is

likewise good to have when touring in colder climates.

10. Where can I tour.

The world is a big place. Australia is a big place. The important thing is to decide on an area then find as much about it from others and from books and maps first. Then plot out your route taking note of the distances involved. Always plan for an easy first day's ride.

Add up your total distance and divide by the number of days you plan to take. You should plan for this average to be between 50 and 80 km for sealed roads and 20 to 60 for dirt. You may do longer distances some days than others because of the distances between your stopover points and the number of rest days you plan. For week long trips a rest day after four riding days is a good idea.

You can always find ideas and suggestions for new places to visit in the pages of *Freewheeling*. There are now touring cyclists maps available for Victoria and parts of South Australia. As well there are regional guides suggesting tours in NSW, ACT and many more for other countries.

Bon voyage.



Demand the best.
MICHELIN

The valleys of the Scenic Rim and Border Ranges

The Great Touring Regions of Australia

Tucked away in the ranges south of the Queensland capital of Brisbane lies some of Australia's best bicycle touring territory. Central to this area is the McPherson Ranges which carries the state border between the Great Dividing Range and the Pacific Ocean. In this special touring guide we present seven classic routes through this great touring region.

The lush green ranges of the McPhersons are seldom affected by drought and are partially covered with the remnants of a large ancient rainforest. The rich red volcanic soils which cover most of the region originated from the Mt Warning shield volcano. The central chamber, the caldera, of the old flat topped volcano has now been completely eroded out by the ocean and the Tweed Rivers and this rim of mountains dominates the coastal sections of the region.

For the cyclist there is much to see and good support facilities abound. Generally there is always a town or shop within a days ride. It is also easy to seek the solitude of the open road or bush track and push further into the forest away from civilisation.

In this brief guide we outline a number of routes through this magnificent area. All are easily accessible from Brisbane and the larger towns of SE Queensland as well as the towns and cities of the Northern Rivers region of NSW. In many cases the routes described start and finish from towns on the main interstate railway making travel to and from the trail head with bikes a relatively easy affair.

Through routes

1. The Pacific Cycle Trail (Ipswich to Kyogle)

This route was first presented to Australians in the pages of this magazine in December 1979. Since then it has been taken on by the bicycle touring organisation Bicycle Australia as one of its major developmental projects. In time they plan to publish a detailed guidebook of the route and facilitate its signposting. Until that time issues 4, 6 and 10 of *Freewheeling* provide a basic guide.

Since the publication of those issues there have been a few modifications to the route. The following paragraphs are an accurate and up to date addendum to the northern section previously printed in issue 6.

The trail south of Kyogle remains the same but there have been a few additions to the facilities on the section between Ipswich and Kyogle. All distances shown give total kilometres between the listed point of interest/town and the previous listing.

00 Ipswich GPO.

46 Boonah. Cafes, hotels, caravan park/camping area, general stores, supermarkets, hospital.

39 Barney View T/O. This road jct 10km west of Rathdowney is the turnoff to Bigriggen Camping Reserve. The reserve is a further 9 km down a gravel road (turnoff Barney View Rd soon after leaving main route) and is on the southern bank of the Logan River near

its junction with Burnett Creek. The camping area is well kept but has only toilet facilities. Water from the river should be okay to drink if it is flowing strongly. The road between the Barney View T/O and Rathdowney is now all sealed.

49 Rathdowney. Hotel, store, caravan park/camping ground.

36 Road jct on top of Richmond Range. Five km on and at the bottom of a hill is Woodenbong which has hotel, caravan park/camping ground and stores. You will have to climb back up the range to resume the route.

23 Grevillia. Shop.

10 Roseberry Forest Camp. Basic camping in grounds – water, fireplaces and toilets.

22 Kyogle. Hotels, motels, cafes, caravan park/camping ground, all kinds of food stores, hospital.

Access to Ipswich and the alternate trail head of Beenleigh has been severely reduced by the electrification of the suburban railway network. Queensland Railways foolishly will not allow bicycles on its electric trains. Ipswich can still be reached via some country services but the Beenleigh/Beaudesert alternative now can only be reached by

car or by pedalling through the traffic into or out of Brisbane.

2. Gold Coast Hinterland Beenleigh to Lismore via Numinbah Valley and Nimbin.

This interesting route has a lot of climbing but is well worth the effort. The route can be easily travelled in three or four days depending on the amount of gear carried.

00 Beenleigh. All facilities

42 Canungra. Hotel, caravan park/camping ground, cafe, caravan park/camping ground, food store. Basic over-





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Not by chance these same three attributes are behind the fact that bicycle riders all over the world trust SunTour equipment in their pursuit of excellence. Our motto has long been: 'We make bicycle parts as though we are coming along for the ride', and to this day the same persistence, dedication and hard work go into all of our design and manufacturing processes.

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**SUPERBE
PRO**

Sprint cyclone

night camping (in a rather exposed position) is also available in the rest area at the bottom of the Beechmont Range 5km further on from Canungra.

23 Advancetown via Coomera River. This route skirts the Army Jungle Training Centre as well as the big climb over the Beechmont Range.

30 Advancetown via Beechmont. This route offers spectacular views from the Beechmont range as well as the whopping climb up to Beechmont. Of course the descent into Advancetown is well worth the effort.

33 Numinbah Gap. The Numinbah Valley is a wonderful area with good easy cycling up to the Natural Arch National Park. From here the grade increases as the road winds up to the border gate. There is no permanent camping area in the valley though short period overnight camping is possible at one of the rest areas near creek crossings. There is a guest house and a shop in the Numinbah Valley village.

11 Chillingham. At the bottom of ripping down hill from the Gap (or a steep climb to the Gap. Caravan Park, store, hotel.

15 Murwillumbah. This large town has all facilities.

13 Uki. Hotel, store. The Wollumbin Wildlife Refuge (before Uki) offers caravan park and camping facilities near the turnoff to Mt Warning National Park. The mountain is well worth a side trip. The walk to the top takes 4 hrs return from the picnic area at the end of the road.

36 Nimbin. Hotel, shops, caravan park/camping area. The road between Uki and Nimbin has some notorious rough unsealed sections.

31 Lismore. This major town has all facilities.

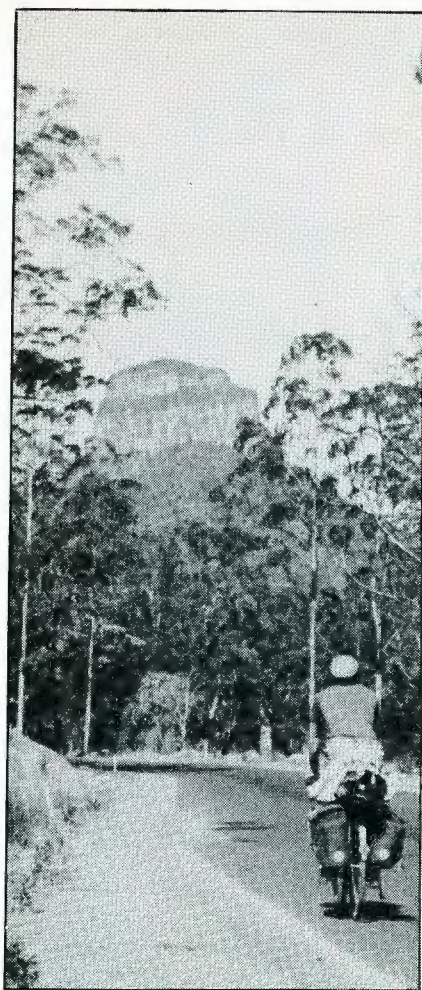
3. Darling Downs to the Coastal Plain. Warwick to Casino.

This route traverses some wonderfully remote sections of Queensland and NSW. The forest is never far away and on the whole the roads are of a high standard.

00 Warwick. This major town has all facilities. It can be reached by bus from Brisbane.

34 Killarney. Hotel, cafe, stores, caravan park/camping area. Further on there is a shop at Legume and camping is possible on the travelling stock reserve on the NW bank of Hoffmans (Koreelah) Creek near the concrete arch bridge.

53 Urbenville. Hotel, stores. This town has no caravan park. Bush camping is possible at Tooloom falls 3 km before town. Wodenbong 13km north has a caravan park, hotel and stores.



Heading north along the Pacific Cycle Trail towards Mt Lindesay on the border between Queensland and NSW. This section along the spine of the Richmond Range offers good roads and superb scenery. The road traverses some fine forest land populated by colonies of Bell birds.

37 Bonalbo. Hotel, caravan park/camping area, stores.

70 Casino. This large town has all facilities.

Link routes & loops

4. The Lions Road

This scenic route offers a good alternate crossing of the McPherson Range between Rathdowney and Kyogle. It is described in the article *Travelling South* elsewhere in this issue.

5. Killarney to Boonah via The Head

This back road crossing of the Great Dividing Range is mostly unsealed and through a remote part of the border ranges. The route was described in an earlier issue of *Freewheeling* – *Mountain Magic*, page

27 issue 7. The area hasn't changed much since April 1980 except that the lovely camping spot on Teviot Brook at the bottom of the range has been fenced off to travellers.

6. Border Ranges National Park Loop

A full description of this loop through the rainforests of the Tweed Ranges is to be found elsewhere in this issue. The route can be done as a loop from Kyogle or incorporated into longer through routes. The loop is almost all gravel roads.

7. Bruxner and Mt Lindesay Highways

The remoteness of some parts of the region enables bike riders to enjoy sections of these major link routes without the worry of traffic. The Mt Lindesay Highway is gravel for most of the way between Tenterfield and Legume with camping possible at the Maryland River. From here through to the Queensland border it is an excellently maintained bitumen road. North of the border through to Rathdowney the surface is poor and in the process of being repaired. North of Beaudesert traffic increases until the outskirts of Brisbane are reached.

The Bruxner Highway between Tenterfield and Casino is a delightful road with little traffic. Tabulam on the Clarence River has a hotel, caravan park/camping area, and a shop.

Between Casino and Lismore the highway is very busy. A good alternative is the sealed road via Naughtons Gap and Tuncaster.

Maps, info & support

The best map of the region for bicycle touring use is the RACQ map *Gold Coast and Northern River*. The Queensland auto club's maps are by far the best and most up to date. The commercially produced road maps available in Australia.

The 1:250000 topographic maps Warwick and Tweed Heads from Natmap are countoured but are not as accurate on road details as the RACQ map.

The area is a recognised tourist region so information about points of interest and accommodation is readily available once you are in the region. The state tourist bureaux in the capital cities will be able to supply advance information free on request.

Limited bicycle supplies are to be found in most larger towns. There are fully equipped bike shops in Casino, Lismore, Murwillumbah, Southport and Burleigh Heads.

Days and nights in the rainforest

The great touring regions

In our second issue, now unfortunately out of print, we presented a guide to cycling in the Border ranges of NSW. In this revised and updated version Warren Salomon revisits this wild and wonderful area the home of the last great rainforest.

By now the sun had climbed to its zenith. With sweat pouring from our bodies we pushed our heavily laden machines upward ever upward into the Wiangaree forest. What on earth are we doing pushing bicycles up such a steep slope in the midday sun? Mad dogs and bicyclists...

We had left our climb too late and now we suffered for our mistake. The rode rose even steeper and around every corner it continued to rise. Low gears on a loose surface are simply not enough.

Without traction the bike becomes unrideable.

As the road finally levels out we could see ahead the dark green tops of the ridges all clothed in cool rainforest... In the intense blue sky overhead as the rainforest begins to work its magic – the afternoon rainstorm.

Elsewhere it is dry and sunny but here near the top of our climb it begins to rain: a cool shower to wash away our sweat, our heat and our fears. We are in the rainforest now and all is still save the

slight movement in the canopy high above us.

The soil is now a deep volcanic red and along the embankment at the road's edge brightly coloured fungi grow from decaying tree branches. Towering above us are the ancient Antarctic Beech trees remnants of the last ice age. These trees are so old that they no longer flower and reproduce. Its hard to imagine that in the late nineteen seventies this area was the focus for a last ditch ef-

Superb bicycle riding in the Border Ranges National Park. This rider admires the view of the Horseshoe Creek valley from near Bar Mountain.



fort by conservationists to save the this the last section of 'the big scrub'. The mysterious and secretive forests of the Tweed Ranges are now preserved for future generations to visit and enjoy.

In 1983 the Border Ranges National Park was declared at the end of a long battle to save the remaining rainforests in New South Wales. Across the Border the battle had been fought a lot earlier and the Lamington National Park was one of Queensland's natural showpieces. Most of the new park comprised the previous Wiangaree and Roseberry State Forests.

The area is very accessible to bicycle travellers as there is a good gravel road

running the length of the Tweed Range through the most spectacular sections of the Park. The Tweed Range forms the western flank of the eroded caldera of the ancient Mt Warning shield volcano. From the many lookouts along the escarpment road the mountainous remains of the volcano surrounding the central plug of the present day Mt Warning can be clearly seen. Its a wonderful sight.

A circular tour of the Border Ranges area offers a good way to visit the best parts of the region. As the southern section of the access road has the steepest grades the best direction to tour the area is in a clockwise direction.

The most convenient circular route

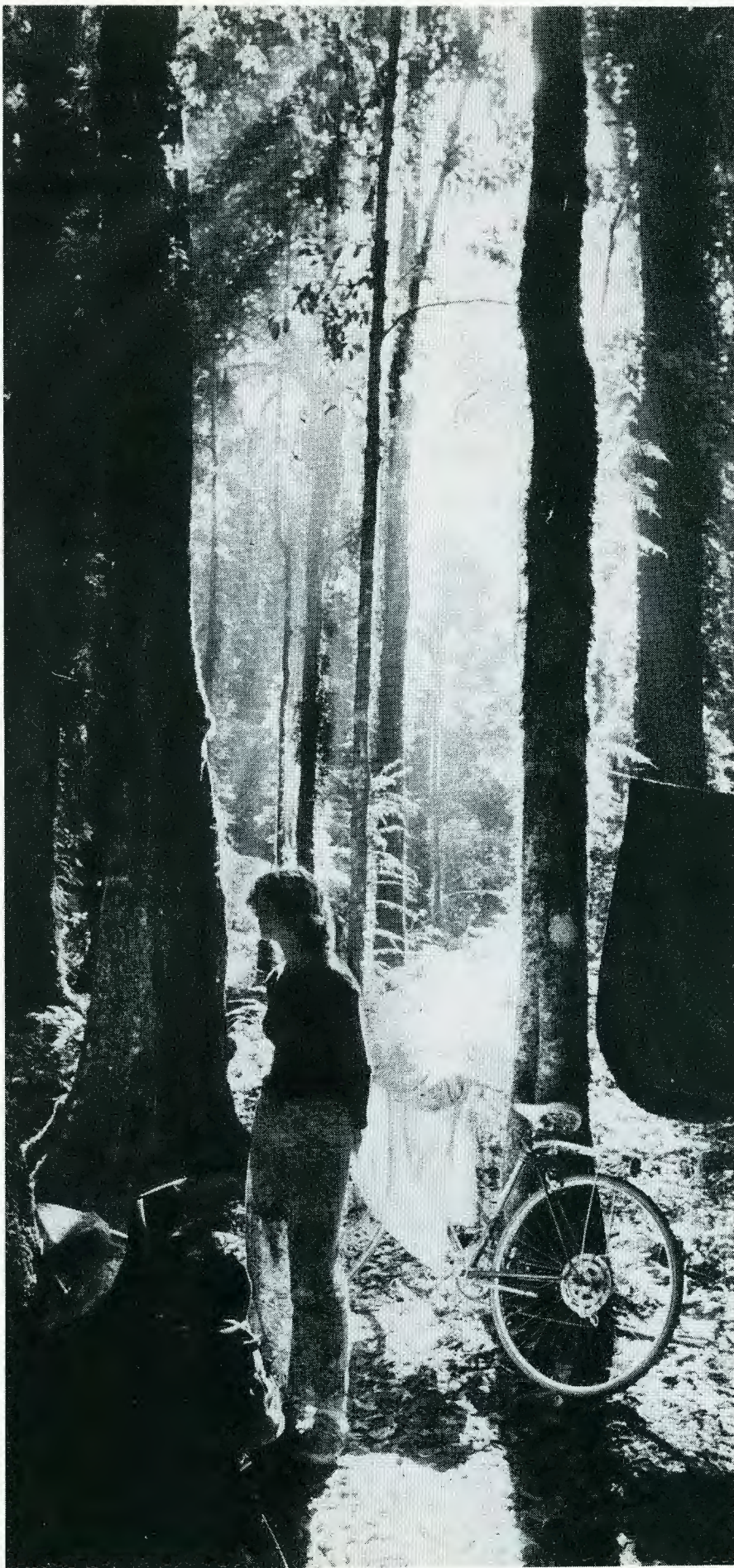
starts in the pretty little town of Kyogle. Almost all of the route is gravel road and the route is most comfortably travelled on low-g geared touring machines or fat-tyred mountain bikes.

The loop can also be enlarged to take in other points of interest in the region such as the nearby Lions Road, the Nimbin Valley and the upper Richmond.

From Kyogle (the only supply town on the loop) the Summerland Way north to Wiangaree is a good fast sealed road. There is a rest area with tank about six kilometres north of town but access to the river is difficult.

North of Wiangaree the road crosses under the railway and soon after there is a turnoff north to Lynchs Creek. This





The picnic area at Brindle Creek is lit by shafts of sunlight. This magical spot is in the heart of the most beautiful rainforest filled with hanging moss, tree ferns and tree orchids.

road after a few kilometres becomes gravel and the bitumen is not regained until Kyogle is almost reached on the return leg.

The road continues up Lynchs Creek along side Mt Lion and begins its ascent of the ridge to join Symes Road (which leads down into Gradys Creek and the Lions Road) near the saddle. From here the road levels out and approaches the park boundary along Razorback saddle. Off to the east is the spectacular Horse-shoe Falls a long white streak of falling water if the season is wet. Further up the creek is the Kyogle View Falls dropping off the same ridge that carries the forest road.

Further on the really steep climbs begin soon after the park entrance sign is passed and do not let up until Forest Tops camping ground is reached. This pleasant grassy rest area has toilets and a tank and is an ideal central location for an extended exploration of the area.

Soon after the camping area the turn-off to Brindle Creek is reached. This wonderful loop road plunges down into the densely forested creek valley and crosses the creek only to climb up onto the opposite ridge. This road eventually joins back onto the main through road passing the spectacular Tweed Valley Lookout along the way.

Upstream from the bridge over Brindle Creek is one of the most beautiful picnic areas you could ever expect to find in a forest. Leaving the road and entering the rainforest along the short foot track is like walking from the harshly lit world of reality into a magical and mysterious place. High above are flowering orchids and huge ferns perched on tree trunks. The picnic area is situated on the mossy banks of the rainforest creek and is lit by shafts of sunlight which pierce the canopy above. A cathedral of trees is how one friend described the effect but mere human creations can not compare with this.

A walking track leads up Brindle Creek to emerge from the rainforest at the Tweed Valley Lookout with fabulous views of the Tweed Pinnacle, Mt Warning, the ranges to the south, north and the ocean away to the east.

On the road up to the ridge and the Tweed escarpment many clumps of Antarctic Beeches are passed. These trees are so old and their huge narled trunks probably are home to Hobbits and other mythical creatures.

From the junction on top of the Tweed escarpment the road turns south and follows the western rim of the

eroded volcano. Five kilometres further on is the start of the walking track out onto the Tweed Pinnacle. The track out onto the pinnacle is highly recommended for those with an adventurous spirit. The views along the way are not for the faint hearted as there are precipitous slopes on either side.

The ultimate experience is watching the sunrise over Mt Warning from the Pinnacle. There is enough space for a rough campout in the Blackbutts near the lookout just in from the road but

Below: The Tweed Pinnacle from the Tweed Valley Lookout. The rim of the ancient volcano can be seen to the south in the distance.

water must be carried from further back. From here the pinnacle is easily reached in the predawn light.

South of the Tweed Pinnacle is the Blackbutts Picnic Area. There is a water tank here and the views of the Tweed valley are magnificent. From the Forest Tops camping area it is a long days ride through to Kyogle with steep descents along the way. As the road can be very rocky in parts great care should be taken on corners during tricky descents. After the long descent the road finally emerges into pasture land at Barkers Vale. Follow the main route here through to the main Kyogle to Murwillumbah road at Lillian Rock.

From here the road to Kyogle is

mostly dirt with a few sealed stretches to relieve the jarred wrists.

A recommended tour of the area starting and finishing at Kyogle takes three days. The first day is spent climbing onto the Range. The second day can be spent exploring the many points of interest within the central area of the Park and the third day is spent returning to Kyogle. It is recommended that more time be allowed to explore within the park but that will be governed by the quantity of supplies that you can lug up the Range. The best map of the area is the RACQ Gold Coast and Northern Rivers QDM10 or the 1:100 000 series Mt Lindesay and Murwillumbah sheets for topographic detail.



Crossing the border on the Lions Road

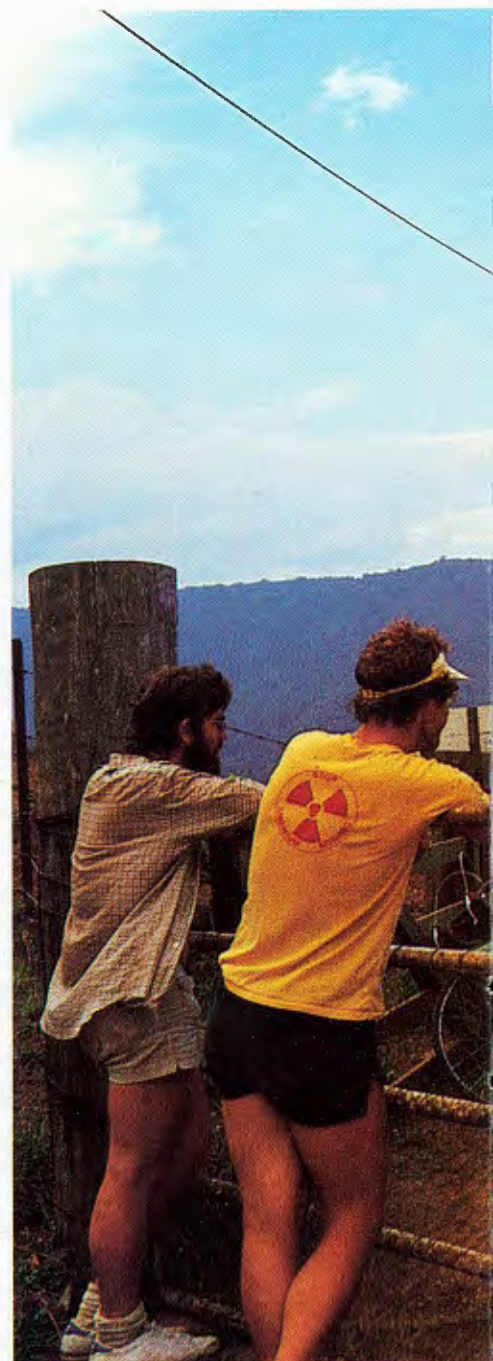
The great touring regions

One of the best routes south through the McPherson Ranges is also the most recent. In this story Warren Salomon imagines a journey through the region. The human elements may be fiction but all of the route information given is accurate and can be followed by other two-wheeled travellers.

If you are a lover of country towns Beaudesert isn't all that bad. It has at least two bakery/pastry shops and a huge well appointed department store/supermarket. In some areas of the country you can gauge the prosperity of a town by the size and number of its supermarkets. Beaudesert, by this measure, looks reasonably prosperous.

We numbered five and Beaudesert, 67 kilometres south of Brisbane, was to be

Below: Arriving at the Border gate on the Lions road this lucky traveller is treated to a glass of water, a piece of peeled orange and a splash of cooling tank water. The picture by Warren Salomon is from one of his many trips through this wonderful region.



the starting point for our bicycle journey south. For some of us it was a long-weekend bike ride while for others it was to be the first leg a major journey on to Sydney.

George and Helen were the beginners in our group. Prior to this trip they had only used their bicycles for occasional weekend rides. Helen had however been commuting to work to build up her fitness so she could comfortably tackle the McPherson Ranges. Even so the prospects of an overnight journey in the Border Ranges was to say the least a daunting prospect for both of them. Thank heavens for Mary.

Mary was our most experienced bicycle tourer. God knows how many kilo-

metres of riding at home and abroad she has logged up. It may have been my idea to do organise the trip but Mary would be the one who would keep us moving and constantly in touch with the joys of bicycle touring.

The strong man of the trip was Bob. Somewhere in his past he had dabbled with bicycle racing and nowadays was an up and coming triathlete. He was in his mid-thirties and extremely fit. I thought he would leave us all for dead on the road but Bob was in holiday mode and as he hadn't ever carried camping gear on a bike before was looking forward to the new experience.

I had decided some months prior to ride to Sydney along the Pacific Cycle

Trail. Details of this route had been published in *Freewheeling* many years ago and I had read the articles with interest. Now I wanted to experience it for myself. I had three weeks off work and as I stood in the main street of Beaudesert waiting for the others to return from their shopping expedition my body literally tingled with excitement.

Mary and Bill were riding to Sydney as well though Bill had kept his options open by stating that he would see how he went with the length of the trip and the camping.

We had decided to start our journey in Beaudesert as a way of avoiding Brisbane's maniacal drivers. Friends and family had driven us and the bikes down



early in the morning and, as we would not strike civilization in the form of a shop or supermarket until Kyogle in NSW we spent the first hour in town stocking up our movable larder.

One of the good things about travelling long distances by bicycle is arriving in a new town and discovering the pleasures of its shops. If a route is chosen with plenty of towns along the way you need only carry food for a day or so, while more difficult journeys require buying supplies for the days ahead.

The only trouble with stocking up is that it takes time especially if you are uncertain of what to buy. You can spend literally hours in towns along the way but a prepared list should overcome this problem.

My own particular fetish is to be the one-day author of *A Cyclist's Guide to the Cake Shops of Australia*. Exploring by bike can be lots of fun indeed. You can discover all sorts of little towns and villages along the way.

But the open road is something apart from towns and it's the thing I yearn for the most. You could be travelling in a group from one place to another trying to be independent of town-based comforts camping in the bush where possible or travelling light with a 'toothbrush and a Bankcard' as your only luggage. Its the wide open sky and the road leading

ever onward that provides the attraction not hanging around in stuffy cities waiting for life to take on an interesting aspect.

For our group of five the road south leads into the rugged McPherson ranges that carry the border between Queensland and New South Wales. It's a magical area that is often mysterious and always wears a lush green covering of grassy paddocks and rainforest.

The road from Beaudesert is wide and sealed and follows the Logan River Valley due south towards the border. Along the way are two little general stores one at Laravale and the other further on at Tamrookum. We stopped at the latter for cold drinks and ice creams and watched a goods train rumble past on the interstate railway line across to the west.

People hold varied opinions on the question of pace. There are those who will push 200 kilometres in a day of good cycling conditions, while others prefer a slower steadier pace with numerous distracting stops along the way. Distance travelled is a personal thing but as long as we enjoy ourselves it doesn't matter how fast or how far we go. Today it wasn't our choice. Up ahead I could see George had stopped and was standing looking at the bicycle at his feet. Mary

who was only a few hundred metres ahead had turned around and was riding to his rescue. "Flat tyre.... blast!" muttered George.

George's tyre problems were not as simple as one might have expected. The tube had ruptured and Mary had to lend him her spare. At least the job of refitting would be easy enough. Once more on the road we pedalled on to catch up with Bob and Helen.

When travelling in a group it is always wise to have prearranged regrouping spots so that the party doesn't get too spread out along the route. By the time we had reached our meeting point at the Innisplain turn-off the temperature had exceeded 30 degrees. Only Bob was there waiting and said that Helen had gone over to the river to throw her hot and sweaty body into the water.

It seemed like a good idea and as we had only a relatively short distance to travel today we decided to take a lunch break down by the river and wait for the heat of the day to pass before continuing.

The Logan River at Innisplain is hardly a raging torrent but there are a few shallow pools deep enough for a cool bath. Our lunch turned into an extended picnic and in the shade of the Casurina trees the middle of the day passed quietly with huge fleecy clouds

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drifting slowly overhead.

Mary suggested that if the hot weather persisted we should get a very early start tomorrow for our crossing of the McPhersons. We could then spend the hottest two hours of the day as we were doing today – lying relaxed by a cool stream.

About two o'clock we decided to hit the road. The wind had picked up and strangely the mood of the day changed dramatically as we wheeled our bikes up the steep track leading from the river bank.

Off to the north the sky was an inky blue. An afternoon storm, common in these parts, was heading our way. As the wind dropped and then picked up again from a different direction we decided to make a dash for it.

The bitumen stretched out ahead of us and for a while we seemed to be pushed up the steepening incline by a tail wind – a cyclist's delight. Towards the top of the low ridge we could see back to the river crossing where we had

lunched in the hollow blissfully unaware of what the elements had in store for us.

It was getting closer now. As the wind grew stronger and the smell of approaching rain filled my nostrils one of our party suggested that we seek shelter. There was no prospect of finding shelter anywhere. The countryside was open, undulating pasture land with a sprinkling of trees. It was not a good idea to be near trees in high winds so we stuck to the road and kept pedalling in a vain attempt to outrun the approaching storm.

As we crested the ridge the rain caught us. There was hardly time to put on our rainwear. I managed to tear a stud of my parka in my mad hurry. We pulled off the road into what appeared to be a driveway entrance to a grazing property. As the rain pelted down visibility was reduced to metres.

The rain soon became hail. We leaned our bikes against a wooden fence and huddled under a large drum/letterbox for shelter. The hail ricocheted off the drum and fell about our feet. George and Bob couldn't fit under our makeshift shelter and hopped about yelling and laughing at the same time. The hail stung their legs and they looked such a sight prancing around that Helen laughed uncontrollably.

The storm lasted about ten minutes petering out into rain then stopping as abruptly as it had commenced. The hail

lay about us in white piles. With the rapid passing of the storm it would quickly melt and in thirty minutes all our gear would be dry.

We set off south once more and at the bottom of the hill came upon a large tree which had fallen across the road. A group of cars was stranded on the far side. People were standing around wondering what to do about the obstruction as we wheeled our bikes around it.

A few kilometres on the road was dry. The storm had missed this area although it hadn't missed us.

The road we were travelling on bypasses the village of Rathdowney to the east and follows Running Creek into the McPherson Ranges. It is a beautiful sealed road for most of the way and in parts parallels the main interstate railway line.

The bitumen eventually runs out and the road criss-crosses the creek several times before it begins its climb up to the border gate. There are a few steep grades and some of these are sealed including the main climb up the Range.

The Running Creek valley used to be covered by dense rainforest and its pastures are still usually green and lush. The water in the creek is good to drink all year round except in extreme drought years. The original road up the valley was constructed to service the

The description of the storm in Warren Salmon's story actually happened to him during a summer ride through the area. The photo below was taken at the Innisplain bridge only 15 minutes before the storm struck.



local farmhouses but in recent years has become a popular tourist road with the building of the Lions Road over the Range through Richmond Gap.

The Lions Road gets its name from the Lions Clubs of Kyogle and Beaudesert who constructed the original thoroughfare in 1971-2. Since then the clubs have maintained the road and its many picnic and camping facilities with assistance from their local shire councils. Parts of the road have been sealed in places where erosion is a problem.

The day was into its 'mellow' stages as we set up camp near the creek at the foot of the range. We were glad to leave the 'big climb' until tomorrow morning and set about preparing our evening meal.

There are many natural campsites along this road and in holiday periods it becomes a tourist mecca with traffic on the unsealed sections becoming worrisome to bicycle riders.

Early next morning we began our ascent. We had decided to postpone our full breakfast until the top of the range. The road is very steep and though it is now sealed only Bob with his powerful legs Mary with her low, low gears were able to ride all the way. I thought I could have but the morning was so crisp and bright and.... what the hell I wanted to admire the view unhindered.

There is a rumour that the border gate in Richmond Gap is operated by the Queensland Police to restrict the northward flow of 'southerners' into the Sunshine State. This is not true. It is staffed by officers of the NSW Agriculture Department who check motor vehicles for any Queensland ticks and bugs trying to illegally enter New South Wales. The gate-keepers are usually friendly and will allow travelling cyclists to fill their waterbottles from their tank.

This morning the gate-keeper was amused to find five panting cyclists at his gate so early. He seemed glad to see people willing to pause for a chat - motorists, he said, stopped briefly only to record the views on film before rushing on. We agreed with him on their folly and settled down to a hearty breakfast of bacon, eggs and hot tea cooked on our Trangia stoves.

The world spread out at our feet and below us somewhere we could hear the Brisbane Limited rushing down the valley on its way north to Brisbane.

It was only mid morning when we set off down the range into the Grady's Creek valley. On the way down there is a beautiful shady picnic area and further on a lookout above the spiral loop on the railway line. Here we watched a loaded goods train crawl up the valley vanish into a tunnel and re-emerge to

cross the original section of track before disappearing from sight up the valley. The road down to the lookout is not a through road so we had to climb back up to the Lions Road to resume our descent into non-existent Cougal.

It was about lunchtime when we arrived at the Cougal campsite on Grady's Creek. This place would be one of the most beautiful camping spots I have come across in many years of touring. The picnic ground is well grassed and kept in immaculate condition by caring visitors and the Lions Clubs. It has shelter tables and a pit toilet and the creek nearby has a large rock pool and is ideal for swimming.

Following a refreshing swim and a long drawn out lunch we unanimously decided to stay the night at this delightful spot. We had enough time tomorrow to reach our destination of Casino so why hurry through such wonderful countryside?

"There is a rumour that the Border gate in Richmond Gap is operated by the Queensland Police to restrict the northward flow of 'southerners' into the Sunshine State."

That night we discovered that there were fireflies down by the creek. We lit a fire for a change rather than use our stoves and swapped yarns and jokes in the flickering light. For George and Mary this evening would be the last one spent with Mary Bob and I before we parted in Casino. George joked about continuing on with us south. "But I guess I'll have to get back to my nine to five the day after tomorrow and won't that be exciting", he said ironically.

Right and early the next morning we rose to an early breakfast but didn't get on the road until nine o'clock. Understandably Helen and George were the least enthusiastic to leave the campsite and George even insisted on a swim probably to further delay his departure.

We followed the 'low road' down the creek to the start of the bitumen at the Lynchs Creek turnoff. There is a top road that bypasses the many fords but that is the least interesting route. Once back on a sealed surface our loaded bikes seemed to sprout wings and the twelve kilometres to the main road passed in a flash.

The Cape is the curious name for the low ridge crossed by the main road be-

tween the Risk and Wiangaree. George complained to Mary on the way up the short steep climb that he found it hard to ride up the steeper hills. Mary comforted him by observing that it was not his fault but his bike's. She told him that his bike like the many thousands of ten-speeds sold these days was not suitable for loaded touring.

"It's fine for riding around the city but when you are carrying as much equipment as you are", she said, "you need a bike that is better set up". She added that a low gear of 1:1 (27 gear-inches) is good to have on long trips as it was much more relaxing to pedal up hills than walking and pushing.

Finally on top of the Cape she observed that even though bicycle touring is a lot more popular in Australia than it was ten years ago you still had to look to find a sympathetic bike shop to service your special touring needs.

"I prefer to get into my surrounds and not my gear changing," she concluded cutting short George's proposed technical discussion.

I told him of a couple of good touring shops in Brisbane and shared my gearing experiences with him as we zoomed down the Cape and on through Wiangaree.

We stopped outside Kyogle at a Lions Park rest area and had a tea break before resuming the final leg of our journey. Though Kyogle is a very pretty little town no one was particularly interested in stopping there for lunch so, after buying supplies, we rode south towards Cedar Point. There we lunched at a road side rest area before continuing on to Casino.

Cedar Point rest area has a covered picnic table and a good rain water tank. From there it is only a flat 24 km to Casino. The north easterly breeze would make our progress easy but we decided to wait for the heat of the day to ease.

Helen sat motionless in the shade of the tank her thoughts somewhere off in the shimmering distance. George interrupted the silence with his casual manner: "Why don't we ride to Sydney Helen?"

George's remark brought her partially back to the here and now. "Nothing stopping us," she answered, "that is if we didn't have somewhere else to go."

George thought about it for a while then added, "It's nice to be out here on the road and involved with it all. I guess the feeling frees you from your usual routine".

The words of a once familiar song drifted back into his head... 'Its got to be the going not the getting there that's good.' He paused and looked around at the others. "I'm not looking forward to all of this ending, you know."

Mary, Bob and I smiled our agreement.

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by Frosty Wooldridge
(a Yank)

A Fun- poisoning Weekend in Australia

Bicycle Touring

While travelling south from Sydney on his bicycle an American tourer on his first day out is spotted by some Aussie cyclists and is invited on a weekend bicycle tour. This is the story of how he contracted this malady.

Fun poisoning — it's a serious malaise contracted when you combine great riding with spirited Aussie mates. No cure exists other than straining yourself to the limits of pedalling. The more you push, the more you're affected. The symptoms exhibit themselves in hoots and hollers, smiling faces, constant eating, and burning muscles.

How did this malady occur? After landing in Sydney I purchased a push-bike and quickly rolled south through the Royal National Park. To an American cyclist, Oz is a mystery which I was determined to unravel. The Princess Highway meandered along the rugged, cliff dominated coastline. The first item that brings a smile to a Yankee rider in Australia is the sign that depicts a kangaroo crossing. The moment one of those bounding marsupials lofts across the highway brings thrills to a foreign cyclist.

On the outskirts of Wollongong, the road led through Bulli Pass. A wild tortuous ride kept my brake pads hot during the descent. The terrain levelled out near the ocean, yet provided undulating hills and sweeping vistas. After surviving a narrow, treacherous stretch of bitumen north of Kiama, I stopped to gobble an apple in the late afternoon. A red station wagon (loaded with sports gear inside and on top) pulled to the side. Out popped an Aussie who looked extremely fit. He approached me smiling.

"G'day mate," he said. "You need a place to stay tonight?"

"Sure could use a hot shower," I answered, extending my hand. "My name's Frosty."

"Mad Dog John Brown," he said.

"You must play a lot of sports by the looks of the shape you're in," I commented.

"Yeah mate, I'm into a bit of everything," John added. "This weekend, a bunch of me mates are taking a ride up to Kangaroo Valley. They're racers and triathletes. Wanna' come along?"

"They're probably a bunch of super jocks," I groaned. "What kind of riding can I expect?"

"Up those mountains," he said, pointing. "It's gonna' be a lot of fun."

"I guess we all choose our own brand of poison," I quipped, gazing up to the peaks west of us.

"Yeah, fun-poisoning me mate," John grinned. "Here, take my house keys..."

That's how I caught this very serious affliction. John pulled back into the traffic while I waited for a break in the long line of cars. The road wound over the high ridges and into the small town of Kiama. Elegant palms dotted the land-

scape, and beautiful Illawara Flame trees (brilliant red in color) dazzled my eyes as I pedalled up a steep incline leading onto the main street. This town was perched on the hills overlooking the Pacific Ocean with frothing surf washing the white sandy beaches. The air was so clean, I felt like it turbo-charged my lungs.

At the Fantastic Fruit and Vegie stand near John's apartment, Doug and Pat Hogan, the proprietors, loaded me up with groceries. John had already bought

Kangaroo Valley south of Sydney is the place where Frosty was overcome by 'fun-poisoning'. The intrepid party is seen here finishing off their descent into the valley via Barren-garry Mountain.

them. (During my ride through Australia, I found the Aussies incredibly gracious and giving).

In the morning, four spirited blokes arrived at John's place. Blue skies promised a perfect day with mild temperatures. Ian and Mike were racers while Rod and Mike competed in triathlons. Mad Dog did everything. Martin's brother Lensey drove a car to carry all our camping gear. These guys didn't want anything to slow them down.

We lined up on a downhill start. Someone yelled "Go," and off the six of us rolled toward Jambaroo Valley. It didn't take long before five riders vanished over the first ridge. Actually, it's 'quite' nice, (not thrilling), but ok, riding in the back

of a long queue. I saw the riders pressing their steeds into the long sweeping curves. The scenery slipped by, punctuated by their colorful riding jerseys — but I DID try to catch up!

We rolled through lush green farmland with cows, sheep (139,000,000 in Oz), and horses grazing in the pastures. Houses dotted the hillsides offering the residents splendid views of the valley below. The rolling hills warmed our muscles for the grind ahead. A quick stop at a lady's tomato stand garnered fresh juicy fruit for high octane carbo-energy.

Ahead Macquarie Pass loomed with its vertical cliffs rising out of a valley of large gum trees. The road began easily enough — yes, I was still in the rear. And, by the





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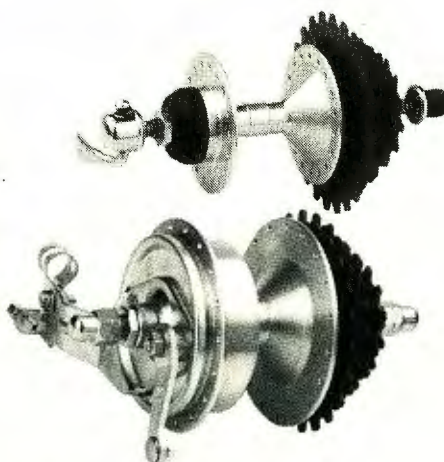
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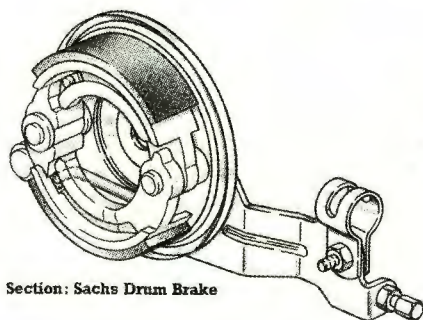
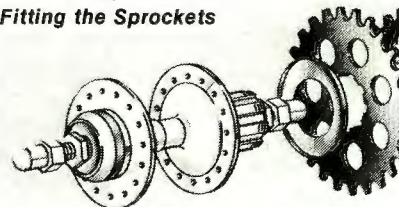


SACHS Galaxie HT. Rear Wheel Drum Brake Hub

SACHS Galaxie Free-Wheel Hub

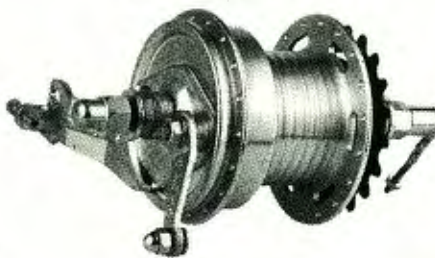
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time I arrived at the base, only John remained. He must have thought I was lonesome.

"Is this more fun-poisoning?" I asked. "You'll be right, me mate," he answered, his bike clattering into low gear, as he began the ascent.

We started the grind — legs pumping, hearts pounding, sweat building, thirst growing — up we pedalled, toward the top.

In the states, the signs usually read "Slippery when icy," but when I saw my first one that showed "Slippery when Frosty," I had to stop for a picture. John laughed as he rode past. As you might know, Ayer's Rock (the world's largest monolith located in the middle of Australia) is a famous tourist attraction. However, New South Wales (the state I was riding through) has its own version of the big rock. Halfway up the pass, a large boulder, ten yards long, seven yards wide and six yards high, beckons any push-bike rider to climb and sit for a rest. Mad Dog whipped into a handstand on top, and after a picture, we sat for a while to eat some figs. The valley below spread out in a beautiful quilt-like pattern, bordered by gray-walled cliffs.

Again we climbed onto the saddles. The switchbacks came slowly as we cranked on the pedals. Several sets of MG riders roared past in their black, red and

white vehicles. The women screamed while the men gnashed their teeth in tense bravado through the curves.

One more stop near the top offered us a cooling stream of mountain water flowing from a tap in the rocks. The clean crisp air offered a moment of reflection after pumping through the maze of green trees sprinkled with wild flowers along the highway. John slipped back onto his bike saying, "Give 'er a go mate."

My body responded with sweat and determination. How can these Aussies be so strong? They're animals! But no one can deny the Yank, because he'll be there ... in due time, of course. It's a good thing I had my camera with me if I ever needed an excuse. And I did.

At the top, a spectacular view of the coastline opened under a billowy clouded blue sky. The valley ushered its startling contrasts of pastures, rivers and trees. In the distance, the wave washed beaches extended from the far north only to vanish into the horizon southward.

For each of us who pedals two wheels, a certain sense of joy courses through our bodies when we crest a long climb. The sweat dries, the muscles relax, and our spirits soar when we level off our flight pattern. To reach that 'goal' and then to appreciate its glories is a celebration within one's spirit, that few people can comprehend, let alone imagine doing it

with their own bodies. From that high perch on Macquarie Pass, this was especially true. Indeed, a great case of fun-poisoning. I was beginning to like the affliction if I could only catch up to those blokes.

Where are they? Something had better stop them or the day will be solitary. In Robertson, the notorious Pie Shop delays many cyclists. Yeah, it's all sugar, and the books say it's bad for us. But ohhhhhh... does that blackberry pie melt over your tongue ...

Yes, the group was there with grins that said, "What took you so long?"

"Pictures ... lot's of pictures, mates ..."

We ordered an apple and blackberry pie before snapping a few photographs of push-bikers' eating techniques: one piece, one mouth equals one bite. Voila, it's gone. Seconds later, so were they. Fair dinkum!

The road curled through hilly terrain, past shimmering lakes bordered by lush grasses. We pedalled our way to one of New South Wales's most dramatic sights — the Fitzroy Falls. A short walk through the bush brought us to the edge of a precipice, 110 yards straight down. To the left of a viewing platform, the falls begins their white water descent to the rocks below. In the distance, the canyon, surrounded by black/brown/red cliffs

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mellows into a green mantle of trees. Two plateaus in the distance punctuate the sky. Nearer the falls, trees grow sideways out from the ledges. At the base, the water crashes over large boulders. The stream reforms before cascading over a series of steps and creates a third bridal veil further down the canyon. Gums, pines and ferns grow abundantly.

A second pass led to the canyon floor, but those fast trackers headed into Kangaroo Valley with a wild ride down the pass. The road had more curves than a can of angleworms. The Yank was behind once again, before speed demon Mike stopped abruptly halfway down the run: flat tire. He suffered the unfortunate blow-out at the perfect location — a blackberry patch. Everyone stuffed a few berries into their mouths. (A few thousand that is!)

With the tire repaired, we continued down the mountain. Kangaroo Valley presented us with peaceful terrain that led to the village at Hampton Bridge. What a beautiful old structure — with thick stone buttresses and support cables. The Upper Kangaroo River flowed beneath it, giving us a perfect campsite. We pitched the tents under the watchful eyes of the exotic red, green, and blue coloured Rosella parrots. Instead of cooking food, we made a bee-line to the local bistro.

When pushbike riders eye a salad bar, the management cringes. By the time Mad Dog, Rod and I finished our third trip up, they removed the food. No worries mate. The damage was done. We had stuffed ourselves to the top. Later that evening, we talked about the day's ride, of other rides and a host of the usual lies normally told around a campfire. An Australian Bush Possum crept into camp looking for some handouts. Above us, the Southern Cross mingled among the stars as they played their silent magic across the ink black of space. We retired to peaceful sleep.

Have you ever been awakened by someone laughing, cackling and carrying on like a hyena at first light? A kookaburra bird must be the master laughter blaster. One perched over our tents and gave his call to the dawn which instigated a cacophony of replies. It makes you feel like you're in the deep jungle.

A gray fog wafted gently through the area while we ate brekki. The mist sifted through the trees, but soon lifted, heralding another sunny day. After packing our gear, we pedalled toward the Berry mountain pass. Up again those tenacious Aussies attacking the rising land. This time, the Yank made his secret bid to take the lead. I pressed past all but unsuspecting Rod when I hollered, "And the Yank takes the ..."

Just then, Martin cut in his afterburners, and passed me and then Rod, before I could grab the lead, if even for a

moment. This brought to mind the nightmares of Liberty and Australia II. Thanks for reminding me Martin. I'm becoming quite fond of eating "humble pie".

Again me mates pressed their steeds onward. Each cranked in low gear, in queue, up the steep incline. In pursuit of fun-poisoning, these mates wasted little time.

After a water stop at the top, we rolled east toward the coast. A short way down the roller coaster descent, the highway pierced the woods — revealing a stunning view of the gentle countryside, and the ocean beyond it as it collided with the sky.

A stop at the Berry Pie Shop satisfied our hungry bodies. Bananas, oranges, raisins, nuts, apples and bread disappeared into our mouths. Anything and everything tastes good — whether chewed, stuffed or shoved down one's gullet.

Now where did my twelve bananas go?

Reaching Gerringong, we splashed into the six foot waves for some fine body surfing. Few pleasures beat the relaxation of salt water caressing tired muscles. We frolicked in the white bubbles of the pounding ocean.

Late in the afternoon, we headed the bikes home. We had travelled nearly full circle toward Kiama. Everyone filed into a tight queue as we rolled north. The bikes hit a flowing rhythm while churning up the Princess Highway. Being in the rear, as I often was during the ride, gave me a sure sense of fellowship. It's fun watching the pedals flashing, spokes turning, derailleurs clattering, wheels rolling, and my new mates pressing their steeds into the wind. For the six of us, on a fine summer weekend in the magical land of Oz, it was a great case of fun-poisoning on two wheels. Doubtlessly, we'll catch the affliction again and again throughout our lives. Thanks me mates.

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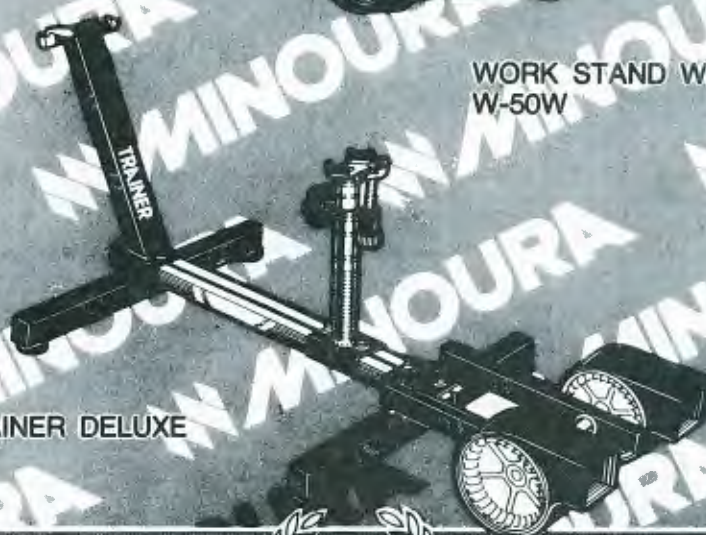
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Gemini World Randonneur

Road test

Here is a bicycle for all seasons, all terrains and all countries. The ideal international touring machine.

Noel McFarlane who runs Calypso Cycles in Sydney is behind the design of this bike. Way back in the fifth issue of *Freewheeling* Noel is pictured with his travelling companion during one of his many cycling adventures in Sri Lanka and India. He has cycled extensively throughout the Australian continent and through Asia: any wonder then that he has some definite views on touring bike design.

The Gemini is the product of his experience. It is a very comfortable easy to ride bicycle which is set up to carry its rider through any kind of countryside and over any kind of road. When on an extended journey comfort is a very important attribute for any bicycle to have. The Gemini derives its superior handling and performance from a good frame and its 26 x 1 3/8" wheels and tyres. Noel is quick to point out that with the 26"

tyre you can be sure of getting replacements anywhere even in third world countries. Try doing that with a 27 inch or 700c wheel!

In addition to its mangalloy frame and strong wheels the World Randonneur has well thought-out gearing. True half-step and alpine ratios give smooth easy shifting with the cruising gears favoured. Shimano Z series steel/alloy derailleurs move the chain effortlessly across the SR alloy triple chainwheels and the Shimano rear freewheel cluster.

To carry the type of bags needed for long distance touring the Gemini comes with a rear alloy rack and a front European style low mount alloy pannier carrier. The front rack has the advantage of mounting the bags at an intermediate height so a reasonable compromise between handling and damage to the bags is reached.

Bar end gear levers are fitted and these give positive shifting from a comfortable position. Even though brake extension levers are generally scorned by experienced tourers the Shimano extensions fitted to this bike work better than any other type available. This came as a surprise to this reviewer as in the past extension levers have been more problem than benefit.

Riding this bike was a safe and enjoyable experience. The Shimano cantilever brakes with their large rubber blocks gave exceptional stopping power in wet or dry conditions. This bike is most certainly the long distance cyclists dream machine.

Specifications

Price: \$599

Sizes: 53, 58, 64cm

Colour: Dark green

Frame: double-butted Tange 2001 Mangalloy tubing. Box welded fork crown. Brazed-on fittings for double water bottles, front and rear rack, brake and gear cables. Cast dropouts. Vertical rear dropouts

Head tube angle: 72 degrees

Seat tube angle: 72 degrees

Bottom bracket height: 280 mm

Fork offset: 55 mm

Wheelbase: 1040 mm

Chainstay: 440 mm

Rims: Ukai 26 x 1 3/8" alloy

Hubs: Shimano large flange alloy Q/R

Spokes: 14 gauge rustless

Tyres: Michelin Enduro 26 x 1 3/8"

Brakes: Shimano 600 EX cantilever

Levers: Shimano alloy with rubber covered extensions

Pedals: Shimano PD A100 alloy

Crankset: SR Custom alloy triple 52-47-30

Chain: Shimano Uniglide

Freewheel: Shimano 14-28

Derailleurs: Shimano Z series

Levers: Shimano Bar end

Head set: Tange MA 60 type

Handlebars: Alps alloy randonneur

Handlebar covering: Black sponge rubber

Stem: Alps alloy 100 mm reach

Saddle: Tahei anatomic vinyl

Seat pillar: Alloy post type

Seat pillar bolt: Allen key type

Accessories: Front and rear pannier rack, Alloy spoke guard, leather covered toe clips and straps, one alloy water bottle and cage.

Frame and forks are guaranteed for the lifetime of the original owner. Parts are guaranteed for three months from date of purchase. Distributed by Gemini Bicycle Centres (02) 517 1655.



Miyata GT 215

Road test

An all-weather touring bike from one of Japan's most well established manufacturers.

The name Miyata though new to Australians is well known in Japan and north America. The company has been manufacturing bicycles for almost 100 years and is one of Japan's original bicycle manufacturers still in the business. The company has its own frame building plant and frame tubing mill. Like other large manufacturers in that country Miyata is increasing its use of the latest technology such as the computerised frame brazier.

Miyata bicycles are now being imported into this country by a Sydney based firm Bicycles Incorporated and are available in a number of different models for varying uses. To gain an initial impression of their range we chose their mid-range touring bike the GT215.

This machine has a good component mix and is built around a strong double-butted chrome moly frame. The bike tested came with a thick pearl white paint finish.

Miyata's GT 215 is equipped for all-weather touring. It has a pair of alloy mudguards and sufficient clearance in the frame and forks for 1 1/4" tyres even though Panaracer 27 x 1 1/8" tyres were fitted. Dia Compe 981 alloy cantilever brakes give smooth positive stopping power in conjunction with the excellent Araya 18A alloy rims.

The wheels are obviously built expressly for tourers for apart from the Araya rims and the 14 gauge rustless spokes SunTour sealed bearing alloy quick release hubs have been used.

The transmission on the Miyata is a mixture of steel and alloy componentry. The derailleurs are SunTour AG Tech one of the best performing steel derailleur sets available and in some cases they out perform steel/alloy gear changers.

Touring bags are accommodated easily on the rear alloy rack and when fitted-out with loaded bags the Miyata GT 215 handled easily. The 72 degree parallel frame on the road is a solid performer with preferred slow steering characteristics.

Alloy KKT pedals steel toe clips and leather straps are fitted to the Sugino GT alloy triple cranks. The outer ring is fitted with a guard to prevent the chain from falling off on rapid change-ups. The Ariake vinyl anatomic saddle is made by another division of Miyata.

In all the GT215 is a well built touring bike with a very good frame offering preferred touring geometry. With the addition of front panniers and rack it would be an excellent bike suitable for

journeys across the country as well as those closer to home.

Specifications

Price: \$550

Sizes: 49, 53, 58, 64 cm

Colour: Pearl white

Frame: Chrome moly double-butted tubes, forged dropouts and cast fork crown. Frame mounts for 2 water bottles, gear and brake cables, chain peg and gear cable protector.

Head tube angle: 72 degrees

Seat tube angle: 72 degrees

Bottom bracket height: 280 mm

Fork offset: 55 mm

Wheelbase: 1045 mm

Chainstay: 445 mm

Rims: Araya 18A alloy 27x1 1/4"

Hubs: SunTour med flange alloy sealed bearing

Spokes: 14 gauge rustless

Tyres: Panaracer 27 x 1 1/8"

Brakes: Dia Compe 981 alloy cantilever

Levers: Dia Compe 161 with black rubber hoods

Pedals: KKT alloy

Crankset: Sugino GT alloy triple 52-42-34 x 170mm

Chain: DID Lanner

Freewheel: SunTour Gold 14-32

Derailleurs: SunTour Mountech

Levers: SunTour VX

Head set: Tange MA60 type

Handlebars: Kusuki alloy Randonneur

Handlebar covering: Black sponge

Stem: Kusuki Medallion alloy 100 mm reach

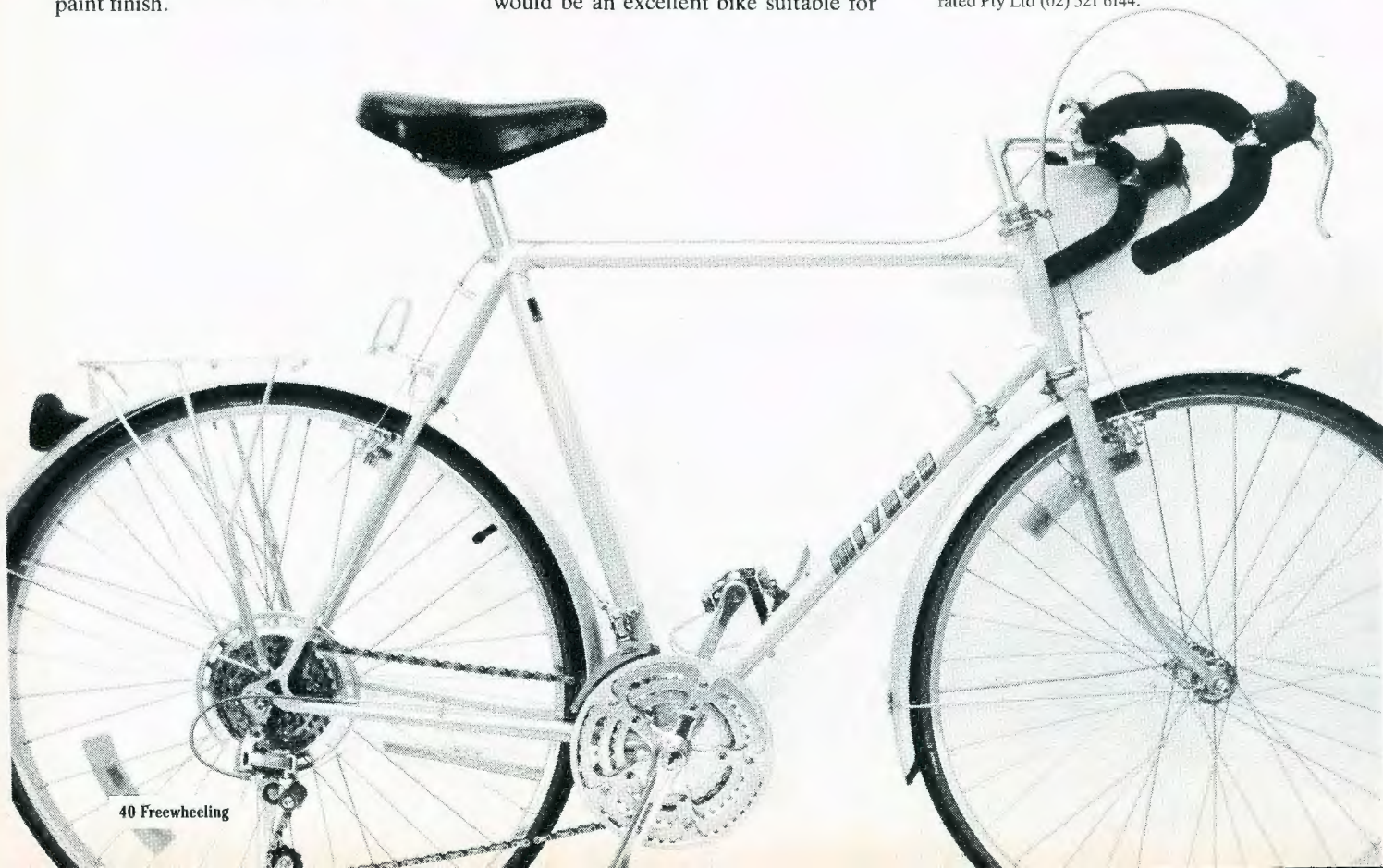
Saddle: Ariake vinyl anatomic

Seat pillar: Sugino SPH

Seat pillar bolt: Allen key type

Accessories: Rear alloy pannier rack, alloy spoke protector, toe clips and straps, alloy kick stand, alloy mudguards.

Frame and forks are guaranteed for the lifetime of the user. Parts are guaranteed for three months after purchase. Distributed by Bicycles Incorporated Pty Ltd (02) 521 6144.



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1500

All components used on CLAMONT bicycles are selected from top brands to be reliable and durable.

These outstanding bicycles are available from Clarence St. Cyclery exclusively and the designs are the culmination of years of experience as Australia's leading quality bicycle retailer.



The 1500 has the features of its much more expensive touring competitors. Its chromoly double butted frame is designed for long distance riding whilst the cantilever brakes give complete stopping confidence under load. Many other features include 15 speeds — quick release alloy wheels — alloy rear rack — sponge gripped randonneur handlebars — nylon belted puncture resistant tyres — and sealed hubs.

Frame sizes: 19½", 21", 23", 25".

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The Cannondale Aluminium Frame

Touring Technology

Warren Salomon thinks he may have found the ideal touring frame: a large-diameter aluminium tubed heat-treated frame from the USA.

One thing that all riders be they competitive racers or 'laid back' tourers want from a bicycle frame is lateral stiffness: a frame that doesn't flex, twist and wobble from side to side.

In the past tourers (who have long been plagued with frame flex problems

when carrying heavy loads) have had to specify frames built with extra thick tubing and even additional tubes welded in mixte fashion from the head tube through to the rear dropout. Not always was the remedy successful and nearly always a heavier frame was the result.

I have even had one so-called expert try to tell me that it was important to build flexibility into a frame as such a frame more readily absorbed road vibration and was easier to ride. If only he could have ridden my previous touring bike fitted out for a week long journey! The rear half of the frame seemed to have a mind all of its own and on fast descents the effect was most unnerving.

For some time now I have been searching around for a frame that would resolve these problems. The biggest drawback of a laterally weak frame is that it absorbs so much of your pedalling energy. A racer with a flexing frame can 'waste' a lot of power.

In the past aluminium frames have differed little from steel frames. The Alan and Vitus use tube diameters similar to conventional steel alloy tubing but they do absorb the vibration from the road giving the rider an easier ride. The new generation aluminium frames epitomised by the Cannondale use over-size diameter tubing which gives incredible stiffness with a decrease in overall weight due to the lightness of the metal.

Whereas the European aluminium racing frames glue their tubing into precisely machined lugs Cannondale mitres the ends of its tubes and butt welds them together using the Tungsten Inert Gas method (TIG). At present each Cannondale frame is individually welded then heat treated in a three stage process to achieve maximum strength.

Heat treating is a process that is necessary when aluminium alloys are welded. The result is a much stronger frame.

On the road the frame performed extremely well especially on rough or uneven surfaces. The model tested came equipped for what Cannondale calls 'sports touring' which means fast day or weekend riding with a minimum of luggage. The one inch tyres I expected would give a harder ride but the frame compensated so well that I even had to do a comparison ride along a rough stretch of road with my own skinny-tired lightweight machine to see if there really was an improvement.

When front and rear panniers were added the enhanced handling was dramatic. Here at last is a frame that can take a load without going to jelly. This is most notable when powering up short inclines and riding out of the saddle: a practice I don't recommend on a whippy/whippy framed touring bike. The net effect is that of a firm comfortable and safe ride.

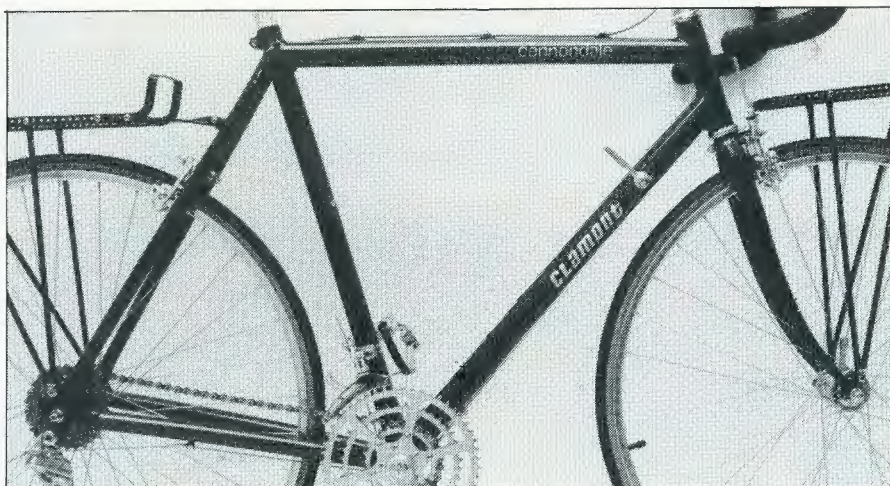


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bike bits

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The Cannondale's oversize tubing is immediately obvious. The frame's brazed-on fittings include: rear rack mounts, two sets of water bottle mounts, lever bosses, brake cable guides, gear cable guides and double eyelets on both dropouts. All threads have helical steel inserts.

There is still a lot of research that must be done to evaluate the properties of aluminium and how it effects performance. I can understand the increase in stiffness from the oversize tubing and the lower weight of the metal (the physics are fairly basic) but I don't know

why the aluminium frame should give a better ride on rough roads. Still it does and that's good for us heavy weight tourers.

The bike I rode for this road test was a Cannondale ST 500. This bike aimed at the sports/tourer was the first to be released by the company in 1983. Since that time they have released a very good mountain bike frame (with cantilever brakes) and now a road racing bike. In addition to the Cannondale frames there are also beautifully made oversize aluminium tubed racing frames made by Klein (USA) and Kettler (Germany).

There is a tremendous amount of interest in aluminium frames throughout Europe and the USA at present. Cannondale may not have been the first but they have established a reputation that hopefully will assure them success.

It is a technology that offers big advantages to bike riders and with the event of the Cannondale aluminium frames the concept is about to enter the mass market. I think we will hear a lot more about aluminium for the masses in years to come.

The Cannondale Aluminium Frame ST 300

Price: The frame alone costs \$750.00. The ST 500 bicycle costs \$1750.00 and is equipped with top-of-the-line componentry for fast sport touring.

Sizes: 48, 53, 58, 64 cm

Size tested: 58 cm

Colours: Blue, charcoal, red

Tubing: 6061-T6 aluminium alloy

Tube outer diameters: Top tube 1.375", Down tube 1.5" seat tube 1.25", Head tube 1.375", Seat stays 1" oval section, Chain stay 1" circular section.

Forks are chrome moly steel with cast fork crown.

Head angle: 72 degrees

Seat angle: 73.5 degrees

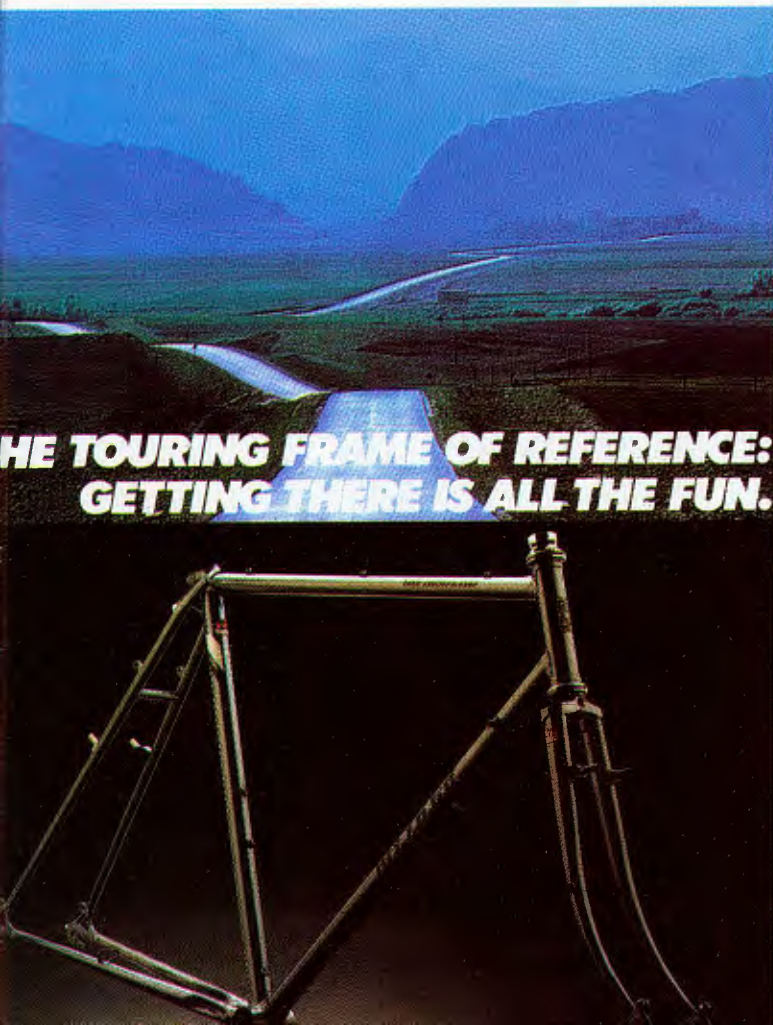
Bottom bracket height: 265 mm

Fork offset: 50 mm

Wheelbase: 1050 mm

Chain stay: 457 mm

Frame and forks are guaranteed for the lifetime of the purchaser. Sole Australian distributor (wholesale and retail enquiries) Clarence Street Cyclery (02) 29 4962.



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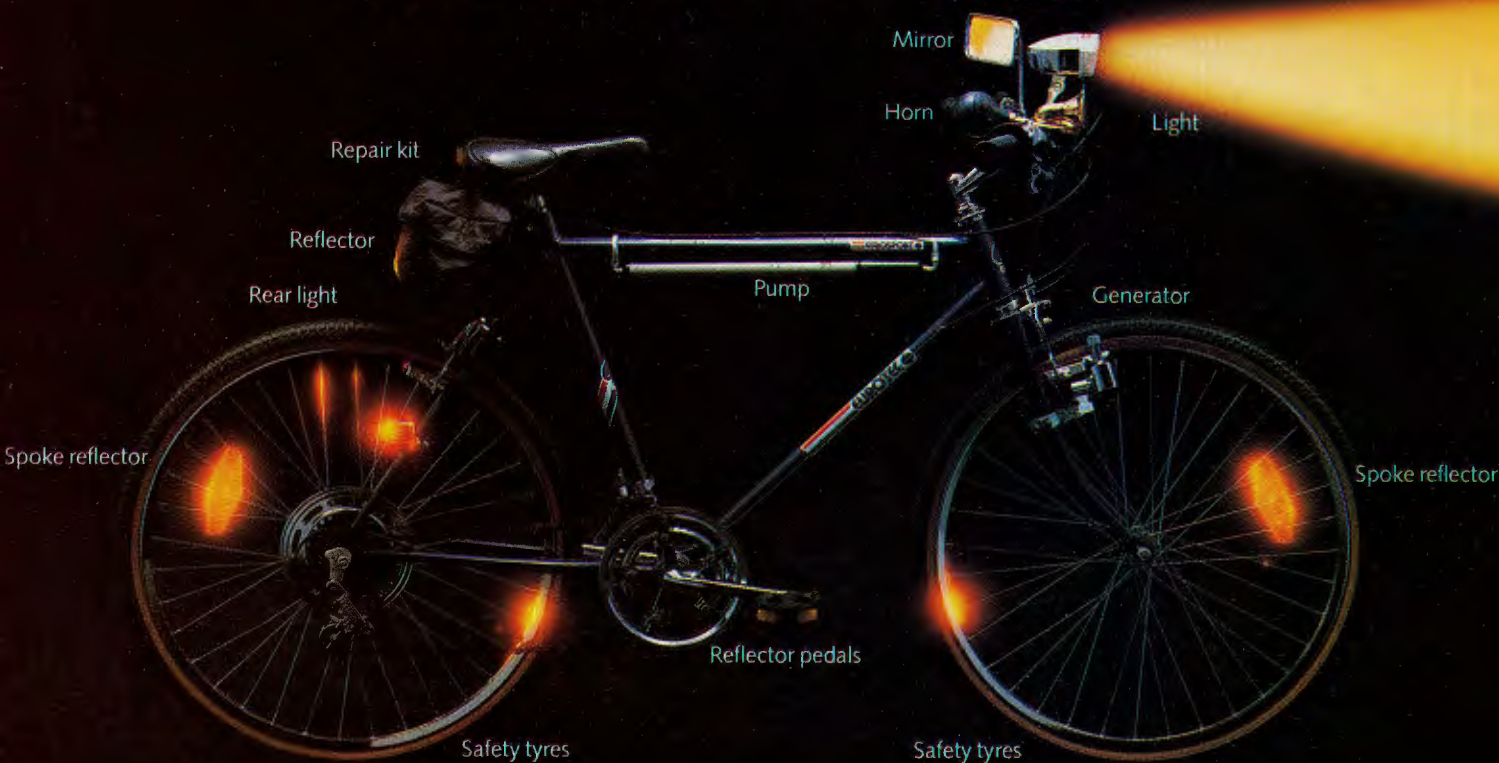
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TK53/Palace

Clamont 1500

Road test

This well-equipped touring bike is built for all types of rides. A bike for the discerning buyer.

If the most important part of any bicycle is its frame then the Clamont 1500 is an excellent bike for a first time user or old hand. The good selection of tried and true touring componentry is fitted to a smartly finished double butted chrome moly frame. The frame is painted a beautiful deep blue colour and finished with a silver trim.

The frame has brazed-on mounts for double water bottles, gear and brake cable guides, single eyelets on the rear dropouts and double eyelets on the front forks. A gear cable protector on the chain stay and a chain peg on the seat stay are also provided. There is adequate clearance on the frame for mudguard fitting.

The 1500 has all-alloy componentry of a high standard. The Araya 27x1 1/4" rims are top performers and the Miyata Grand Touring tyres give a smooth comfortable ride. Dia Compe's powerful 981 alloy cantilever brakes are fitted in conjunction with quick release levers.

SunTour and Sugino equipment is used to effect on the Clamont's transmission. The Mountech front and rear derailleurs shifted smoothly and the Sugino GT chainwheels showed no signs of flexing under heavy pedalling loads. The gearing combination is a sensible half step and alpine with a low range suitable for loaded long distance touring. Clamont has chosen well with its gearing combination as the half-step gears give good cruising ratios with the wider steps down in the range where you need them.

Toe clips and straps fitted to the alloy MKS pedals and the sponge covering on the randonneur style handlebars give a good point of contact with the rider. The other point of contact is equally well served by a comfortable Selle Italia leather covered mens anatomic saddle. Of course the dealer will fit the womens version if you need a wider seat.

The bike handled well unloaded or loaded and the model tested tracked perfectly with out wobble. The Clamont is a high quality tourer for short or long distance rides.

Specifications

Price: \$625

Sizes: 49, 53, 58, 64 cm

Colour: Bright blue

Frame: Chrome moly double butted tubes, forged dropouts and cast fork crown. Frame mounts for 2 water bottles, gear and brake cables, chain peg and gear cable protector.

Head tube angle: 72 degrees

Seat tube angle: 72 degrees

Bottom bracket height: 280 mm

Fork offset: 55 mm

Wheelbase: 1045 mm

Chainstay: 445 mm

Rims: Araya 18A alloy 27x1 1/4"

Hubs: SunTour med flange alloy sealed bearing

Spokes: 14 gauge rustless

Tyres: Miyata Grand Tour 1 1/4"

Brakes: Dia Compe 981 alloy cantilever

Levers: Dia Compe 161 with black rubber hoods

Pedals: MKS alloy

Crankset: Sugino GT alloy triple 52-46-28 x 170mm

Chain: HKK black & gold

Freewheel: SunTour Gold 14-28

Derailleurs: SunTour Mountech

Levers: SunTour PDL M ratchet

Head set: Tange MA60 type

Handlebars: SR alloy Randonneur

Handlebar covering: Black sponge

Stem: SR Custom alloy 100 mm reach

Saddle: Selle Italia leather anatomic

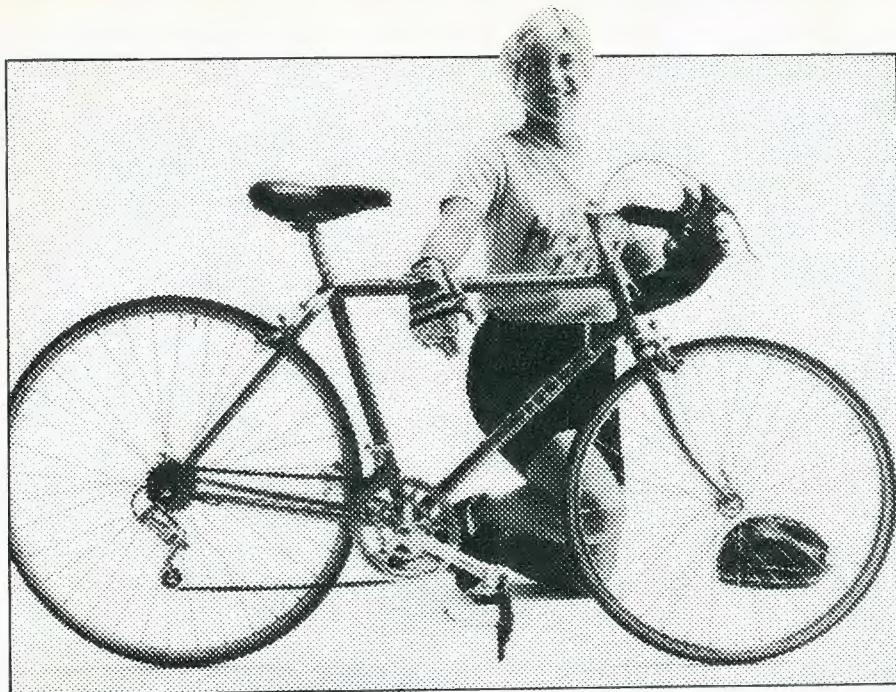
Seat pillar: SR Laprade

Seat pillar bolt: Allen key type

Accessories: Rear alloy pannier rack, plastic spoke protector, toe clips and straps, alloy kick stand.

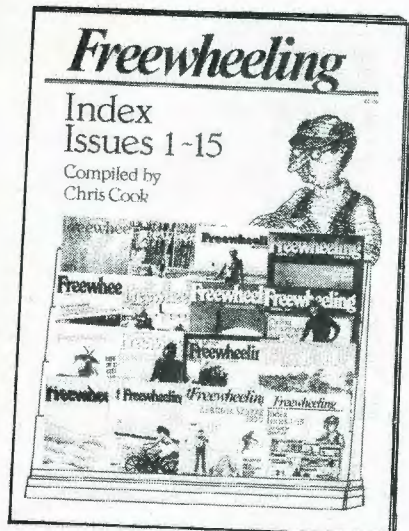
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Bikes for women.

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The conservative world of frame design is being questioned by the new wave of women cyclists. These well-educated riders are demanding frames that fit their bodies and are not simply scaled down versions of mens frames

Look carefully at the picture above. Does anything look odd or out of the ordinary? Maybe its the current reality that has to be re-adjusted for according to women cyclists basic frame design has for too long favoured male riders.

Look again. The bicycle above is the creation of an American bicycle builder Georgina Terry Precision Bicycles of New York. With their shorter torsos, shorter arms, longer legs, wider hips, smaller hands and feet most women fit best on a bicycle with these differences built in rather than partially compensated for with seat posts and stems.

Georgina Terry builds her bikes to fit most North American women. To fit women as short as 4' 9" "without compromising quality, handling, strength or safety characteristics" the three smallest frame models use a 24" front wheel in front and a 700c wheel in back.

Terry's bicycles have decently long head tubes, full toe clip clearance and a 45/55 percent loaded weight distribution. Australian women will have to search high and low for a frame builder willing and able to execute such a design. We'd like to know if there are any frame builders out there who make specialised frames for women. If so give us a call and we'll publish your name in the next issue.

Bike Report/ Bikecentennial

Newcastle Mountain Bike Classic 1986

The Fat tyre Fanatic

After a very successful race held at Patterson in 1985 a three event Classic was organised recently in the Newcastle area, the venue, a quarry and surrounding bushland adjoining the Charlestown Golf Course.

The first event was a testing 1200 metre time trial run within the quarry and comprising three 400 metre laps. The winner was Wal Wohlrab in 3 min 22 sec from Andrew Smith (3:25), Rob Hadley (3:38) and Keith Thomas (3:39). There were 27 starters.

The second event was a trials course where the contestants all had clean runs and a chance to compete on the advanced course. This was eventually won by Dave Upton from Wal Wohlrab and Keith Thomas from 26 contestants.

The big race was a 15 km course comprising of four 3.75 km laps which included the time trial course. The riders were handicapped and grouped according to the time trial results. The scratch markers gave up to a 14 minute start. The winner was once again Wal Wohlrab in 39:05 from Terry Porter Bob Jones, Ken Skardon, Rob Hadley and John Kitchen. There were 25 starters and four riders did not finish due to exhaustion, falls and cramp.

The overall point score was won by Wal Wohlrab. The top ten and their amassed points score were: W Wohlrab 77, D Upton 67, T Porter 65, J Kitchen 62, K Thomas and R Hadley 61, D Kitchen 54.5, G Upton and A Smith 52 and B Hadley 46.

The point score was based on the number of contestants in each event eg: 27 starters — first place 27 points and second place 26 points etc.

The Classic was sponsored by Hadley World of Wheels and Europa Cycles and the total prize money of \$258.00 was split among the top ten place getters.

The response to this event was excellent with riders from Sydney and Gosford competing. The day was perfect, cool and cloudy and there were no serious injuries or bike damage. We had just a few hassles with motor bike riders but they co operated in the end.

The event will be staged again next year.

Ken Wells



Byka Dual- Circuit Light System

Advanced electronic circuitry, high power generator unit with battery backup and halogen brightness provide new levels of safety and reliability.

Byka Dual- Circuit Lamp Unit

High power halogen beam with auto-electronic battery cut in.

□ The first commercially available dynamo headlamp unit to successfully incorporate an automatic battery back-up. As speed drops and dynamo output falls the battery back-up is automatically cut in to maintain bright lighting at all times - controlling both front and rear lamps.

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□ Halogen bulb gives more than twice the brightness of conventional bulbs.

□ Superior beam pattern - gives optimum lumen efficiency.

□ Unit detaches instantly from bracket for security or use as emergency torch.

□ Easy to fit and operate.

□ Compact, well styled design.

□ Unit will work with any make of generator or rear lamp.

Byka Rear Light

High power rear light.

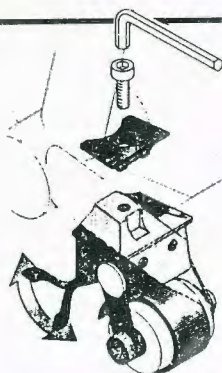
□ Wide angle lens with reflector for high visibility.

□ 1.5 w. bulb.

□ Universal bracket attaches to mudguard eyelet or seatstay.

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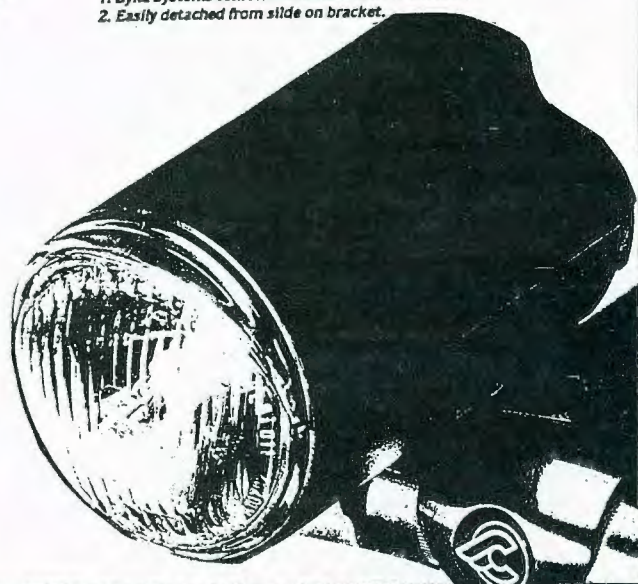
Byka Dual Circuit Front Lamp

A unique electronic lamp unit that automatically feeds power from an integral battery back up when power from the generator falls. Bulb life is prolonged by electronic control of the generator output and this unit also feeds and controls the rear lamp.

Byka Generator

The best generator available with 38w output and less drag than other generators. Includes special protective features to maximise wet weather reliability and exclude road grime.

1. Byka Systems conform to British and ISO standards.
2. Easily detached from slide on bracket.



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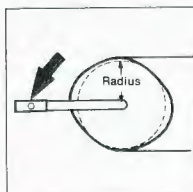
1 Lighter, More Rhythmical Pedaling

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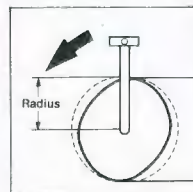
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With the crank arm at the horizontal position, leg thrust is at peak power. Turning radius of the chainring is minimal, for assured light and quick pedaling.

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.

biopace
Computer-Designed Drive System



HILLMAN HAS THEM

The Revolt of the Spidermen

Touring bike design

John Harland and Ron Shepherd have such long legs that they needed tailored bicycle frames. With their many years of touring experience to call on they each designed frames which are not only tall but specially suited for touring. John Harland tells his story first.



At school 'Spider' was the politest of my nicknames, all of which alluded to my long limbs. That length has meant constant problems in fitting things, whether they be clothing, furniture or bicycles.

I like touring on bicycles, but touring often means carrying loads, and I learned very early that not all bikes carry loads equally well, not all bikes are as comfortable or controllable as each other and that some gearing systems are far more usable than others.

After a lot of thinking, reading and riding I came to understand what was needed in a bike that would carry me and my luggage comfortably wherever I wanted to go, even if that was steep sandy or gravelly tracks.

A bit of asking around found me a good framebuilder sympathetic to what I wanted. To say that Norm Bates could build a bike with one hand behind his bike understates the truth. He built my frame with one broken arm immobilised in plaster, and a few other serious injuries besides; the scars from a battle with a car.

He listened, he advised and he measured. Then he built what I wanted.

The result is not radical in any way, but it does have a few features that are unusual simply because it has been built proportionately large in all its main dimensions and not just in its height. This retains the good balance and weight distribution that average sized riders can take for granted, but which is lost in a conventional bike.

The normal *big* bike for a tall person has a raised top tube. It sits the rider higher, to suit his or her legs, but is built on a standard wheelbase, with a standard bottom bracket height. This means less fore-and-aft stability than a shorter rider enjoys, but it also impairs weight distribution, putting too much of your weight over the back wheel. This in turn reduces ride comfort and also necessitates ridiculous postures over the handlebars to keep the front wheel down on steep climbs.

The standard bottom bracket height prevents the fitting of proportionately longer pedal cranks which can make better use of your long leg muscles.

The 127cm wheelbase of my bike is actually quite conservative. A 'normal' 53cm touring bike would have a wheelbase of 106cm, a ratio of 2:1. My own bike with its 70cm seatube is actually a bit short for its height.

My inside leg length is 1 metre, about 20% longer than average. The 200mm cranks I use are likewise 20% longer than the usual 165mm units. Production cranks that long were unobtainable under about \$300 and the ones I use are Sugino steel cotterless ones cut and welded. They

are strong but heavy and their useful life is only until I can get some tubular steel ones made up.

The majority of bicycles are less stable under load than unladen. If you look at the tremendous stability of modern large motor cycles many times the weight of a laden touring bike it is apparent that it is not the load but how it is carried that matters.

I expect my bike when laden to be stable enough to ride up and down gravelly slopes with full control. The ways to get that are:-

- correct positioning of the load
- sufficient rigidity in the carry racks
- proper distribution front-to-rear and side-to-side.

At the front, low-mount racks give that kind of stability, but they do give clearance problems when riding through long grass, swamps, and deeply rutted tracks. My front rack, like Ron's addresses this problem by bringing the load up a bit for clearance, then back a bit to maintain stability. In the process I was able to design in a lot greater rigidity than any lowmount I have tried, including the Blackburn.

The unit is of steel rod. Its slight weight penalty is far more than matched by its greater rigidity, and its big advantage is that it is repairable in any kind of out-of-the-way place.

At the back is a Blackburn alloy rack but only until I make its replacement. That will mount the bags slightly lower and further forward, will incorporate a mount for the Berc tailight and will be a little more rigid. It too will be of steel, for ease of manufacture and repair.

The frame that will carry a big load without flexing horribly will not be a featherweight. My bike would never win me a sprint, but when it is fully laden the frame weight becomes insignificant. The rigidity it gives though is a tremendous help to both control and pedalling efficiency. A good touring bike is not a racer and should not be designed as if it were.

I like wide range gears, but I also want close, even ratio gaps. The setup that I use is a 'half-step-and-granny' which gives ten 15% gear steps from 100 inches down to 30 inches, and then two 'deep reduction' gears at 30% steps below that, giving a bottom gear below 20 inches. The whole lot is controlled from the handlebars, and when the changers are properly set up is an absolute delight. It is sensitive to adjustment though and neither of the changers have threaded adjusters, a ridiculous bit of cost cutting. Chain gears are a constant nightmare to me though, not just the filth but its attendant wear and the resultant need for constant adjustment and maintenance. When a suitable enclosed unit is devised I'll be at the head of the queue.

How would I change the bike if I was starting anew? This is perhaps the best indication of my satisfaction with it. Basically I would not touch the dimensions or the frame angles, they are spot-on for my needs.

I would definitely integrate the back carrier, rather the way Ron has done. The improvement in rigidity is most impressive. The single top tube of his bike also seems a better idea than the top-and-stay tubes arrangement of mine. I'd go for larger diameter top and main tubes if I was doing that, and my calculations indicate that it would not only be simpler, but give a higher rigidity for a given weight.

I'd love to do the whole thing in heat-treated large-diameter aluminium, like a Klein or a Cannondale, but we all have our dreams.

All told, I'm really glad I had the frame made. The cost has been repaid many times in the extra use I get from it. It's so nice to ride that I do all my commuting on it as well. It's weeks since I bought a tram ticket, and my car has had so little use that I will be selling it.

If you know from your experience what you need in a bike, go for it. If your bikeshop owner starts blocking, go elsewhere. Don't ignore sound advice, but

a competent framebuilder will advise you how to best achieve what you want, and not try to talk you out of it just because he (she?) has never seen such a thing before. Don't be scared of your own ideas. Remember that a lot of people ridiculed Starley's first Rover Safety Bicycle 100 years ago!

Specifications of John Harland's touring bike

Frame: Manganese-molybdenum tubing, plain-gauge (mostly Reynolds 531).

Head/seat/rear stay angles: 70°/70°/60°

Wheelbase: 1270mm

Chainstay length: 584mm

Top tube length: 622mm

Top tube length: 622mm

Seat tube length: 700mm

Bottom bracket height: 329mm (i.e. zero drop)

Wheels:

Hubs: Suzue sealed, solid axle

Rims: Araya aluminium 26 x 1 3/8

Spokes: 14g 4x

Alternatively: 26 x 2.125 mountain bike wheels.

Transmission

Cranks: Steel cotterless 200mm

Chainrings: Shimano Biopace



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Front shifter: Suntour Le Tech
 Rear shifter: Huret Eco Duopar
 Suntour Climber, handlebar mounted
 Freewheel: Suntour New Winner
 Chain: DID Lanner
 Pedals: SR Laprade Platform
 Toeclips: Madison Styrene
 Toestraps: Alfredo Binda

Gearing:

	13	17	22	28	38
50	100	76.5	59	46.5	34
44	88	67.5	52	41	30
28	56	43	33	26	19

Brakes:

Weinman 750 Centrepulls (with 26 x 1 3/8 wheels)
 Dia-Compe Cantilever (with 26 x 2.125 wheels)

Saddle:

Madison Anatomic

Handlebars:

Steel 'skidbars' inverted. ('North Road' ones on trial in the photograph, but not as suitable)

Stem:

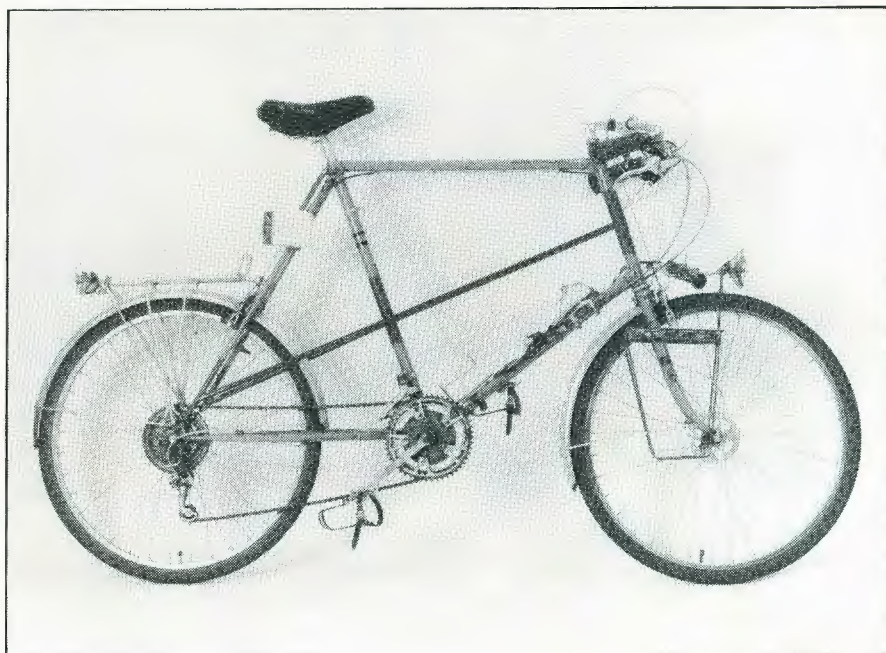
Kusuku 100mm

Headset:

Tange steel

Lighting:

Power source: Sanyo Dynapower or



Lead-acid Gel-Cell, 4 amp hour

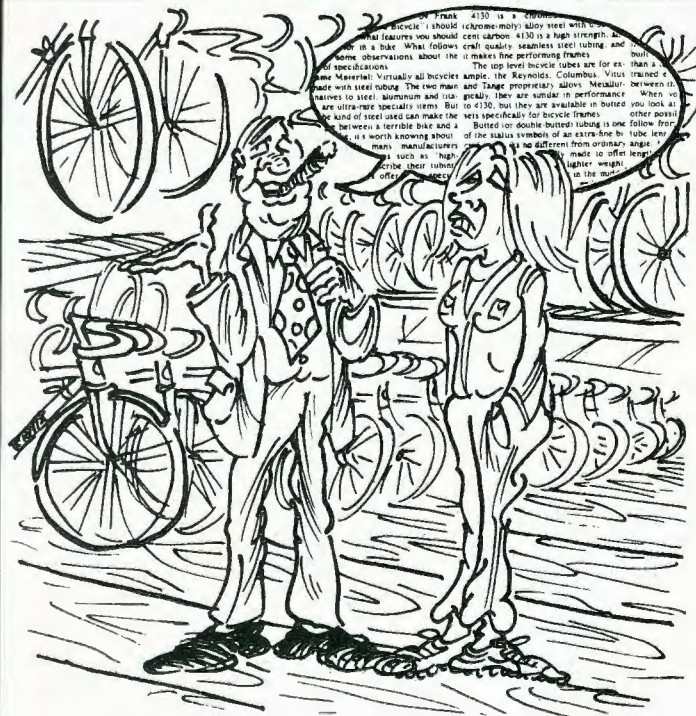
Headlight: Union Halogen

Taillight: Berc

Carriers:

Front: Midi-mount, homebuilt from 4.5mm mild steel rod and 16g sheet, brazed Rear: Blackburn 4-pin

John Harland's Touring bike. The double mixte type tubes give additional lateral stiffness to compensate for the large frame size. John has opted for all rounder handlebars with Dia Compe mountain bike brake levers. Note the large distance between the rear wheel and the down tube. This frame puts its rider forward of the rear wheel axle giving better weight distribution.



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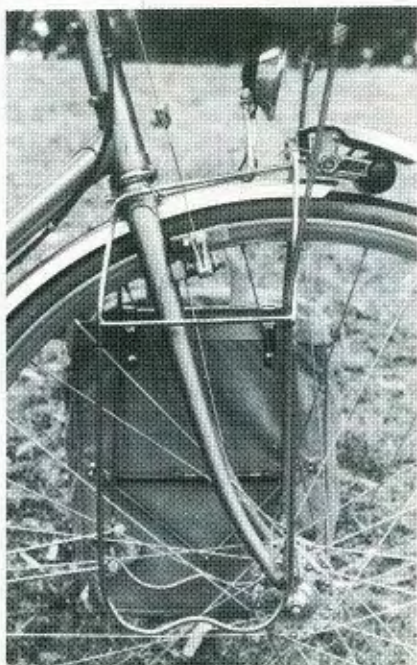
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Revolt of the Spidermen 2

Frame design

Ron Shepherd has formulated his ideas on touring bike design from years of practical experience. You may not agree with everything he says about the 'ideal' touring bike but you can be sure his ideas will shake the conservative world of bicycle frame design to its foundations. Racing frame design in currently in a state of upheaval: enter Ron with his radical touring machine.

Ron's home made pannier rack mounts bags near the fork rotation axis for stable steering. Note the Sanyo Dynapower generator mounted above the wheel.



David Jenkins at Europa Cycles in Melbourne has built me a bicycle frame especially for touring and it feels marvellous. Most bicycle touring is done on racing bikes fitted with heavier wheels, low gears and bolt-on racks. I've pedalled a hundred thousand kilometres on such bikes but always dreamed of something better.

These so-called 'touring bikes' have several problems. And that's not just my opinion either. Evidence of their shortcomings came from the biggest-ever bicycle tour, the Bikecentennial ride across America. Thousands of Bikecentennial riders completed a detailed questionnaire on their experiences and some of the findings were:

- Cyclists carrying luggage were three times as likely to have accidents as those without luggage.
- Many accidents were caused by steering and braking difficulties.
- Half of all the riders suffered from numb fingers or hands at some stage during the ride.

These findings are no surprise when you look at the bikes commonly used for touring. The table of their design faults,

together with the modifications I have on my bike to overcome them:

In retrospect, these changes are very minor. If I were designing another bicycle, I would be much bolder. It's just that bicycle design is so extremely conservative. The trimmings change from year to year — alloy racks, triple chainwheels, cantilever brakes, pink paint — but the basic frame shape is virtually the same as it was a century ago.

In recent years substantial changes have been made to the design of track racing bikes, such as for Francesco Moser's world hour record, and for the US Olympic team. These "funny bikes" have been built to reduce weight and wind resistance. But for touring the important things to improve are comfort and handling.

All-terrain bikes have confident handling and cope easily with the worst roads. Yet their upright position and high rolling resistance make them sluggish and tiring for long rides on sealed roads. You can take all the luggage you like by bolting racks onto an ATB, but its handling suffers as a result, particularly on steep descents.

Design fault on standard touring bike

Modification

1. The frame is too short.

A short frame gives a choppy ride over bumps, and loaded panniers hang out the back, creating rear-end wobble.

Make chainstays longer

This places the rear panniers inside the wheelbase where they do not affect the handling. Longer chainstays also reduce the load on the rear wheel, give a more comfortable ride, more tyre clearance, and less chain flex on cross-over gears.

2. Luggage racks are wobbly.

They are bolted on as an afterthought and can flex, break or come loose.

Design the frame itself to support luggage

There is no 'rear rack'. The tubes supporting the rear panniers are an integral part of the frame.

3. Front panniers affect the steering, especially in strong crosswinds, and can cause dangerous front-wheel shimmy on fast descents.

Place front racks back near steering axis

Here the steering is very stable, but bags are not as low as with 'low rider' racks which make bags hard to reach, get them dirty, and let them catch on undergrowth.

Reduce fork offset to increase stability.

4. Frame is awkward to straddle when fully loaded.

Also, the loaded bike is cumbersome to lift e.g. up steps.

Lower the top tube.

This is easy to get a weary foot over, and is just the right height to use as a carrying handle.

5. Racing handlebars are unsuitable for touring.

None of the various positions on racing handlebars is really comfortable for relaxed, all-day riding. Touring cyclists leave their hands on the tops, then have to lunge down onto the drops for emergency braking.

Fit 'All-rounder' bars instead

They allow your hands to rest at a natural angle, give you better steering control, and permit instant braking and gear shifting. These bars are also lighter, stronger and less flexible than racing handlebars.

6. Gearing is needlessly complicated

Triple chainwheels have become fashionable merely because the Japanese do not make any wide-range double chainwheels.

Fit French wide-range double chainwheels

These permit simple gear shifting, and give an adequate gear range for all touring requirements.

While ATBs are the brutal solution to road shocks, Alex Moulton's sprung suspension bikes are the elegant, high-tech solution. Moulton's 'AM's give a smooth ride without increasing the weight or the rolling resistance. For long rides on firm roads, an AM is superb. As bonuses it is compact and easy to carry. However its luggage capacity is limited and its handling nervous on loose surfaces.

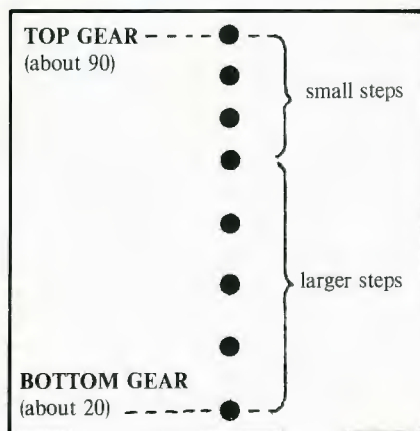
My present bike is not quite as comfortable on rough roads as either an ATB or an AM, but its handling and luggage carrying are superior. The long wheelbase is noticeably more sedate over bumps and less twitchy on corners than a conventional touring bike. Yet when I pedal hard there is no hint of flex or whip. Blast away uphill and the triple-triangulated rear end is as solid as a rock. Best of all, the 'feel' is almost the same with or without luggage. Even when loaded with camping gear the bike is easy to steer on rough roads and fast corners. I have a feeling of complete control, with my hands resting on the grips at all times. A mere tensing of my fingers to slow, or a flick of a thumb to change gears.

Gearing

The gearing on this bike is simple yet adequate. To have all possible gears from the monstrosously high to the superlow places big demands on your derailleurs.

They have to be adjusted just right and operated carefully. So for carefree shifting I chose a modest gear range, from a top of 90 down to a bottom of 20. In top gear I can pedal at 40 km/hour. Fast enough for anywhere except down a long hill, and then I'm happy to freewheel. The lowest gear lets me pedal comfortably up most mountain roads.

The gears in between top and bottom are arranged with small gaps at the high end of the range to allow a fairly even pedalling cadence to be maintained. At the lower end the gaps between gears are wider so that large shifts can be made quickly to cope with sudden changes in gradient. Putting it all together, the gear pattern looks like this:



This pattern has eight gears, quite enough to remember. With the chain on the outer chainring at the front, I use 5 of the 6 sprockets at the back. Then for the granny gears I shift over to the little inner chainring and one of the three larger sprockets. If I absent-mindedly shift into one of the other possible gear combinations, they work okay too. The long chainstays on this bike mean that there is no excessive bending of the chain in any gear.

At the front a faithful old Sun Tour Compe-V derailleur shifts as well as any of the newer models. I shortened the derailleur cage to clear the chainstay, and now nickname it a 'Compe-IV'. After years of mushy shifting across triple chainrings, I find the speed and certainty of this little 'double clanger' a delight. Shifting the chain from one ring to the other is as easy as flicking a switch. At the back, a Huret Duopar handles the 32 tooth cluster effortlessly.

Designing your own frame

A bicycle frame can be any shape or size you like. After all, the frame is only the plumbing to hold the other bits where

Ron Shepherd's touring bike with its integral rear pannier rack.



you want them. So you can dream up a special frame to fit your body and your luggage perfectly, and to suit the sort of riding you do. The problem is to get someone to build it for you.

Few framebuilders want to take the time and effort to make a really different frame. And unless you have very long or very short legs, or want a frame substantially different from the traditional diamond shape, it's not worth the hassle. If you decide to persist, I suggest that you choose everything else first — wheels, saddle, handlebars, gears, panniers, brakes — and then plan your frame around them. Draw the frame full size. Explain every detail to your builder and be prepared to wait, wait, wait until it comes right. Good luck!

Specifications of Ron Shepherd's touring bike

Frame:

Chrome molybdenum tubing
Head/seat/rear stay angles: 70°/71°/70°
Wheelbase: 1170mm
Chainstay length: 540mm
Top tube height: 430mm
Seat tube length: 730mm

Wheels:

Hubs: Milremo hi-flange
Rims: Araya Aero
Spokes: 14 gauge, 4x
Tyres: Michelin Sports, 27" x 1¼"

Transmission:

Cranks: TA 185mm
Chainrings: TA 43/26
Front shifter: SunTour Compe-V
Rear shifter: Huret Eco Duopar
Gear levers: Huret, handlebar-mounted
Freewheel: SunTour New Winner
Chain: Sedisport
Pedals: Kyokuto Pro Vic II
Toecaps: Pro Clip
Toestraps: Fujita

Gearing:

13	15	17	20	26	32
43	89	78	68	58	45
26			35	27	22

Brakes:

Modolo cantilever
Dia Compe Reverse levers

Saddle:

Madison G12

Handlebars:

GB Allrounder

Stem:

Cinelli

Headset:

Campagnolo

Mudguards:

Esge

Lighting:

Dynamo: Sanyo Dynapower
Headlight: IKU Halogen
Taillight: Berc

Four years old and still as MAD as ever

Touring events

The Melbourne Autumn Daytour this year attracted almost a thousand riders. Warren Salomon rode in this year's event and talked to some of the characters behind the scenes who made the ride happen. What he found was more than just a tea party.

The Queen of Hearts was furious. "Off with their heads", she bellowed.

"But your Majesty" whimpered Tweedledee, "they're only poor innocent cyclists out for a day of fun and fitness in the countryside."

"I don't care — just get them out of my sight." The red Queen was livid. The Mad Hatter stood on top of his step ladder and whispered through his megaphone to the assembled riders, "You'd better get going before she changes her mind... and, oh yes, have a nice day."

A strange way to start a major bicycle event? Not if the event is the successful Melbourne Autumn Daytour which was run for the fourth year in succession in the hill country north east of Melbourne.

The MAD ride is the creation of a small group of bicycle touring enthusiasts — the Melbourne Bicycle Touring Club. The club itself has a membership of around 150 and the bulk of the pre ride organisation is undertaken by a hard working sub-committee.

The MBTC is one of Australia's most established touring groups. Each year they provide the organisation and support for their MAD ride as a service to the cycling community.

According to this year's chief (or should I say Queen) organiser Carolyn 'Charlie' Farren there is a basic group of five people who work on the event prior to the start. On the day almost everyone in the club gets roped in in one way or another.

This support is no Sunday tea party even though on this year's ride a Mad Hatters Tea Party was included in the day's activities. The club provides marshalls along the route, signposting, administration/check-in, morning tea, sag waggons and organises catering for lunches, first aid assistance and liaison with the Police and the local community.

It's no simple task. This year Charlie and a small group of club members spent the night out at Hurstbridge so that they could begin setting up bright and early. The hall at Arthur's Creek required some decorating for this was to be the venue for their Mad Hatters Tea Party complete with string orchestra, muffins, bottomless tea pots and jam, jam, jam.

While the hall was being prepared more helpers were erecting the marquee in the allotment adjacent to Hurstbridge station. It was only seven am but already there were cyclists milling around and itching for a ride.

Hours later, and in Alice in Wonderland costumes hired for the occasion, Charlie and the MBTC committee direct riders in preparation for the ride's first mass start. This year the ride is sponsored by the Bell Helmet company through their Australian agents Hanley Trading Pty Ltd. The sponsor underwrites the event but in the main the riders fees pay all the bills and produce a minute profit for the many, many hours of volunteer labour put in by the club.

At 9.30 am the ride is underway and as the riders head out of sleepy Hurstbridge MBTC members scurry to their vans and cars and head off to some other part of the route to do their appointed jobs.

Charlie the Queen of Hearts finds that she can't drive her vehicle in the costume so it's a quick change in the van before heading off to Arthur's Creek Hall.

The ride this year (as in the past) followed two almost separate routes: one

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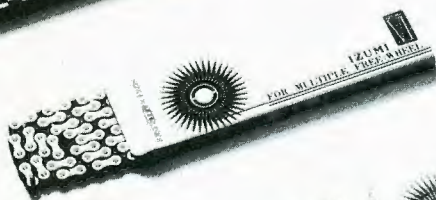


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45 kilometres and the other one hundred km up onto the Great Divide at Kinglake. This year for a change I rode the 45 km route and found the atmosphere very relaxed and chatty. No one seemed in a hurry and riders along the way would often strike up conversations while passing.

At St Andrews the cyclists lunched in a park enjoying the warm autumn sunshine while to the north others soaked up the views of distant Melbourne from

their lunchtime vantage point. Having rode the 100 km route in previous years I found the shorter ride a welcome change with the riders more relaxed and into their surroundings.

At Arthurs Creek Hall the door-mouse and the white rabbit kept pouring tea while Alice ran back and forward with the hot water. On the stage the string orchestra played on into the afternoon as the riders filtered through. For the 100 km riders the tea party was a welcome break at the end of their ride. The hall is strategically placed at the end of the last dirt section only ten k's from the finish and at one stage the Red Queen had to ORDER some riders into the hall for their 'well earned' break.

At the end of the day it is the MBTC crew who are last to leave. By then the last riders have checked in and picked

up their cloth patches and certificates. It is seven o'clock now and all that remains of a solid twelve hour working day is to drive home. Its been a mad mad day and you can bet that the MBTC will be putting on another one next year.

Followers of the MAD ride may be interested to know that the organisers plan some route changes for next year. There will still be 45 and 100 km routes but they use the same roads instead of separate routes. This says the organisers is to economise on the amount of support the club has to provide.

The ride will be held once more at the end of Bike Week or if the MAD ride outlives Bike Week on the Sunday closest to April the first.

The Queen of Hearts starts this years MAD ride. The Queen is actually Carolyn Farren one of the Melbourne Bicycle Touring Club's hard working band of ride organisers. Inset photos: The organisers hired costumes and put on a Mad Hatters tea party for the riders at a country hall along the route.



Protecting Cyclists from the CARnage

Bicycle safety

According to the Federal Department of Transport 45 000 Australians will be killed on the nation's roads by the end of the century if current trends are maintained. This is far greater than the 39 000 Aussies killed in World War II.

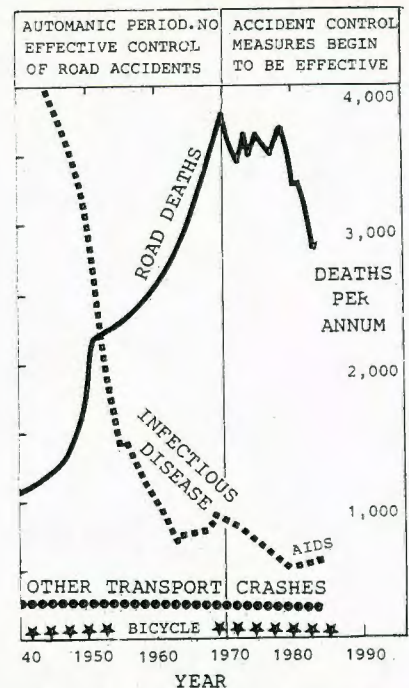
Before the rise and rise of the motor car infectious disease was the biggest cause of death. Since the turn of the century medical science has all but eradicated this but political science has yet to make an impact on the road toll. Many of the innocent victims of the 'car war' are the unprotected road users: pedestrians and cyclists. Alan Parker outlines the cyclists proposals for making bicycling safer and hopefully making the roads less dangerous for all road users.

The first motorist was killed in Australia about 1899, in the same year that the first death from a road accident was recorded in the United States. From this small beginning the terrible stream of deaths and injuries began, and in the fifteen years between 1969-83, 52,243 people died as a result of road accidents. This has been aptly described by the Royal College of Surgeons as the "national epidemic".

Medical science has conquered the ravages of many diseases since 1900 — but since then accidental deaths have become the major cause of premature death and those caused by

motor vehicles claim the largest toll in life. Most forms of transport are relatively non-violent as the data in Figure 1 indicate for "other transport crashes", that is, buses, trams, trains, commercial aircraft and bicycles. According to the Child Accident Prevention Foundation there has been progress in combatting some types of accidents and over the last sixty years society has developed the means of reducing the death rate from drowning, burns, poisoning and firearms. Road accidents remain, as ever, the major cause of death.

The unprotected cyclist, while being technically at fault in about one



Infectious disease and road deaths 1940-1985. Performance of our national road safety support system compared to the infectious disease control system.

half of the accidents today is clearly not the cause of the massive carnage on the road, but the innocent victim of an ineffective road safety support system that has been out of control since motor cars were first mass produced for private use, at least until 1975. One of the consequences of the automatic era, 1930-1970, is that most governments failed to establish the necessary road accident controls. Motorists are partially or wholly responsible for most bicycle accidents, as is shown in the accompanying chart.

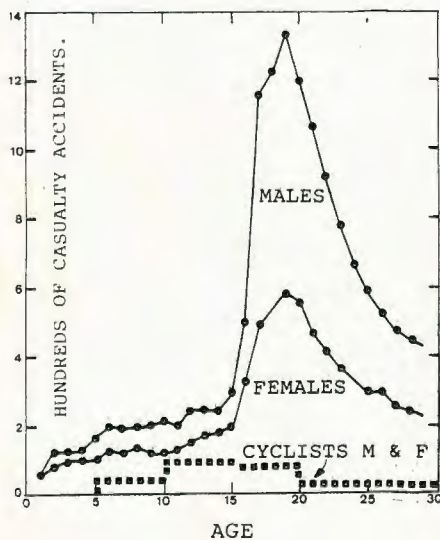
The police and others involved in driver education and enforcement have never had enough resources. As a consequence, resources that should have gone to bicyclist education and enforcement have been diverted to the drivers of vehicles and the cyclist has been denied the benefit of defensive riding instruction.

The gross lack of rider training is probably the main reason why at least 13% of Australian bicycle fatalities do not result from collisions with motor vehicles. The bicycle is an elegant resource conserving vehicle that, if properly planned for, will not kill, maim and cripple on a mass scale. The noiseless, non-polluting bicycle needs protection like an endangered species making a comeback. Although it is part of today's accident problem, it has great potential to become an important part of the long-term solution, that is to create a relatively non-violent transportation system.

The key to bicycle safety lies in responding to the reality of increasing bicycle use by improving the behaviour of bicycle riders and motor vehicle drivers who will predictably cause most of the accidents. This involves educating people to be better riders and drivers, and enforcing the traffic laws so that people drive in accordance with them. We know from bicycle planning studies that cyclists will mostly use roads for the foreseeable future, therefore improving the on-road relationship of unprotected bicyclists and other road users is an urgent necessity, to reduce the number of accidents.

The use of bicycles for short trips, and as a feeder to the relatively safe public transport system for longer trips, will be a feature of any non-violent transport system that is cost effective. In Japan the emergence of road accident control measures, such as private motor vehicle trip substitution has just started. 2.5 million bike/rail commuters (*Freewheeling* 34, page 26) have made a contribution to transport safety in the last decade. The road fatality rate has plummeted down from a position worse than Australia, to one that is much better.

The House of Representative (HOR) Standing Committee on Road Safety produced in 1984 the 'Report on Road Safety Generally' which provides an excellent framework for defining the overall legal/enforcement needs of cyclists in relation to road safety. The HOR Report identified in order of priority four road safety issues over which 3,217 drivers had expressed concern in a questionnaire.



Bicycle accidents in relation to other road casualties 1983 NSW. All road accidents by sex and age and all bicycle casualty accidents 0-28 years. 1983 NSW.

1. Drink driving.
2. Driver attitude and behaviour.
3. Speed.
4. Disregard for road rules.

Cyclists are also concerned about the same four issues, although cyclists would probably not rank them in the same order.

The unprotected user can be killed brain damaged or crippled at impact velocities that most motorists survive. Motor vehicles in collisions with bicycles, have a much greater kinetic energy due to their higher speed and mass, however the energy of impact is mostly absorbed by the unprotected cyclist. It is rare

indeed for a motorist to suffer personal injury in a collision with a cyclist.

There are a small number of dangerous drivers who kill cyclists or produce severe brain damage, paraplegia and quadriplegia, due to reckless driving and speeding. There is evidence to suggest that young motorists are a major problem for all unprotected road users and child vehicle passengers. Australian data for bicycle fatalities in 1982 and 1983 reveal that 37% of bicycle fatalities result from collisions with vehicles driven by 17 to 25 year olds. The real problems with young male motorists arise when they are showing off to

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peers or siblings, and/or when they are under the influence of drugs or drink.

Cyclists regard speeding as the worst form of motorist misbehaviour. According to the Bicycle Institute of NSW Australia has amongst the highest urban speed limits in the world. It is not merely the presence of cars but the speed differential between bikes and cars which causes so much concern to many cyclists. Indeed motoring organisations who advocate speed limits that deliberately ignore the presence of slow moving vehicles on the road, have to be vigorously opposed.

The Principal Safety Officer of the RACV told the HOR Standing Committee on Road Safety that 'There are some people who believe that vehicle speed is an accident causation factor, that it causes accidents to occur. The research evidence suggest that that is very tenuous.'

This RACV view is predudiced and is based on the generalisation 'that if one is travelling faster than the rest of the traffic one is more likely to be involved in an accident and under some circumstances travelling much slower.' This generalisation assumes that slow moving vehicles should not be on the road. This view has to be opposed for cyclist safety because

cyclists are nearly always travelling much slower than the rest of the traffic flow, and any increase in the speed of the passing or intersecting traffic speed increases the potential kinetic energy in a collision.

There is little basis for increasing speed limits to increase the traffic flow, because in the urban rush hour if traffic flow is platooned and regulated properly, it will be possible to slow down traffic while increasing the traffic volume.

The past practice of traffic police in only booking motorists when they are 15kph above the speed limit has had the disastrous effect of increasing average speeds and thereby increasing the severity of injuries in bicycle motor vehicle collisions.

For unprotected road users the views expressed by Dr Phillip Swan quoted by the HOR Standing Committee on Road Safety, would receive widespread support from cyclists as an immediate short term objective for our main roads.

The facts are that people exceed the speed limits grossly in Victoria and throughout Australia. I believe that people drive according to their perception of the road conditions and I believe the subseuqent number of accidents that we have, with speed as an important factor, indicates how badly

an individual's judgement is in this very important area. I would think the important thing to do is to get the community to obey the existing limits.

The Bicycle Institute of Victoria favours the introduction of residential speed limits of 40 km/hr or 25 m.p.h. as is the general practice in most American States.

The Bicycle Federation, like the HOR Committee, is convinced that 'Safe behaviour can be motivated by a cooperative attitude, a desire to avoid crashes, or simply to avoid penalties for breaking the law.' With enforcement programs we need to have in view the quality of the on-road relationship and the type of rider and driver behaviour we want as an end product. This can best be shown in examples from overseas, where there are effective formal and informal traffic safety programs.

According to Melisa Marion, a bicycle facility specialist: 'In general, I found that Dutch motorists knew how to react properly to cyclists. While cycling in Hollnd, I was rarely cut off at intersections, and motorists typically slowed down behind cyclists on roadways and waited for a proper space to pass. I noted very little impatient behaviour and never felt

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resented as part of the traffic mix. Such experience weakened another of my almost unconscious attitudes — that motorists as a group could never learn to be considerate and accepting of cyclists!

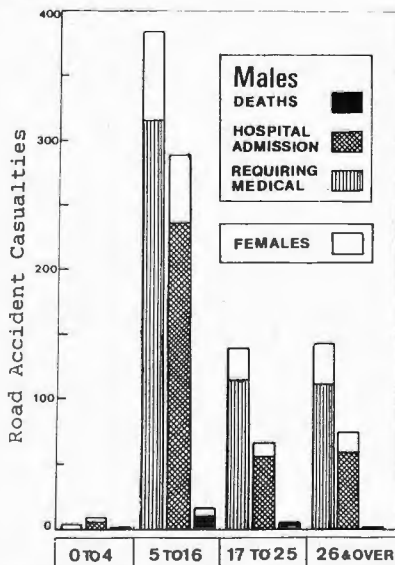
With the noticable exception of voluntary helmet wearing, cyclist behaviour in Australia and North America is poor and again Melisa Marion's comments highlight that cyclist disregard for the law is the exception in the Netherlands rather than the rule.

'For me, the single most encouraging aspect of Dutch cycling was the attitude of cyclists toward traffic regulations. In overwhelming numbers, they obey the array of special signals, signs and stripings for bicyclists.'

This writer also looked at an important indicator of safety, the use of bicycle lights at night in the UK, and making a few quick surveys of bikes parked at schools, I found that 85% had lights, whereas in Melbourne 85% do not have lights.

Many forms of bad driving can be eradicated by teaching motorists and cyclists how to ride more safely in the first place, however, some forms of dangerous driving behaviour will only be eradicated by enforcing traffic law with penalties from 13 years of age. Some people will have to be prevented from driving motor vehicles. In a minority of cases older children 13 to 18 years old, who are consistent abusers of road law or who intimidate other cyclists or pedestrians by their behaviour, will need to be prosecuted and an on-the-spot fining system will have to be developed as a cost effective way of enforcing bicycle laws.

Victorian bicycle casualties by extent of injury and age group.



Bad bicycle riding is even more prevalent in Australia than bad driving, because of the absence of a universal system of formal rider instruction or an informal system of instruction by parents. Unlike the Netherlands, where most adults know how to safely ride a bicycle, parental instruction is often counter productive in Australia.

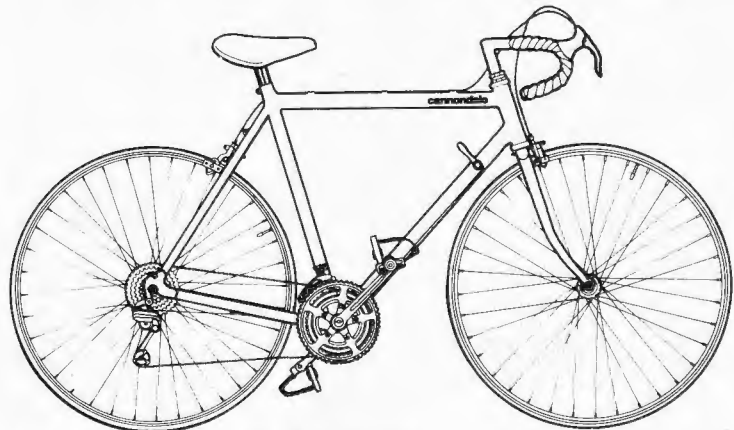
The HOR proposal for the monitoring of the road safety behaviour of older motorists will be greatly enhanced by the provision of a national road safety data base precisely because this data can be matched, with an extensive data base on violations. However, for the 17 to 20 year

old high risk drivers, the data base that is presently being created will be inadequate because the bicycle traffic law violations of teenage cyclists are not treated as serious offences, so that there will be nothing in the data base to correlate accidents with.

Indeed, any proposals for the driving age of young drivers to be dropped, should be postponed until a bicycle law enforcement capability is developed in Australia, and a means of monitoring the prosecution of serious bicycle violations is developed. Such a monitoring system could then be used to develop a penalty system for potential applicants for driving licences. Conversely a clean

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bicycle prosecution record could be a means of gaining a licence earlier and provide a tangible incentive for better bicycle riding behaviour. It is important that a monitoring system be produced that is not an infringement on civil liberties.

For a long time, the police and road safety authorities have been warning motorists about drinking in their safety campaigns; it would appear that this effort has produced the desired results for non-teenage drivers and older drivers generally. In 1985, the figure had dropped to 30%. One reason for this is the introduction of booze buses and breath tests, and if this is followed up by the confiscation of the motor vehicle for those who drive while disqualified, as approved by the Victorian public response to the Police-Lawyers Phone-In, then this problem should be under control. While the majority of motorists are showing more responsibility regarding drinking, the young driver is still a major problem.

There is evidence that drinking and drug taking are on the increase and both become potentially lethal when combined with the exuberance of youth or male aggressiveness. The combined bicycle fatality figures for 1982 and 1983 show that 81% of the drivers involved were male and that 18% were aged 17 to 20 and 37% aged 17-25.

Under age drinking is not a new problem. What is new is that under aged drinkers are getting younger; they are consuming greater quantities of alcohol and surveys show that there are more of them. (Age 1986.)

Apart from the hard drugs, some drivers are under the influence of cannabis, barbituates, "ups" and "downers" of the various kinds, and the police know this but are powerless to deal with the problem. Chief Inspector Max Moat of the Victoria Police Breathalyser Centre has said 'Many drivers are under the influence of drugs . . . It is a difficult area and what we are after is a breathalyser which measures the presence of drugs.'

The heroin problem does not appear to have peaked and the Delianis report (1985) warns that a big jump is to be expected in the use of cocaine and amphetamines. We have very little hard data on what is happening, but in W.A., where the police have the power to demand urine and blood samples, more than 180 people have been convicted for driving under the influence of drugs since the introduction of legislation in 1983 to 1985; all unprotected road users would benefit

by introducing such police powers in other states before this problem gets out of hand.

Clearly, there is a need for a selective traffic law enforcement program that is targetted at young male motorists. It would be possible using a visual marking system (e.g. coloured plates) to easily identify a car driven by young drivers and/or previous offender.

The primary target group for traffic enforcement is the under 25 year old male motorist who is responsible for approximately 37% of bicycle casualty accidents.

The recommendations in the HOR Report, if implemented, will improve motorist behaviour in general and remove many dangerous drivers from the roads. However the only HOR recommendation that is targetted at improving the on-road relationship of riders and drivers is for '... television campaigns to be produced to raise the awareness of drivers of cars and other larger vehicles to the presence and particular difficulties of two wheeled drivers.' It is unfortunate that improving the behaviour of bicycle riders was not dealt with in a specific recommendation.



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It seems likely that a strong law enforcement program directed at cyclist disregard of road law would be a most effective form of pre-driver education.

It is necessary to have increased levels of and more effective traffic law enforcement using on-the-spot fines, directed at all motorists. The primary objective is to ensure that road law is upheld and that the overall speed of the traffic flow is reduced as a consequence. Persistent abuses of road law must be detected and punished.

Bicycle education and bicycle enforcement are both an integral part of the behavioural modification process, which should reduce the accident rate and condition the rider's behaviour as a future motorist. According to Baldwin (1979), there are six goals for bicycle enforcement targetted at all cyclists, and these goals show the symbiotic relationship of education and enforcement:

1. To achieve voluntary compliance with the law.
2. To identify and correct repeated violators.
3. To provide uniform enforcement of laws.
4. To incorporate bicycle safety into schools.
5. To involve parents in educating their children in safe cycling.
6. To teach riders the vehicle laws.

National Bike Events Calendar

NATIONAL BIKE EVENTS

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.

MAY

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 (046) 27 2186 (9-11 am or pm).

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-tyred 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 (046) 27 2186 (9-11 am or pm).

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 Strezlecki 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 tourers 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 (046) 27 2186 (9-11 am or pm).

Thursday 16 - Sunday 19 Bike Expo. This large and lavish showcase of the bicycle industry opens to the public in Melbourne's World Trade Centre for the third year. Free admission.

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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 (046) 27 2186 (9-11 am or pm).

NOVEMBER

Saturday 22. Audax Lilydale - Mt Buller. Discover the snowfields 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. Australias 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.

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.

CLUB CONTACTS

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 (046) 267 2186 (9-11 am or pm). 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. Darwin Huffers & Puffers (089) 81 2141. The Australian Amateur Cycling Union will direct you to a club in your area if bicycle road or track racing takes your fancy. Their phone number is (02) 27 2977.

Freewheeling

Classifieds

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.

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.

Companion wanted for ride from Melbourne to Perth in October '86. Approx 30-35 days. Contact Ed Bourke 8 Parsons Ave Glen Waverley VIC 3150. (03) 233 4401.

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.

FOR SALE

Two Bickerton folding bicycles. As new condition. Includes carry bags. \$300 each. Phone (02) 32 5212.

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, PO Box K499 Haymarket 2000 or phone (046) 27 2186 giving your name, address phone and your location, eg 10km NE Balarat PO.

BOOKS

The brand new 1985-6 International Cycling Guide has arrived. This issue contains a full rap-up of the recent European racing season plus info on the current one. There is also a special focus on mountain bikes. The brand new ICG costs \$14.95 including postage and handling. Send your cheque or money order to Bicycle Australia, PO Box K499, Haymarket 2000. If you have a credit card, you may phone your order in on (046) 27 2186 (9-11 am or pm). SPECIAL OFFER! Back copies of the International Cycling Guide are now available at special prices to clear: 1984 - \$10, 1980, 1981 and 1982 cost \$5.00 each (all including postage and packing).

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-tire flying is all about. Hillman Cycles, 46 Grantham St West Brunswick Vic Phone (03) 380 9685

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, PO Box K499, Haymarket 2000, (046) 27 2186 (9-11 am or pm). We will send you our proposal form and information package. This scheme is also available through the Cyclist Protection Association of South Australia, the Bicycle Institute of Victoria, Pedal Power ACT and the Brisbane Bicycle Touring Association. If you are a member of one of these groups contact the group directly or Bicycle Australia.

WANTED

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

TOURS

CYCLOLOGY W.A.

EXPERIENCE THE SOUTH WEST
OF W.A. ON A SIX DAY,
LUXURY BICYCLE TOUR.

Fully catered. Leaves Perth
during the America's Cup Season
November-February.

ENQUIRIES:

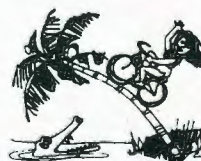
Shop 12a Downs Shopping Centre
Bournemouth Cres., Wembley Downs 6019
PHONE (09) 341 6266, 446 2877

Planning to go touring? Bicycle Australia sells touring guides for all the popular touring areas in Australia and New Zealand too. Ring or send your name and address to Bicycle Australia, PO Box K499, Haymarket 2000, (046) 27 2186 and we'll send you our list.

Tour beautiful Malasia this Christmas. Leave on 26 December return on 17 January. Fly to Singapore, pedal easy 60km stages to Penang, with rest days in Malacca, Cameron Highlands, Lumut and Georgetown. Hotel accommodation provided. All you need is your passport, bike and a change of clothing. Total cost around \$2000. Group size limited to 12 people, led by two bicycle tourists who have done the trip before and loved it. For more details write to Ron Shepherd, 18 Tintern Ave, Toorak VIC 3142 or phone him on (03) 240 9541 (H) or Howard Duncan on (03) 517 044.

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



TROPICAL RAINFORESTS BEACHES & TABLELANDS

A holiday-paced 2-wheeled
discovery of Nth Qld's best

Tropical Bicycle Odysseys
P.O. Box 5092 Cairns Q4870
Phone (070) 56 2100

Tail Winds

BICYCLE TOURING

All the information on great trips to great places.
Australia, NZ, Canada, China, Japan, India, USA,
France, Scotland, Italy, Germany.
Tailwinds Bicycle Touring PO Box 32 O'Connor
ACT 2601. Phone (062) 49 6634.

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Rambling

By Michael Burlace

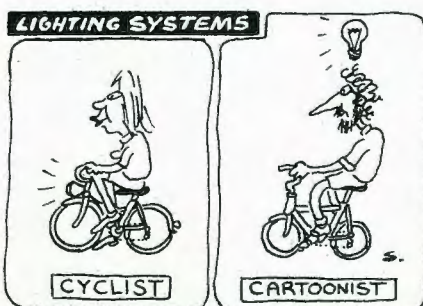
To get grease from clothes, your hands and from any other items that you have managed to grease (such as that wonderful white carpet belonging to your landlord) one of the best products is Sard Wonder soap. This soap is a stain remover which works remarkably well on grease. I got a pair of jeans clean three months after they got very greasy on a bicycle trip. On that trip they had been washed and dried in dryers the whole time because it rained for a month. Despite this, most of the grease came out with a good scrub with Sard Wonder soap and washing in Sard Wonder washing detergent. According to an industrial chemist friend, the Sard soap is the best way to go, the detergent is not as effective. All you do is wet the stains with cold water, rub on the Sard, give a bit of a scrub and rinse and that takes out a lot of it. A second go at this and a bit of soaking can help with some particularly stubborn stains. Heat from ironing, clothes driers or hot water will set stains. So will direct sunlight, so the sooner you get onto them the better.

From a collection of schoolchildren's howlers came the following: A mountain range is a cooking stove used at high altitudes. What does that make the Great Dividing Range? The same collection had: There is a great deal of nothing in the centre of Australia; and: The Australian natives soak the dew into sponges to drink when the water is dry. I guess a water bottle full of dry water would be lighter to carry. Particularly useful in the centre where

there is nothing and you have to carry many water bottles. But the best was: A cyclone is a man riding a bicycle. What does that make a person on a unicycle?

Overheard on a train to the start of a cycling trip recently: "Did you go on the London to Brighton ride when you were over there?" Answer: "No, I wasn't into cycling then - I was married." Name and address withheld at owner's request.

I discovered a different problem to do with battery lights recently when cycling past a pub. Outside the pub were two bikes carefully locked to a No Standing sign. Somebody had turned



on the bike lights and when the owners came out they would have found very flat batteries if no-one had intervened.

I was walking the streets of Sydney recently with Trevor Strickland, the Treadley of the North who runs Tropical Bicycle Odysseys in Cairns, taking cycling trips on the Atherton Tablelands and up to Cape York. We came to the first intersection and a bicycle courier came through it talking on his two-way radio with no hands on the handlebars. The Tropical Bicycle Oddity remarked that it was almost the hat-trick - all the rider needed was to run a red light and he would have it. Two intersections later, a courier came through a red light, talking on the two-way with a pannier open and the strap doing its best to tangle in the wheel and chain. Again he blew it. One hand was accidentally on the handlebars. Sydney's bicycle couriers have probably done more damage to the image of cyclists in the past few years than all the motoring separatists put together. A few years ago it was rare to see



a cyclist riding against the lights or against the traffic in a one-way street. These days it is commonplace.

David Foster who works for the Sydney Cove Redevelopment Authority was saying recently that ten percent of the people at his job ride bicycles to work. There's a goal we could all work towards.

Have you noticed the number of vehicles with bike racks and bikes on them? I had a call recently from a couple who rent out motor homes saying that many of their renters want bicycles attached. A good sign of the times.



Well there it is, the vehicle for those not interested in the scenery. I'm happy with a touring bike which is for those who are interested.



A correspondent who wishes to remain nameless reports seeing a parking cop booking a bike locked to a No Standing sign. A crowd of onlookers wondered where the ticket would go and how they would trace the cyclist. The same correspondent reported the next day that the guy who runs the sandwich shop near her rides to work with bread bags on his feet on rainy days. She said: "Good idea." He replied: "Eccentric." She finished it off with: "No, practical."

Cartoons by Phil Somerville

The New DURA-ACE component system is challenging conventional ideas about bicycle performance. The Shimano Index System, or S.I.S., has set new standards for speed, accuracy and durability of derailleur shifting systems.

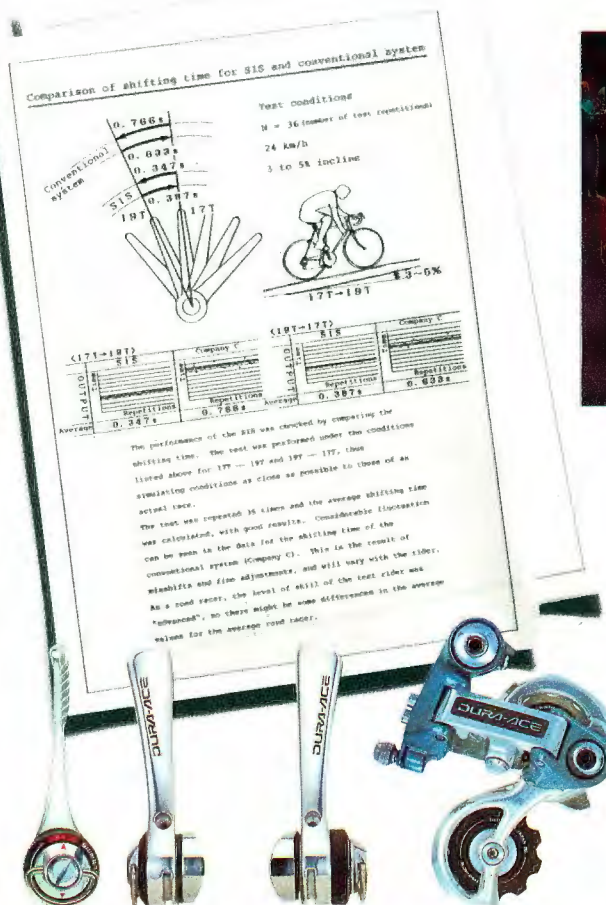
Let's first take a quick look at how the conventional derailleur gear change system works. The chain is shifted from gear to gear as the lever is moved through an infinite number of positions. The result is that no matter how good the components are, shifting is only as good as the rider's ability to adjust or fine tune the system. There is a limit to how well even the best rider can shift under the stress of competition.

Shimano has developed a shifting system that eliminates missed shifts. A precise transmission linkage that never gets lost between gears.



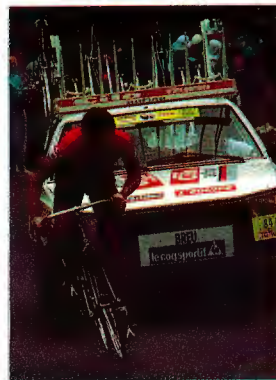
Explained simply, S.I.S. works like a signal-seeking radio, locating and engaging gears with one quick touch of the lever. Fine-tuning is automatic. Chain noise from grinding between gears, and the resulting wear is eliminated.

The system works by incorporating detents into the shift



Shift levers for Italian, Shimano and top mount bosses are available as well as clamp type.

lever's S.I.S. unit, which moves the rear derailleur into precise alignment with each cog of the New DURA-ACE freewheel or freehub cassette. Simply turning the shift lever "D" ring allows you to immediately switch between "Index" and conventional shifting systems. Shimano's complete attention to the needs of the real racing world means that S.I.S. can be used with the most popular narrow chains as well as smooth shifting DURA-ACE UG.



The New DURA-ACE rear derailleur is also an essential component of the Shimano Index System. The unique, double servo-panta mechanism constant guide pulley-to-sprocket distance

for all gearing combinations. Guide pulley life is maximized with sintered alloy teeth and titanium coated pulley bushings. Sealed, stainless steel link pins encased in brass bushings and sealed pivot bolts also improve durability by reducing friction and wear.

Extensive tests conducted with racing cyclists show that S.I.S. can shift almost twice as fast as conventional systems without decreasing pedaling force. This improved efficiency resulted in measureable energy savings and less loss of momentum during shifting.

New DURA-ACE racing components have the advantage.
The next move is yours.

NEW
DURA-ACE

See New DURA-ACE at your professional bicycle dealer.



Why the S.I.S?

For a free brochure, write **SHIMANO INDUSTRIAL CO., LTD.**, 3-77 Oimatsucho, Sakai, Osaka, Japan Fax: 0722-23-3496 Telex: 64225 SHIMANO J

KARRIMOR OUTDOOR EQUIPMENT AND TRANGIA STOVES MAKE GREAT TRAVELLING COMPANIONS

Life on the open road should be a relaxing and enjoyable experience. That's why Karrimor have developed a large range of outdoor action products for the modern bicycle traveller.

Karrimor bicycle bags are available in a wide range of models to suit every kind of travel requirement and budget. The Koronet range is designed to get you on the road with a minimum of cost. The Silvanguard range (pictured below left) offers a choice of bag types

all made from stain resistant Silvanguard fabric in stunning colour combinations.

Camdale (pictured), is a specially designed camera bag for the travelling photo enthusiast.

This bag is made from KS 100e fabric and is padded to protect your valuable equipment. The Camdale can be fitted to the handlebars using a standard barbag carrier.

A Trangia stove is the ideal, compact, all weather, outdoor kitchen. Available in two sizes for personal and group use, Trangia stoves are powered by safe, clean, quiet-burning meths and will operate efficiently even in high winds. Trangia stoves, pots, pans and kettles are available in sets or as separate items. Fine quality materials and superb finish are a Trangia feature.

Karrimor is the roll-up mat that has revolutionised outdoor sleeping attitudes. The mat that's now standard equipment on the world's most hazardous expeditions is now available in differing grades to suit climate and use. If you are sleeping outdoors - you need a Karrimor.

Don't accept substitutes ask only for Karrimor, Trangia and Trangia bicycle bags from your specialist bicycle dealer or outdoor equipment supplier.

Write for a free brochure to:
Karrimor (Australia) Pty Ltd
PO Box 135 Beaconfield NSW 2014

KARRIMOR