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NUMBER THIRTY SIX MAY/JULY 1986 \$2.50

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FREEWHEELING 36

MAY/JUNE/JULY 1986
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Our cover: The start of the 1986 Mountain Bike Nationals. Photography by Dean Gibson. Cartoon this page by Don Hatcher.

THE WORLD AWHEEL



Bureaucrats bluff Minister

Following the recent release of the final stage of the Melbourne Bikeplan Report three Victorian government agencies have snubbed a Ministerial directive to implement those parts of the scheme which come under their jurisdictions.

The Minister Tom Roper was recently praised in the Melbourne press by the President of the Bicycle Institute of Victoria, Alan Parker, for his initiatives in the cycling field. Roper has recently approved a combined expenditure by the Road Traffic Authority and the Road Construction Authority of \$2.75 million per year for a ten year period to carry out much needed education programs and works on main roads and freeways.

This, say Victoria's bicycle advocates, is a tremendous break through as previously only local government was implementing the bikeplan. Metrail has also been allotted \$20 000 to make its bicycle storage facilities thief proof in light of recent studies which show an alarming increase in bicycle theft at railway stations.

The increase in bikeplan funds has been met with intransigence on the part of the government departments and an apparent inability to obtain the needed action by the State Bicycle Committee.

The Bicycle Institute has subsequently accused the SBC of abdicating its responsibilities for proper coordination to ensure the implementation of the bikeplan. The BIV has subsequently commenced a lobbying campaign to see the unspent funds directed to local councils which have the capacity to undertake new programs for the bikeplan.

A short term outcome could be that the State Bicycle Committee may receive a shake up from its Minister with support from the BIV. This, say the cyclists, is the only way the Bikeplan will be

Victorian Transport Minister Tom Roper (left) shows off the sign now displayed on two Victorian freeways.



implemented as the SBC's prime function is to see that other government agencies act in a positive and coordinated manner to carry out bicycle safety programs.

New Sydney Club

There is a new Club in Sydney catering for riders on the north side and centred on Thornleigh which aims to cater for touring and family fun activities. The new club is known as "the Spokes People" and can be contacted through Steve Lynn on (02) 683 2640. The club's postal address is PO Box 440 Pennant Hills NSW.

If you are starting up a club and would like to tell *Freewheeling* readers how to contact you drop us a line and we will run an item about your club in this column.

Secretary's of existing clubs should note that *Freewheeling* would like to swap copies of your club newsletter for each issue of our publication. All you have to do to have a copy of *Freewheeling* sent regularly to your club librarian is write to the *Freewheeling* publisher Warren Salomon asking to be put on our club exchange list.

New South Wales Bike Week

The State Bicycle Committee of NSW has recently announced preliminary details for this year's Bike Week celebrations to be held between October 12 and 19.

Bike Week will feature Ride to Work Rides, more schools involvement and displays in Martin Plaza during the weekdays. The Bicycle Institute of NSW's Sydney Spring Cycle Ride will kick off the celebrations on Sunday the 12th. The BINSW Twin Century will finish the week on Sunday the 19th.

For full program details contact the Bicycle Institute on (02) 212 5628 during September.

From Band Aid to Cycle Aid

In a scheme described as both ambitious and mad, Australian adventurer Paul Ashton plans to ride his mountain bike



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from Zimbabwe to Egypt, a journey of over 10 000km. Paul estimates the trip will take from June to December this year.

Paul says the most important reasons for undertaking the trip, apart from raising money for Community Aid Abroad projects, are to discover ones inner self, confront ones fears and try to place a proper perspective on an increasingly false world we live in.

Paul, who is 30 and a commerce graduate, has extensive experience in bushwalking, climbing, mountaineering, cross-country skiing and canoeing. He has so far arranged a fair number of corporate sponsors who will pay for the running of the trip but is looking for ordinary Australians to support the charity behind his worthy efforts.

Malvern Star has provided him with one of its Bushranger mountain bikes while other equipment suppliers are: Wilderness Equipment - pannier bags; Macpac Wilderness Equipment NZ - Eclipse tent and Pursuit pack; Nicholas Kiwi - Staminade.

Sponsorship donations for Paul's trip should be directed to Community Aid Abroad (03) 419 7111. Amounts over \$2.00 are tax deductible.

War veteran to pedal his 'kidney machine' through Vietnam

Ex bicycle racer and veteran of the Vietnam war, Zev Ben-Avi plans to ride his Moulton AM7 bicycle through parts of Vietnam when he visits that country in November this year.

Zev, who was one of the founding committee members of the Brisbane Bicycle Touring Association, is better known to readers of this magazine for his two-wheeled campaign to secure a just settlement from the Department of Veterans Affairs on his disability claims due to exposure to the chemical 'Agent Orange'. The story of his bicycle journey from Brisbane to Sydney to present his case to the Minister appeared in *Freewheeling* 27.

Rather than succumbing to his kidney disease he has taken to his bicycle as

therapy and medical specialists have been pleased with his progress. Zev says that tests conducted on him at a repatriation hospital in Brisbane showed that excess toxins in his body which were unable to be processed by his damaged kidneys were being sweated out through his skin through physical exertion.

'This,' he says, 'will only work for a physically fit cyclist as fatigue will keep an unfit sufferer from reaching a level of exertion where the therapy would work'. Two years ago he sought help from an acupuncturist who could provide some form of relief therapy. He was amazed to find out that the pressure points which most helped relieved his disease were on the soles of his feet about where his shoe cleats were positioned and in the palms of his hands where he gripped the break hoods.

'In other words every time I push down on my pedals I am applying acupuncture to my kidneys', he said.

While in Vietnam he will travel about 2000km in an 8-10 week period. He will ride his specially modified Moulton AM7 (now an AM14) which collapses into two small pieces of luggage.

His proposed mountain bike crossing of the Australian continent from east to west has now been abandoned due to medical restrictions placed on him by the Department of Veterans Affairs. Though he had put a lot of research energy into his trans-continental journey he feels that his Vietnam trip will provide him with challenges of a different sort. He plans to write a book of his travels and to do this effectively he will travel an average of 50km per day.



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The World Awheel

Vintage cycle club for NSW

With the help of British antique bicycle collector and enthusiast John Pinkerton a group of Sydney people have set up a branch of the Southern Veteran Cycle Club of the UK. The Southern Veterans was formed in 1955 to promote an interest and study on vintage and veteran cycles and cycling history.

Although the club now tends to concentrate on Victorian and Edwardian bicycles there are many members who are collecting and restoring machines from more recent times. The club in the UK and in NSW offers helpful advice to its members in the proper care and restoration of these remarkable machines.

Membership of the club is open to anyone with an interest in cycling history. Although there is no obligation to take part in the club's activities, or even own a cycle, there are many advantages to be gained for members.

The NSW section of the club will meet once every other month for a ride and discussion of events at Centennial Park in Sydney. Membership enquiries should be directed to the club captain Larry Hazzard (02) 587 8017.

Neiwand is Cyclist of the Year

South Australian cyclist Gary Neiwand has won the 1985 Commonwealth Bank Cyclist of the Year Award. Gary, who is originally from Melbourne lives and trains in Athelstone South Australia. He received his award at a presentation dinner held in Sydney during May.

Gary has now gone to Europe as a lead up to the Commonwealth Games in Edinburgh. He will compete in events in Rome, Paris, Copenhagen, West Germany and Russia. At the Games he will represent Australia in the 1000 metre sprint and the 10km scratch race. Gary attends the Sports Institute of SA under the National Coach Charlie Walsh.

The Commonwealth Bank Cyclist of the Year Awards are held each year in Sydney and are organised by bicycle



shop proprietor and former racing champ Jack Walsh. The award evening is held in conjunction with the bicycle industry reunion dinner and this year Jack Walsh celebrated his tenth anniversary as event organiser.

Winners of the other awards for outstanding achievement in the sport of bicycling were: Bruce Keech - Centurion Bicycles Special Award; Steven McGlebe - Alan Maunsel award for Juvenile Cyclist of the Year; Craig Milton - Rex Imports Junior NSW cyclist of the Year; Ken Magnus - Apollo Courage Award; Cecil Cripps - Mick Mazza Award for Veteran Cyclist of the Year; Julie Speight - Team Award for NSW Woman Cyclist of the Year; Martin Vinicombe - Galliano Award NSW Rider of the Year; Linda Orrow - Repco Award for Australian Woman Cyclist of the Year.

The big winners at the Commonwealth Bank Cyclist of the Year awards and their presenters: Top to bottom L to R, Bill Cuttance of the Commonwealth Bank with Gary Neiwand; Graeme West of Repco with Woman cyclist of the Year Linda Orrow

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The World Awheel

Bicentennial Friendship ride a goer!

Organiser of the Australian Bicentenary International Friendship Ride, Stan Jackson, recently announced the go

ahead for the ride which will see twelve riders undertake a journey between Britain and Australia during 1987/88.

In August next year the team of twelve riders, who are paying all personal costs including air fares and accommodation, will fly to London in preparation for the 10 000km overland journey. The Australian Bicentennial Authority will not be providing any funding for this project.

From Britain they will cycle through the Netherlands to Greece with a loop through Hungary and Yugoslavia. At Athens they will fly to Bombay and then begin their cycling journey through India, Malaysia, Singapore and possibly Indonesia.

They will be met in Perth by another team of twelve riders who will accompany them on their transcontinental journey arriving in Sydney in February 1988.

In each country visited their basic aim will be to meet as many people as possible to spread their message of goodwill.

Local cyclists will be encouraged to join in on the final leg of the ride between Canberra and Sydney. The twenty four places on the Friendship ride have been filled and further news on the ride and its exciting final leg will be published in future issues of *Freewheeling*.



Bicycle detection loops for South Australian traffic signals

Cyclists in Adelaide may have noticed funny markings on some city streets lately. The new diamond markings indicate the presence of new bicycle detection loops installed under the roadway.

Normal induction loops which accompany every set of traffic lights are not usually sensitive enough to pick up small metal objects such as bicycles. This has often resulted in bicycle riders being forced to ride against red lights if caught at an intersection late at night when cars (to activate the signals) are rare.

The Highways Department has installed a number of the bicycle sensitive loops around the Adelaide suburbs but says that not all traffic lights can be adapted for this purpose.

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Another group in the USA calls its self Bikes Not Bombs has established a training course so that villagers can learn basic bike mechanics and not be reliant on aid workers.

Molly rides again in national safety campaign

The new Ian 'Molly' Meldrum community bicycle helmet safety television commercial and poster received their first public airing as part of Bikesafe '86. The poster and the ad feature jazzy computer generated animation as an appeal to the video game generation.

The federal Minister for Transport Peter Morris sees the campaign as an important way to alter peer group pressure to favour the wearing of helmets by children. The initial campaign which consisted of four Meldrum posters distributed its 200 000 print run within weeks of its release and more had to be ordered.

The federal Minister sees the campaign as targeting an important area. "Statistics show that death and injury rates could be reduced by as much as three quarters if approved, hard shell helmets are worn," he said.

Interim Standard Ready

The Standards Association of Australia has published a new safety standard for pedal cyclists' helmets and a method for testing helmet retention systems.

Ventilation and stability on the head are the two major requirements of the new standard, AS 2063.2, which is a first step towards a complete re-evaluation of the specific requirements of pedal cyclists.

AS 2063.2, Helmets for Pedal Cyclists, incorporates requirements over and above the basic performance requirements of AS 2063.1, published in 1982.

AS 2512.7, the new test method, will determine the stability of a helmet on a test headform under static load. This method has been devised to detect those helmets which, even when correctly fitted, move on the head during normal use to the extent that they might endanger a user by obscuring vision or exposing the forehead to impact.

Executive officer of the SAA technical committee responsible for cyclists' helmets, Janet Leslie, said that while AS 2063.1 provided basic performance requirements, e.g. shock absorption and penetration resistance for protective helmets for various activities such as horse riding and pedal cycling, this new standard was specifically concerned with features essential for the comfort and safety of pedal cyclists' helmets.

'The new standard has been prepared as a result of complaints from cyclists that some helmets complying with AS 2063.1 were unsuitable for cycling because they were hot, heavy and had a

tendency to fall over the eyes during normal use', she said.

While AS 2063.2 was regarded as an important step towards meeting the safety needs of pedal cyclists in Australia, she said, questions such as the effect of helmet mass on injury and comfort; the relative importance of penetration resistance; ways of measuring the ventilation provided by a helmet; and ways of measuring the likely effectiveness of a retention system in an accident, had yet to be addressed.

Ms Leslie said the importance of these questions was recognized by the House of Representatives Standing Committee on Transport Safety last year when it recommended that compliance with a helmet

standard should not be made mandatory until a new standard, based on further research, had been prepared.

'It is extremely important, however, for the public to realize that the standard will not ensure that a helmet fits properly or that it suits an individual's needs. People must try on a helmet before purchase and make their selection carefully on the basis of fit, comfort and style', she added.

Copies of AS 2063.2 can be purchased from any SAA office at a cost of \$1.99 for subscribing members and \$2.65 for non-members, plus a \$1.00 postal and handling charge; and AS 2512.7 at a cost of \$6.38 for subscribing members and \$8.50 for non-members, plus a \$1.50 postal and handling charge.

INTRODUCING

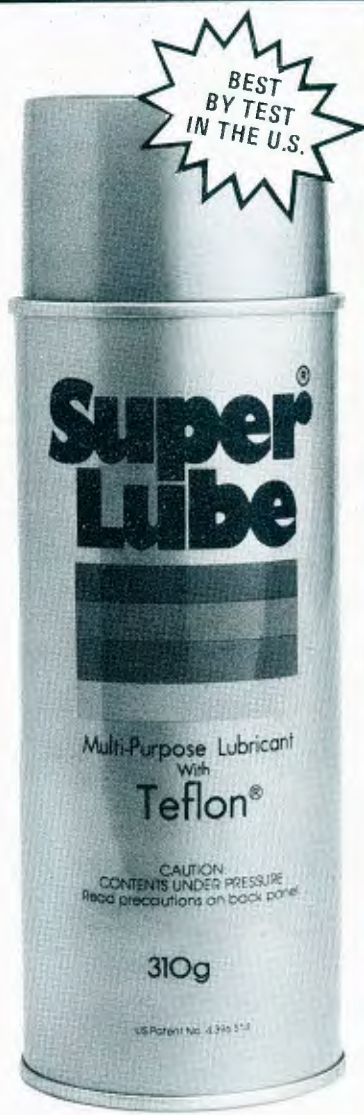
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Tyres: Michelin TS-20 700c
Saddle: San Marco Laser.

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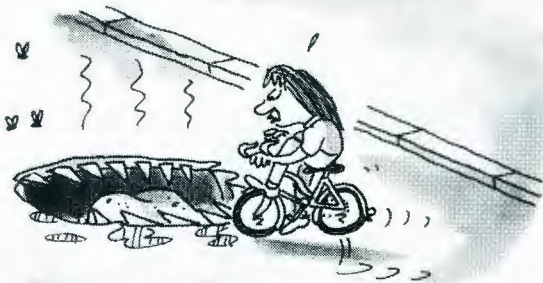
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Twedledum and Tweedledee,
The DMR their mode.
They love to build up castles large;
If time permits, smooth roads.
So Tweedledum and Tweedledee
Resolved to go to battle;

They bore a warmth for bicycles
As butchers do for cattle.

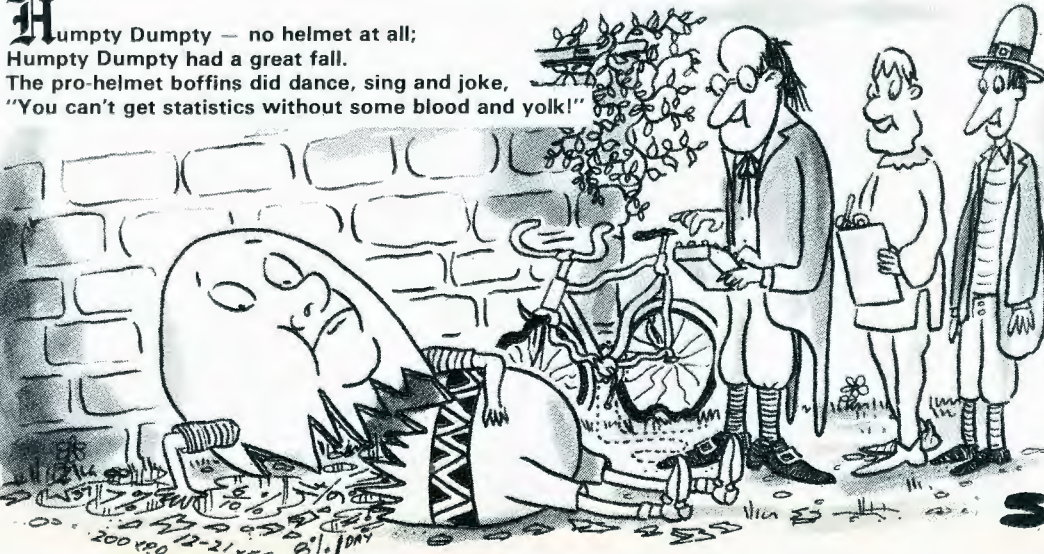
"Oh, Tweedledum," said Tweedledee,
High in their government steeple,
"How well we'd plan for roads and cars
If 't'were not for damned people!"



Twinkle, Twinkle, little hole,
How you make me lose control.
Deep within the road's black heart;
Gulped ten bikes without a fart.

Try to dodge you once too many,
In I fall like some dropped penny.
Bottom hit, I soon discover
Fourteen trucks and one ex-lover!

Humpty Dumpty — no helmet at all;
Humpty Dumpty had a great fall.
The pro-helmet boffins did dance, sing and joke,
"You can't get statistics without some blood and yolk!"



Sing a song of sixpence
A budget very rum.
Four and twenty dollars
For cycle lanes to come.
When the pie was cut up
Irony fact did shine.
Two grand was earmarked for each one
Of Laurie's 'Drive Safe' signs.



Cycle-ist Grundy
Pedalled on Monday,
Potholed on Tuesday,
Stormdrained on Wednesday,
Monoxide on Thursday,
S-Laned on Friday,
Freeway banned Saturday
Bike theft on Sunday.
And that's why he turned into
Motorist Grundy.

Samerville

Bicycle safety – an issue of national importance

Bikesafe '86 Feature

The Federal Government sponsored conference Bikesafe '86 was held in the city of Newcastle during May. In this special coverage of the proceedings we detail some of the most important matters discussed at the three day gathering. This introductory section deals with the conference findings while the proceeding article looks at the individual components of the bicycle safety issue.

By Warren Salomon

Bikesafe '86 was without a doubt the most important and influential gathering that the Australian bicycling scene has witnessed to date. Over its three days it brought together a wide range of professionals, user group representatives and government officials all with an involvement in the broad area of bicycle safety.

A significant aspect of the conference was that it was sponsored by the federal Department of Transport through its Office of Road Safety. Since the Hawke Labor government came to power on a promise to get involved in the bicycle

safety area Transport Minister Peter Morris has been a consistent supporter of his Department's steady initiatives. With the Newcastle conference this involvement is set to enter a new and important phase.

It has been five years since the last bicycle oriented planning conference was held in Geelong Victoria and in many ways the Bikesafe gathering displayed a new maturity. There was no need, as was the case at Geelong, for the conference organisers to 'sell' brand new concepts such as the bikeplan model. Perhaps we have come a long way since 1981 for in Newcastle there was a rational and knowledgeable discussion of the issues that daily confront this country's 2.5 million bicycle users.



Bikesafe '86 held in Newcastle NSW attracted 200 delegates from all corners of the country. This picture shows only some of the conference participants at the conclusion of the three day event.

For the average bicycle user the outcome of Bikesafe is very optimistic. In his summing up address at the end of the conference the Director of the Federal Office of Road Safety Bill Upton offered a package of twelve measures that will be put to the State Transport Ministers for endorsement when next they meet with federal Minister Morris. This twelve point plan has been subsequently endorsed by the Bicycle Federation of Australia and should provide a firm foundation for bicy-



cle safety improvements in years to come.

The Federal Government 12 point package

1. There should be a commitment by all governments to further improve bicycle safety with particular emphasis on children and youth.

2. State and local governments should consider cost-effective bicycle safety improvements in the context of traffic management programs and encourage other road users to share the roads with bicyclists.

3. State Road Authorities should develop and implement national guidelines for the construction and improvement of

roads to facilitate their safe use by bicyclists as well as other road users.

4. Manufacturers should give priority to safety in the design and construction of bicycle equipment.

5. Compliance with the SAA Standard for bicycle safety should be strictly enforced.

6. An Australian standard for bicycle lighting should be developed.

7. Governments, bicycle associations, manufacturers, parents and teachers should actively promote the wearing of approved helmets as well as conspicuity aids.

8. Education authorities, parents, and teachers should work more closely with students in overcoming peer group prob-

lems associated with the wearing of helmets and other aspects of bicycle rider behaviour.

9. An upgraded Australian Standard for bicycle helmets should become a mandatory standard and all unsafe helmets should be banned from sale.

10. Community groups and schools, supported by state and local governments and bicycle user groups should provide bicycle rider training for children.

11. Road traffic laws should be enforced for adult bicycle riders with provision for on-the-spot fines.

12. A more positive basis for enforcement, including the use of footpaths, should be developed for younger bicycle riders.

By Warren Salomon

The Conference was opened on the Wednesday by the federal Minister for Transport Peter Morris. Following the Minister's address delegates were shown the latest in a series of television community announcements featuring Ian 'Molly' Meldrum. The video, which urges kids to wear helmets when riding, is aimed at breaking down the peer group pressure that prevents widespread use among the youth of the nation.

The video established the youth theme early in the proceedings. This concern for kids (who are by far the largest group of bicycle users) was brought home to delegates at a special session on the Thursday. Children from four schools in the Newcastle region formed about half of the audience for a special "Youth Perspective" session and asked intelligent questions of a panel of guest speakers.

The youth session was extremely effective for it confronted the assembled delegates with the biggest single class of bicycle users: school children. In this tightly structured session a number of kids from the audience each read out questions directed at a 'panel of experts'.

At face value it looked like the kids had been set up with questions fed to them by the conference organisers but as the session progressed it became apparent that the questions had originated from the children. In fact the various school groups who participated had selected their questions from a pool suggested by the children themselves. The participation of these kids was very impressive and the youth session made a big impact on the conference as a whole.

The five E's of Bikesafe

It was the Bikeplan 81 conference in Geelong in 1981 which firmly entrenched the now famous "four E's" approach to bicycle planning. The four E's were alive and well at Bikesafe.

As expected the discussion topics were divided up into the now familiar areas of Education, Engineering, Encouragement and Enforcement. A new "E", that of Equipment, was added to the program by the Conference organisers. The amount of interest shown in this topic especially in the area of bicycling helmets is probably an indication that, in this small way at least, Bikesafe has redefined the bicycle planning agenda.

For any one fortunate to have attended both the '81 and '86 conferences there were some interesting comparisons to be made. For a start the composition of the delegates at Bikesafe reflected the maturity of the cycling scene in the mid nineteen eighties. The most important indication of this was the large number of delegates who are presently employed by governments in the cycling area and the increased expertise demonstrated by the diminished ranks of private consultants.

The 1981 conference marked the beginning of a short period of intense activity for private consultants as governments across the country sought to develop their own bikeplans. The sad fact of 1986 is that many of these schemes have floundered at the implementation phase for it is one thing to do the survey work but another to fund the engineering works and education programs needed to make plans into facilities.

Throughout the conference there was ample evidence of the many achievements that have occurred across the country in the succeeding years. There was also evidence of more activity on the way as Queensland and the Northern Territory join the other states in developing their own programs.

A certain amount of interest at this conference centred on the host, the Federal Government, who has only entered the bicycle safety arena since the Hawke Government came to power in 1982. Hopefully Bikesafe '86 will provide the government and its Federal Office of Road Safety with a sound basis for action in the future.

A visible link with the 1981 Geelong Conference was provided by one of the guest speakers Dan Burden the State Bicycle Co-ordinator from Florida USA. Dan was accompanied by two other international guests: Howard Boyd the National Cycling Officer of the Royal Society for the Prevention of Accidents UK and John Williams the Bicycle Co-ordinator for the city of Missoula, Montana USA. John is also the editor of the internationally respected bicycle planning journal Bicycle Forum.

The bicycle user groups of course were well represented. The Newcastle Cycleways Movement as host group to the other Bicycle Federation member groups did a fine job and cooperated with the conference organisers both in the lead up and during the conference. It could even be said that the Bicycle Federation of Australia, the umbrella group for the state based user groups, came of age at Bikesafe. Dr John Mathieson their President delivered one of the conference's introductory papers and was an active member of the Bikesafe organising committee since its inception.

Well known bicycle activist and BFA Vice President Alan Parker was also there and wearing his other cap of President of the Bicycle Institute of Victoria. During the conference he and Dr Mathieson and their associates gave a knowledgeable and coherent presentation of the needs of bicycle users.

During the three days of the conference the daily program was divided up into two main sessions consisting of three or four speakers, a short question time followed by an hour long workshop session. The workshop sessions were intended to give individual delegates an opportunity to voice their opinions but with sixty or so others trying to get their ideas across there was little opportunity for a lengthy presentation of views.

Following the opening address by the Minister Peter Morris an hour long session presented the delegates with an overview of the present situation for bicycle riders both on Australian roads and in Florida USA. Carol Broughton from the Federal Office of Road Safety (FORS) and John Mathieson summarised the Australian scene while guest speaker Dan Burden gave the first of his many contributions giving delegates a brief summary of conditions in his state. Overall these introductory papers demonstrated that while much progress has been made over the last few years there is a considerable need to continue and improve current research programs to build up a clear picture of what is happening on our roads.

Most conferences these days are statisticians' delights and Bikesafe was no exception. During the three days slide after slide showed bar charts, scatter graphs, pie charts, tables of numbers and percentage change after percentage change. To a disinterested lay-person the continual barrage of numbers would have been overwhelming but to those who came to learn a number of important revelations emerged from the carefully researched groupings of numbers.

One of the first statements of current problems facing the cycling community and the country as a whole emerged in the paper presented by John Mathieson of the BFA. In his statement on current knowledge he lists the following important points:

- Bicycle fatalities in our country represent two to three percent of the road toll and have remained fairly static over the last decade at around one hundred fatalities per year.
- Bicycle accidents are under-reported. Bicycle riders are 11-15 percent of those hospitalised from vehicular crashes but only 4-5 percent ever get reported.
- Injuries to bicyclists have doubled in numbers sharply in the last decade.
- Eighty percent of all hospitalisations are as a result of bicycle-only accidents.

Of course the severity of injury in the remaining 20 percent involving motor vehicles is far greater.

- The great majority of serious non-fatal bicyclist injuries are caused by the riders error no matter what the age group.
- Children are usually legally 'in the wrong' in bicycle/motor vehicle accidents but where the bike rider is an adult it is mostly the motorist who is at fault.
- Bicycle crashes can and do occur almost anywhere but some crashes at some locations occur more often for certain age groups.
- Two thirds of all bicycle motor vehicle/bicycle crashes occur at intersections.
- Difficulties with the riding surface account for a sizeable twenty percent of all serious injuries.
- Head injuries account for 85 percent of all cyclist deaths and almost half of the riders hospitalised have sustained head injuries during the crash.
- One quarter of all the rider fatalities occur at night or during dusk and is believed that the lack of an adequate lighting system is the major cause of these deaths.

The Art of the States

Following the sobering revelations of the opening session representatives from the various state and territory governments gave short reports on their work and plans. This segment was perhaps the most telling of all the Bikesafe sessions for it gave the audience a chance to compare the similar work and differing approach of the states.

It is important to remember that up until the present day most of the work done across the country has been carried out by various state government agencies.

At present all five of the mainland states have State Bicycle Committees to undertake the central co-ordinating role and provide for proper user group input. In all states except West Australia this committee is under the wing of the Minister of Transport while in that state bicycling is the responsibility of the Minister of Local Government. The Tasmanian representative seemed to sum up the problems in his state by saying there wasn't one because too few people rode bicycles. The fact that no active

bicycle advocate group is operating in Tasmania must make it easy for its government officials to ignore bicycle users fundamental needs.

Considering the substantial progress in the state of New South Wales there was little of the chest beating that accompanies great deeds. The NSW speakers set new levels in turgid presentation which was a shame for there is much good progress in the Premier State especially in the education and enforcement areas.

Though only a relatively late starter in the field of bicycle planning Queensland gave one of the most impressive presentations of the conference. Greg Goebel from the Ministry of Transport Planning and Policy Unit presented a clear and detailed assessment of the present situation and road ahead for planning agencies in his state. It is perhaps in the engineering field that Queensland is starting to push ahead of the other states. Innovative traffic management schemes in cities like Townsville and Mackay have been praised by bicycle advocates and engineers alike. In the area of child cyclist education the Queenslanders are continuing to develop and improve programs like the Safe Cycling Course run by the Road Safety Council in conjunction with the Department of Education.

South Australia's cycling initiatives were presented to the conference by a representative from Behavioural Road Safety Division of the SA Highways Department. In that state the State Bicycle Committee is 'hosted' by that Department. This is quite different to other states where the SBC's have always tended to operate as interdepartmental committees within the Ministry of Transport. There is ample evidence to suggest that if say the NSW SBC was formed within the Department of Main Roads it would have been killed off at an early stage by that Department's obsession with motor vehicles. In South Australia the relationship has had its beneficial side. For the cyclist this has meant a slow but steady integration of bicycle transport into the overall policies of the Highways Department.

The only blot on South Australia's current report card is their apparent inability to get local councils to implement the Adelaide Bikeplan. Given the lack of detail provided on this scheme in the SA SBC's paper is obviously a source of embarrassment.

There are almost as many bicycles as cars in the Northern Territory according to a paper submitted to the conference by the Road Safety Council of the NT. Darwin now has a bikeplan and allows for four types of facility: separate paths, on-road lanes, off-road lanes adjacent to roadway and shared (with pedestrians) pathways. The Northern Territory has bicycle rider training programs un-

derway as part of general road safety education.

West Australia is unique in that its State Bicycle Committee (called the Bicycle Policy Committee) is under the control of the Minister for Local Government. Though the local bicycle advocate group the Cyclist Action Group, would prefer the committee to be under the umbrella of the Transport Minister the committee has an impressive list of achievements to date. The BPC under the dynamic chairmanship of Michael Harding (the Deputy Secretary of the DLG) has recently completed the Perth Bikeplan study and is currently waiting on the Government to allocate funds for implementation.

The BPC has forged ahead in the west and has managed to construct \$17.2 million worth of mostly shared facilities (550km) from CEP funding in the last few years. The centre piece of this work is the magnificent 'Round River Ride' which circles the shores of the Swan River Basin. According to Michael Harding this path is heavily used especially on weekends and has contributed to a 25 percent increase in bicycle use in the Perth metropolitan region.

The BPC has concentrated most of its energy on off-road facilities but with the Perth Bikeplan about to hit the streets the emphasis will turn to on-road works. Included in the current submission to Cabinet is a funding proposal for a bikeplan in Mandurah and the formation of a six person specialist planning team. If this last proposal is approved West Australia will be well on the way towards developing and maintaining the specialised planning expertise ahead of many of the other states.

Canberra in the Australian Capital Territory is renowned for its extensive network of off-road bicycle paths constructed by the National Capital Development Commission. The paper delivered at the conference by the Traffic and Transport branch of the Department of Territories was mainly concerned with education and enforcement issues such as the Bike Ed program (currently running in a minority of schools), footpath riding (which is legal in the ACT) and the work of the Road Safety Council.

The paper also made reference to the coming changes in the administration of the ACT and Canberra. Canberra is ruled as a kind of imperial city with the Federal Parliament making all of the crucial decisions and many of the minor ones too. The day to day administration is undertaken by federal government departments. With limited self government for the ACT due in 1987 an element of uncertainty has crept into the normally secure statements of public servants sure of their domains.

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safety has a high priority and there are well established programs operating in many areas of government. The Victorian presentation to Bikesafe was made by Tom Wood the head of 'The Unprotected Road User Section of the Road Traffic Authority'. The RTA is the government road agency in that state which deals with general road safety and traffic management. The Road Construction Authority builds and maintains the roads much as the DMR's and MRD's do in other states.

Victoria's gains are considerable especially in the education field where the Bike Ed course has been taught in a majority of government schools. The State has also achieved a spectacular increase in bicycling helmet usage and wearing rates are now quoted as 58 per cent for primary school kids, 18 per cent for secondary school students and 43 per cent for adult commuters.

The State's encouragement and enforcement programs are still national pacesetters and with the release of the final stage of the Melbourne Bikeplan Victorian bicycle users seem set for a safer future.

Educating and Encouraging bikesafe behaviour

With excellent Bike Ed programs underway in schools throughout the nation the focus of this Bikesafe session was on the wider implications of the course and the task of educating other road users.

It is perhaps a sign of developing sophistication that the behavioural programs attracted the most attention and the most time within the conference program. Engineering projects have always tended to soak up much of the available funding as politicians and their public servants have always wanted see projects 'on the ground'. Educational and specific encouragement programs, because of their long term behaviour-modification effects, have not been able to deliver the political 'goods' fast enough so it is only now that their benefits are being properly valued.

Bikesafe attracted a large number of professional educators (and a small number of involved lay people. Many expressed the need to get together with

Bike Ed teachers from the different states and the possibility of a national bike-ed conference was canvassed.

The need to educate other road users was discussed in some detail in a paper delivered to the conference by David Martin the 'Behavioural Co-ordinator for the SBC NSW. In his 'behavioural' role David Martin has the mammoth task of looking after all of the non-engineering programs under the control of the NSW State Bicycle Committee.

In Victoria Bill Dix is that state's bicycle encouragement co-ordinator and in his Bikesafe paper he observed that encouragement programs in all of the other states are either given a low priority or left out entirely. He presented the Conference with a strong and passionate argument for more so-called 'behavioural' programs to improve the quality of the cycling environment. His point about the dominance of the technical and quantitative engineering works to the exclusion of the other programs will hopefully have sent municipal engineers scurrying back to develop alternative plans with their town planners and community services officers.

The main speaker in the education session was Howard Boyd the National Cycling Officer of the Royal Society for the Prevention of Accidents in Britain. There are an estimated 12 million bicycles in use in the United Kingdom.

RoSPA is an independent organisation similar to some of the state based safety councils in Australia. RoSPA produces a wide range of safety education materials and these in turn are sold to local councils, road construction authorities, government departments and industry to use in their campaigns. The organisation deals with safety on a broad scale. Its 200 staff are involved not only with road safety but industrial, home, agricultural and water safety education.

In his address to the Bikesafe gathering Howard Boyd provided an outline of RoSPA's National Cycling Proficiency Scheme. This course has been developed for school children and is usually run by senior local government road safety officers. The course reaches around 300 000 children (aged 9-11) per year and offers them on-road training as well as class room activities.

RoSPA has recently developed an in-school course called Cycleway. The aim of this course is to involve children more in the pursuit of knowledge and it demands more of the teachers and the students as a result.

In order to reach older children RoSPA has started the National Bike Club. The club works as a distance learning scheme in the tradition of the famous Open University. Howard admits that the project is ambitious as it aims to also change rider behaviour by

reaching a lot of unskilled adolescent and adult riders.

Enforcement and bicycle legislation

Bikesafe differed from other road safety conferences. For a change the users were calling for more enforcement and tighter legislation.

Though it is true to say that cyclists want more enforcement of traffic laws they are not saying that they want more laws themselves. The problem for the responsible cyclist (for the irresponsible rider it is not a problem) is that enforcement of correct road behaviour by the police is not a high priority. When bike riders can ride red lights and travel up one way streets against the traffic flow without having to worry about interference from police officers dangerous situations can and do develop. Such is the current state of affairs in downtown Sydney where it is common to see cyclists ride through red lights even when there is cross traffic in the intersection.

When other riders see this they soon believe that such behaviour is okay as a bicycle represents a special case. Unfortunately it is not only the cyclist who is hurt when things go wrong.

Sgt Ted Wilson of the Victoria Police outlined the work done so far by his department. The bicycle offence report was specially developed in Victoria and has now been introduced in other states. It has worked well for younger kids but with rebellious teenagers it has tended to be disregarded. In Victoria all police officers can use the Bicycle Offence report.

In Victoria Ted Wilson operates as the State Bicycle Co-ordinator within the police force but other states have adopted a different approach.

New South Wales has recently seen the appointment on a trail basis of twelve specially trained officers equipped with motor bikes whose job it is to enforce bicycle infringements. These officers are assigned to the Community Relations Bureau and are presently assigned only to the metropolitan area. They are also the only police officers in NSW who can issue Bicycle Offence Reports.

Two police officers have recently been appointed to bicycle enforcement duties in the Perth metropolitan area. Unlike their eastern states counterparts these officers have limited input to school or community based education programs.

Dan Burden presented a detailed picture on how police and bicycle program specialists deal with the training of patrol officers in Florida. He also gave an interesting account of how new bicycle legislation is formed and then put through the state House and Senate. Certainly there are differences between the two systems of government but the thorough approach to getting the right laws passed in Florida can easily be used as a formulative model for bicycle advocates in all the Australian states.

Alan Parker's paper in this session of the conference was previewed in an edited form in the last issue of *Freewheeling*. Entitled, "The Unprotected Road User", it details a comprehensive enforcement program for all Australian states concentrating on certain targeted types of cyclist behaviour. It also identifies the 'problem' group, the 17-25 year old males, as needing the most attention in order to reduce the road toll.

Short and to the point

The short paper session of Bikesafe gave individuals and groups a chance to present their views on a particular topic and have their views recorded in the conference papers.

A short paper is a brief (no more than a double sided A4 sheet) discussion on a particular topic. More than 40 of these were presented to Bikesafe and because of the imposition of brevity most tend to be very readable. The subjects discussed covered the full spectrum of the Bikesafe agenda, and beyond.

Here are only a few examples: Promotion of helmet wearing in South Australia; Sources of federal funding for bicycle facilities; How the Standards Association of Australia works; Bikeplans for school communities; Adult rider training schemes; Bikepath roughness research; Research requirements for bike facilities; Signs for bicycle facilities; Bicycle route numbering; Bicycle lighting; Mathematical model for testing bicycle braking performance; Helmet retention systems; Cycle paths in flood prone areas; Cycle safety and cycle racers; Kit bike selling; Health and safety; Footpath riding; Consumer safety standards; Should cyclists have to wear helmets; Mopeds; Freeway riding; School bike safety course.

All of these short papers were of a high standard and would make an interesting reference volume if they were ever distributed in book form.

Bikesafe engineering and the expert witness

Recent litigation in the USA is improving the quality of engineering works designed for bicycle users.

With more money to spend than other bicycle programs the engineers have developed a technical expertise that is world class. New main roads treatments outlined in a paper delivered by Don Glasson will vastly improve the situation for bicycle riders using main roads. This important work is explained in detail by Alan Parker in an article elsewhere in this issue.

The team leader of the Perth Bikeplan, Paul Trichilo, called for a national set of uniform guidelines for the construction of facilities as well as the improved collection of useful statistical data.

Local area traffic management schemes that integrate bicycles were described in detail by Philip Jordan of the Road Traffic Authority. Schemes like those which involve partial and total road closures to improve the environment in local communities can often benefit the cyclist if properly planned.

A disturbing aspect of bicycle facilities engineering came to light during the presentation given by the Bicycle Co-ordinator for the city of Missoula Montana USA John Williams. John explained to the slightly stunned engineers in the audience how litigation against city engineers building unsafe bicycle facilities has increased lately in his country. Without comparing the differences and similarities between the legal systems in both countries he gave a number of examples of how obviously poor planning had resulted in law suits involving millions of dollars. John has recently served as an 'expert witness' in a number of US court cases.

During one of the workshop sessions that followed one engineer was heard to say that such litigation is a bad thing if it ever happened here because engineers would always take the easy way out and not build the facilities in the first place if they knew they could be sued.

As a footnote to this issue a court in NSW recently awarded a motorcyclist a large settlement when an expert witness testified that the pothole which caused the biker to fall was due to poor road works and not just normal road deterioration. The issue of litigation is not just an issue that concerns cyclists alone but all road users.

Equipment – the newest 'E'

Bicycle helmets and lighting systems dominated this session

With compulsory helmet wearing legislation proposed in about five years or more it was logical that a discussion on bicycle helmets should have a place on the agenda for Bikesafe. Though little new information was presented the session served to bring delegates up to date.

Barry Elliott, a market research expert, presented an interesting overview of recent helmet campaigns and found in his paper that such campaigns were a waste of taxpayers funds unless they were research based. In other words expensive mass media campaigns alone can not reach and influence the right people if the target group has not been identified and studied. Barry Elliott whose firm was involved in the successful Victorian helmet campaigns says that mass media advertising must only form a part of a total promotions package it can not work in isolation.

Proponents of compulsory helmet wearing should first read Barry Elliott's informative paper before they rushed to legislation. Australia now has one of the highest helmet usage rates in the world: if that can be achieved by education, persuasion and promotion why does the heavy hand of the legislator have to be involved at all?

Bicycle lighting systems also came under scrutiny. twelve lighting systems were put to test in a technical paper by McCarthy, Mathieson and Coin of the Newcastle Cycleways Movement. The lighting systems were tested on an unlit road and their effectiveness measured. Only halogen units performed well enough to cycle unlit roads in comfort. The paper highlighted the need for a serious bicycle lighting system that can deliver good output for moderate cost. Results of this test will be published in detail in a future issue of *Freewheeling*.



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Sharing the roads – Bikesafe road engineering

Bikesafe '86 Feature

One of the most important technical papers delivered at the Bikesafe '86 conference concerned the needs of bicycle riders using main roads. This paper, prepared by transport planner Don Glasson, dealt with the most critical area – that of intersection control. For bicycle user groups such as the Bicycle Federation this paper set important new standards in bicycle facilities engineering. *Quotes from Don Glasson's paper are shown in italics.*

By Alan Parker

If previous conferences are to be any guide then the engineering session of Bikesafe '86 was expected to be

one of the most contentious and disappointing. Instead it presented a much clearer and well thought out picture on how road traffic engineers may help cyclists than ever before.

After two days of mulling over road

crash statistics and the appalling death toll on the roads Don Glasson's paper provided the opportunity for the local government and main roads engineers to at last learn some new techniques.

Possibly the most important outcome of the Glasson paper was that it gave the bicycle user groups something that they could wholeheartedly support and use constructively in their dealings with the conservative profession of road traffic engineering.

The paper was even more important because it embodied much of the innovative planning concepts that Jim Evanson has successfully implemented in Townsville (*Freewheeling* 34).

The Glasson paper dealt principally with bicycle use on main roads. In the past engineers have tended to steer clear of these problems preferring to believe that bicyclists do not want to use main roads admitting privately that if they did they should be locked up in mental asylums and prevented from doing so.

The Geelong Bikeplan and its successors put an end to that kind of thinking for it importantly recognised that, to bike riders, every street is a cycle street. Main roads generally offer the most direct and convenient routes. As with all kinds of road based transport systems the problems mount when the main roads join or cross other busy roads.

Introducing the stand-up lane

The biggest problem for the bicycle rider at intersections is that the lane marking systems used do not give riders a chance to complete their turning or straight-through manoeuvres in safety. These problems arise from the modern tendency to mark left hand turn lanes and multiple right hand turn lanes. This tendency according to Don Glasson is on the increase.

His paper advocates the marking of special lanes for 'straight through' cyclists which places them in a safer position at the intersection to avoid being cut off by turning vehicles. Three examples are shown in diagram one and are different to the Californian Highway Department model in that they used dashed road markings to indicate the path of the cyclist to the motorist.

The primary function of these types of road markings is to increase the predictability of movement at intersections. Stand-up lanes work just as well with or without marked bike lanes as shown in the second diagram.

According to John Williams, the editor of the international planning journal *Bike Forum*, the stand-up lane approach is favoured in the USA. "Rather than routing cyclists of the road to provide special crossings designers prefer to allow cyclists to merge with other traffic before reaching the junction."

The need to legalise box turns

Another way that cycling is made dangerous by main road departments occurs when there is a combined right hand /straight ahead lane adjacent to an exclusive right hand turning lane or two right hand turning lanes side by side as shown in diagram three. Glasson's advice to engineers is that, "such a lane configuration should be avoided as far as possible particularly at an intersection carrying significant bicycle vol-

umes."

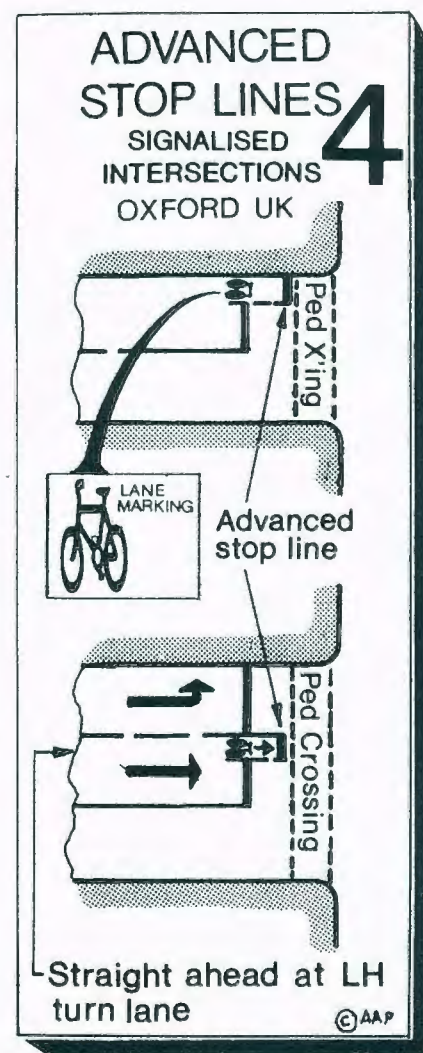
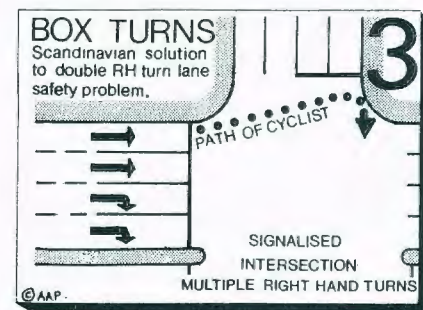
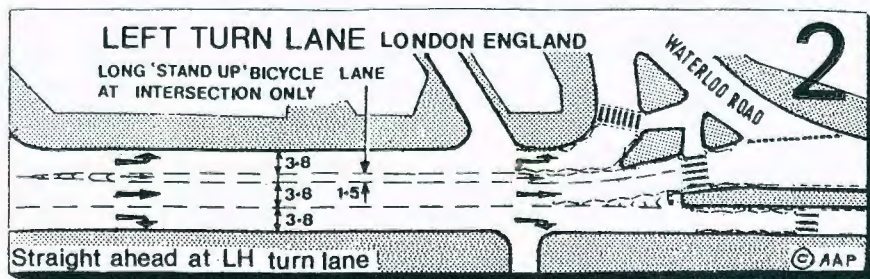
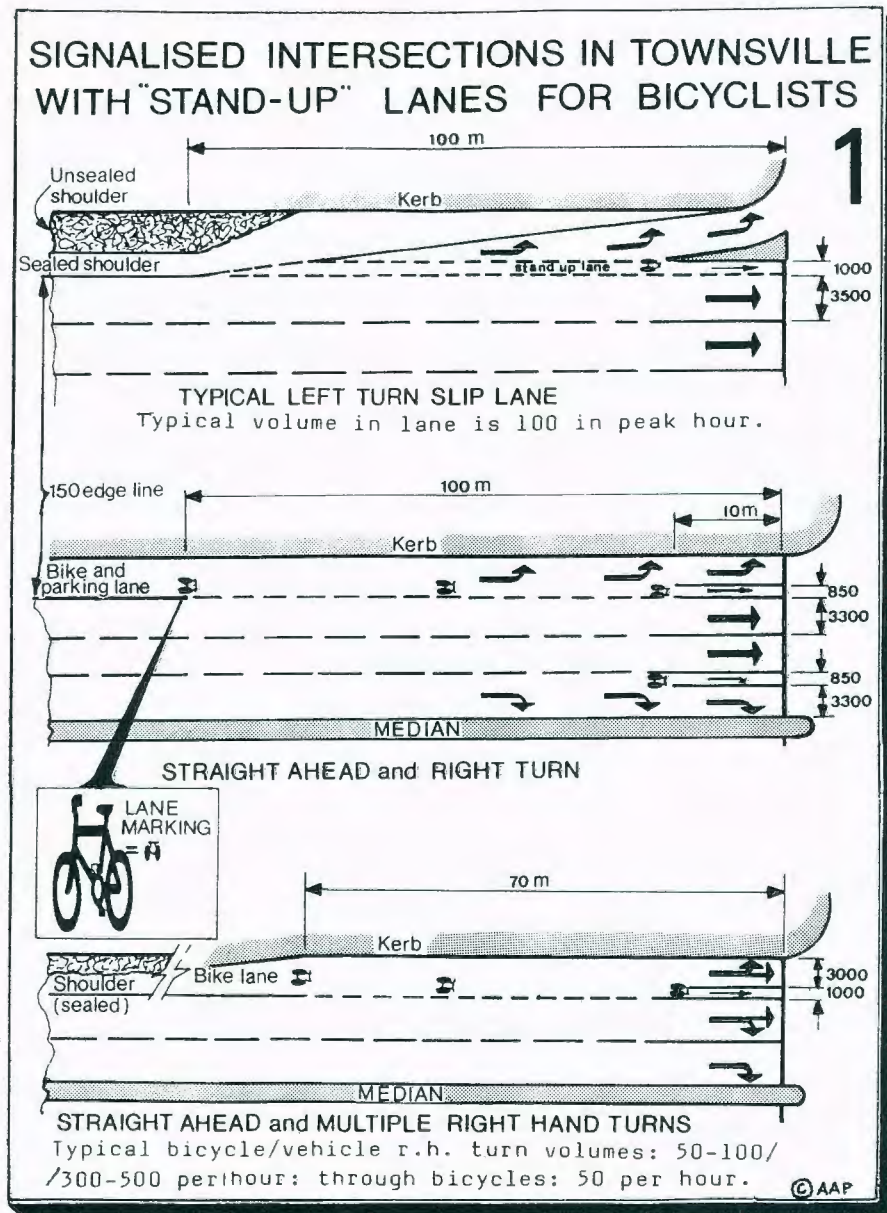
Legalising box turns, shown in diagram three, helps the adult cyclist to cope with the difficult right hand turning lanes (these turns are already legal in Victoria and Scandinavian countries). Child cyclists should have the option of doing a box turn if they can't cope with the stand-up lane.

So a combination of stand-up lanes and legal box turns caters for both the experienced adult and the child cyclist.

Advanced stop lines

In England they have recently tested another form of intersection marking designed by the Cycle Touring Club of the UK (CTC) and called an Advanced Stop Line illustrated in diagram four. Don Glasson has inspected these in Oxford and thinks they have a place in Australia.

Where insufficient space is available to fit a stand-up lane for cyclists one option is to consider an advanced stop line.



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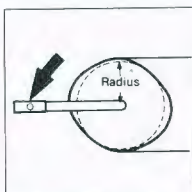
1 Lighter, More Rhythmical Pedaling

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 it sways less. The result is lighter pedaling action and a more rhythmical motion.

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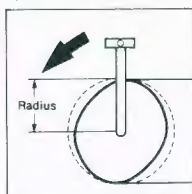
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With the crank arm at the horizontal position, leg thrust is at peak power. Turning radius of the chainring is minimal, for assured light and quick pedaling.

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.

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Computer-Designed Drive System

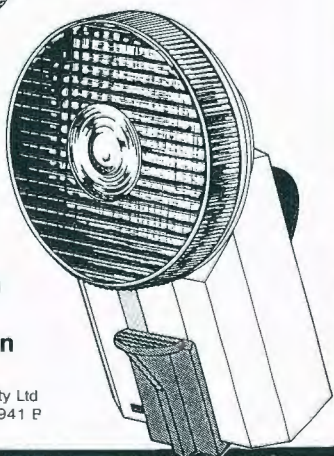
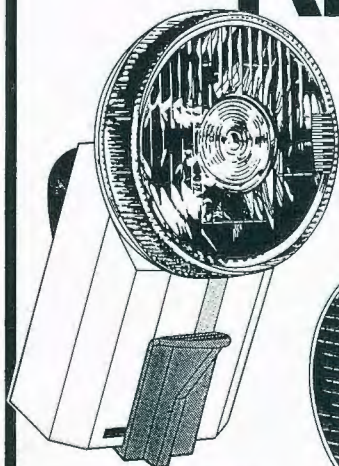


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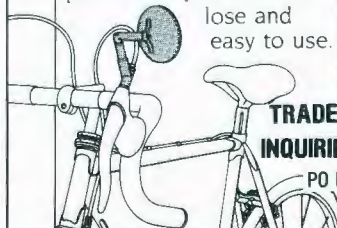
Touring or commuting it's easy to see that the Mirrycle was developed with the rider's comfort and cycling safety in mind.

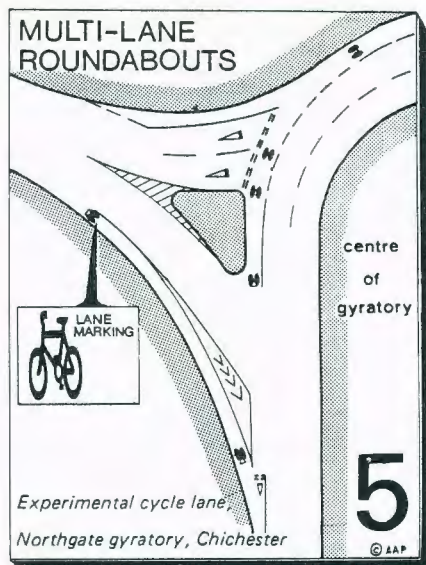
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Such arrangements tends to formalise what is a common practice by experienced riders who move to the head of the queue in the kerb-side lane so that they are clear of any left-turning vehicle which might cut them off.

Intersections of bicycle routes and main roads

The most appalling examples of bike-way design in Australia can be found where most bike paths or shared footways are supposed to cross a main road. It is the exception not the rule to find a competently designed crossing outside of the ACT. Bicycle routes are of no use to cyclists if there are dangerous discontinuities in the middle of them. Glas-son's paper states:

When the bicycle route uses local streets on either side of an arterial road

those local streets should be reviewed in terms of local area traffic management (LATM) generally. Any drop in motor vehicle traffic on the streets will benefit cyclists and may well be compatible with general traffic management plans for the area.

To the extent that such a reduction is appropriate it is sometimes best achieved by limiting movements into and out of the side street at the arterial road by closure, half closure or turn bans etc. This can often facilitate the measures to assist cyclists. For example if left turn movements only are permitted at the intersection it may be possible to construct a median island which can provide a cyclist and pedestrian refuge. diagram six illustrates a London example where only one turning movement has been retained for motor traffic.

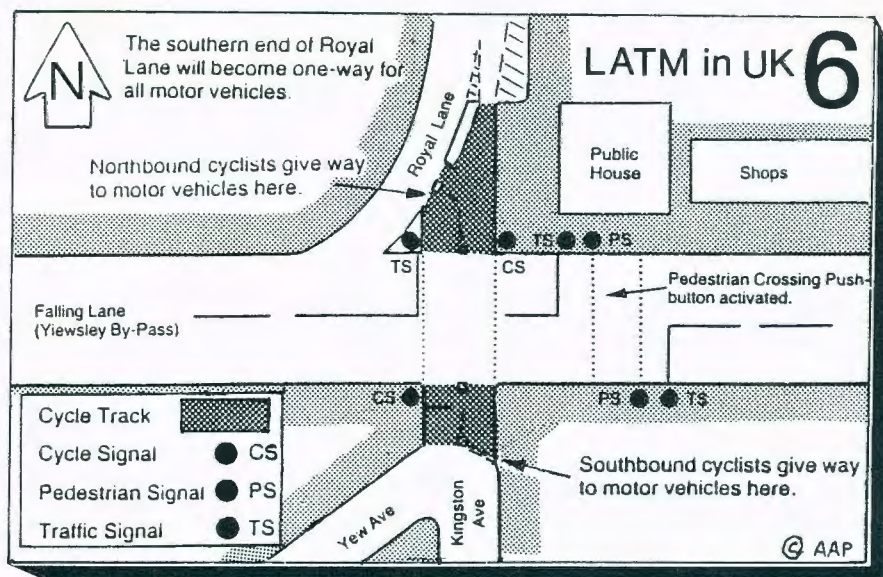
Two points need to be underlined:

1. The treatment of the intersection should not be designed in isolation from traffic management considerations in the adjacent local traffic areas.

2. Where movements are restricted at the junctions it is essential that they are detailed to make passage by cyclists both legal and convenient.

Signing bicycle routes on main roads

The Victorian Bicycle Facilities Planning and Design Manual clearly states that a bicycle logo or bicycle route sign alone is meaningless yet many local governments in that state put them up. Diagram seven shows a specially modified sign used in the state of Florida in the USA. Dan Burden the Bicycle Coordinator of that state recommends this type of sign as the best means of indicat-



ing to motorists that bicycle traffic is to be encountered.

Supplementary direction plates for cyclists giving both the distance and destination can be added to this sign.

Conclusions

The bike safe conference provided a forum for the exchange of these important ideas and the Bicycle Federation of Australia will be approaching the National Association of State Road Authorities (NAASRA) with Federal Minister Morris' support for the production of a national bikeway design manual for use by all state road construction authorities.

What cyclists want is not just bike-ways but good roads designed to the best available standards of design. This can be done and bicycle-safe main road intersections can be provided if designers keep in mind basic principles and recognise that it is their job to minimise potential bicycle/motor vehicle conflicts and make traffic movements more predictable. To give Don Glas-son the final word:

All such provisions must be designed in accordance with the accepted principles of traffic engineering design practice so that all road users can operate within a predictable traffic environment. Highway design manuals (and legislation where necessary) should be updated.



ADVISORY
ROUTE SIGN

7



Fat-tyre fever at the 1986 Nationals

Fat-tyre feature

The second ever National Mountain Bike Titles were held recently in Sydney over a demanding course and in very rugged countryside.

The picturesque locality of Oxford Falls is a rural area which has almost been swallowed up by the Sydney metropolis in the post WW II housing construction booms. If it wasn't for the busy Wakehurst Parkway, which links Manly to Narrabeen, it would still be a remote piece of Hawkesbury sandstone country covered by dry eucalyptus forest and patches of low heath land.

On a Sunday in late autumn it was the venue for an outdoor event of a different kind: the Suntour/Bell National

Mountain Bike Titles. In bright sunshine and with a crisp breeze blowing a big field of forty three riders gathered at the start for the commencement of the five lap 35 km race.

It had been some eighteen months since the last Nationals were run near the sleepy old gold mining town of Sofala near Bathurst NSW. Many of the riders present were veterans of that event and this year they were informed by the race organisers that the '86 course would be of a higher standard. In mountain bike parlance a 'higher standard'

means rougher and tougher. At the end of the race there were some among the ragged bunch of 'survivors' who thought that maybe the standards were in fact too high.

The favourite to take out the title was Rowan Phillips a 24 year old triathlete from Victoria wearing the Team Hillman colours. The 1984 champ Chris James did not defend his title but the buzz at the commencement of the event was that the wild and wooly crew from the Hunter were down to give the city slickers the race of their lives.

Interstate teams were fielded from Balwyn Cycles, Hillman Cycles, and Bicycle Workshop in Melbourne while the NSW riders were organised into teams from Clarence Street Cycles, St Ives Cycle Centre, Wheeler Cycles in Dubbo and many others. Though the sport of mountain biking is still very new the emergence of the team concept has shown many that the sport definitely has an assured future.

At the sound of the starting signal the mass of riders surged across the line and shouldering their bikes crossed the first of many erosion ditches to begin the first hill. The course was a gruelling seven kilometre circuit over badly eroded tracks through sandstone country. Most of the steep ascents had to be done on foot as traction was difficult on the steep sandy surface.

The first hill gave way to an even bigger one and soon the riders were spaced out by the excessive gradient and the narrowness of the path. From the start/finish line at 65 metres elevation the trail rose through three steep ascents to the top of the range at 145 metres all in less than a kilometre of horizontal travel.

For the top of the range the course followed the ridge line along a track washed away in parts and covered with deep soft sand in others. Riders who thought that they would pick up speed on this slightly downhill section were mistaken as the loose surface demanded every shred of concentration and the deep sand robbed them of their momentum.

Two thirds of the way round the trail dived off the top of the ridge down a number of difficult technical descents to finally reach the start/finish line. The first person to reach the start of the downhill was a rider from Newcastle Werner Wohlrab (St Ives Cycle Centre Team). At this point he had opened up a small lead from Rowan Phillips with the rest of the field strung out evenly behind.

Displaying the same aggressive riding style that won him the 1986 Newcastle Mountain Bike Classic Wohlrab tackled the down hills at an unrelenting pace. This mastery of the difficult descent would ultimately increase his lead to ten

minutes over Phillips at the end of the race.

After the event got under way most of the spectators hurried off to occupy the best vantage points along the downhill sections. It was here that most of the thrills and spills occurred. Many of the steeper ascents on this section consisted of a series of metre high ledges with loose rock to even out the bigger gaps. The severity of the downhill sections presented a grave dilemma for the more cautious riders for it was along these sec-

1986 National Mountain Bike Champion Werner Wohlrab shows off his skillful winning riding style during this years race. Photo Guy Finlay.

tions with little physical exertion required that the most time was lost.

On uphill segments of the track where portage was necessary most riders trudged forward at similar speeds whereas the flatter (and softer) parts saw riders taking off or slowing down depending on their response to the road surface. Wohlrab knew that Phillips the triathlete was the fitter rider so he applied as much speed as he could and actually reduced his forth lap time on the fifth and final lap. On a technically difficult course Wohlrab's bike handling skills eventually won him the race well ahead of a disappointed Phillips.

During the last lap a battle developed for the next four places as Dave Howells

and Terry Porter both from the Clarence Street Cyclery Team chased a slowing Phillips. At the finish line their bid to tackle the Victorian failed by twenty six seconds and Howells and Porter finished within fourteen seconds of each other in third and fourth place respectively.

Lawrence Vines from St Ives Cycle Centre finished 24 seconds later followed by another rider in the Clarence Street Cyclery colours, Steve Lowe.

Twenty eight riders completed the demanding course the last rider coming in one hour and seven minutes behind the leader. The average age of the riders was 27 years and this year no women riders competed. At the presentation ceremony held at the end of the event the



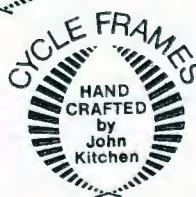


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Part of one of the descents experienced by riders on this years nationals consisted of a badly eroded sandstone track. Cautious riders lost time on these sections. Photo Warren Salomon.

winner Werner Wohlrab received his \$1000.00 worth of cash and prize money while the runners up collected between them a total of \$910 in cash and bike equipment.

Part of the winners booty was a magnificent SunTour XC-II mountain bike component ensemble which included the new Cunningham pattern heavy duty centre-pull brakes. This years race was splendidly organised for the second and final time by Martin Whiteley. Martin is now the Executive Director of the Australian Cycling Federation and will bow out of his role of race promoter due to the pressures of his job.

Of course events like this require a lot of time, energy and the involvement of many individuals. A big cheer for those behind the scenes mountain bikers who made the event work including Race Director Dave Kitchin.

The large field, good spectator turn-out and media interest are all signs that mountain biking is a popular sport set to develop. To get to the next peak along the route a committed event promoter is needed to step in where Martin Whiteley has left off. We have the riders: what fat-tire fanatics need most of all though are the events and the overall co-ordination necessary to build many events into a seasonal programme.

The results

(The riders ages are shown in brackets)

1. Werner Wohlrab (30) 1:38.37 St Ives Cycle Centre
2. Rowan Phillips (24) 1:48.06 Hillman Cycles
3. Dave Howells (20) 1:48.32 Clarence St Cyclery
4. Terry Porter (28) 1:48.46 Clarence St Cyclery
5. Lawrence Vines (22) 1:49.10 St Ives Cycles
6. Steve Lowe (21) 1:55.46 Clarence St Cyclery
7. Paul Rachow (25) 1:55.48 St Ives Cycles
8. Ray Davis (33) 1:58.56 Bathurst Am Cyc Club
9. Graeme Peadon (25) 2:00.32 Wheeler Cycles
10. John Kitchen (28) 2:05.23

Winner's Lap times

1. 18:30
2. 19:52
3. 19:59
4. 20:09
5. 20:07

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Bushing the Bike

Back roads adventure

By R G Hitchcock

The young wallaby bounded across the road some thirty metres ahead and continued bouncing along on our left, a little faster than the bikes. Harry, riding ahead of me, increased his pace in an effort to give chase. I followed suit and after gaining some distance, the wallaby decided we were becoming a threat and bounded back across the road to our right. He stopped, took a brief look at us and then attempted to get under the wire fence into the open paddock beyond. To our surprise, and no doubt the wallaby's, he couldn't get through. He shook, the fence shook, but he remained on our side. The intelligent creature then tried a disappearing act by hiding behind a large tree on the side of the road. I realised of course, being of like intelligence, because we couldn't see him, he wouldn't be able to see us, so I turned the bike heading directly for the tree — by now only a road's width away. Suddenly it all became just too much for our devious friend and with admirable panic and noise he threw himself back in the direction from which we all had come, our amusement in hot pursuit.

This event landmarked halfway our bike trip and was just one of the many

delights experienced. Delights with people, birds, animals, the bush, clydesdales pulling gypsy wagons, and ourselves — wound down but far from out. None of these delights would have happened with the "tin box" — of course we used it to get here, Bridgewater on London — and to get home — being city workers.

We found it funny that the world is so totally different when you are seen on a bike instead of in a car. People go out of their way to be friendly, perhaps you are not a threat, or your escape route is obviously primitive. Shopkeepers, garage attendants, kids, old ladies, young bucks — that is except a few who seem to be antagonised beyond sanity, which I cannot explain either. Like when riding on the road the odd early model Falcon with wide tyres will attempt to shave my legs at 100kmh, and passengers will lean out, scream abuse and wave crude signs and/or tinnies. We can walk into a pub and farmers and all present will start talking "how far have you travelled today — where are you going — from — staying?" — all smiles — they look at the helmets "why are there holes?" — so your head can expel heat — all wonderful — natural unstressed communication. Yet outside leaning and talking into a car, "yeah — you wanna decent motor mate — you wanna push or a pull — ha ha" — all threatening innuendo — I reply — smile — say something that only adds to the perceived fantasy of the belligerent — keep riding away — Harry cops some more behind me — he mutters dark sentiments under his breath.

Armed with survey maps and compass we explore most tracks used by gypsy wagons. What a holiday it must be, ambling along in total gentility, bush tracks,

billabongs, water birds and those beautifully proud horses with tufted hooves the size of frying pans. A couple with two teenage daughters arrived back after their week of tranquility — raving but sad to say goodbye to their new friend Dobbin.

The operator of the establishment asked us to stay and observe Dobbin let loose. What a performance — the 20 hand clydesdale walked sedately through the gate into his paddock, then threw up his hind legs and became a spring lamb. The ground shuddered and we stared in astonishment as he continued the performance to the middle of the paddock where he threw himself on his back, rolling over and back, again, like my dog when he is happy. The operator informed us with wisdom that if they rolled right over they were worth more in the old days as this indicated better flexibility as a work horse.

This trip I was not so smart, I did not train. All other trips I rode half an hour a day the week prior to the trip but not this time and as a consequence the bike found a weak link — my left knee. I struggled back, favouring my right leg and annoyed with myself — but so what — we weren't there to break records, just to feel part of the bush, the people and the animals — moving but not hurtling headlong to the next point, absorbing all around in passing — not shoving everything aside, unable to see anything but the black bitumen conveyor belt our cars sit upon.

We will go back again, and to many other places and we'll see and feel them because we have found the secret — stay out of that "tin box". Retirement or retirement, I swear I will ride around Australia on my bush bike.

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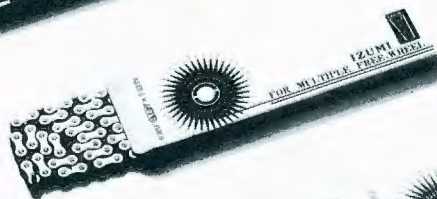


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Over the top with Nick and Dick

Books

In the best of English tradition the Crane cousins Nick and Dick have ridden mountain bikes to the top of Kilimanjaro, at 5894 metres (19340 feet), the highest mountain in Africa. The story of how they did it is told in a colourful new book.



Reviewed by Warren Salomon

We live in troubled times. The highest mountains have been climbed, the widest deserts have been crossed even the uninhabited wilderness has been conquered. What else, save going to Mars, is left for the modern day adventurer to test his or her abilities?

What else indeed? The question weighed heavily on the minds of two energetic English lads as they sat in the Dallas Sandwich and Grill Bar an all-night eatery somewhere in down town London UK.

Nicholas Crane is an English writer well known for his bicycle travel books and as editor of the International Cycling Guide. His cousin Richard is less well known to the cycling fraternity preferring to undertake more genteel activities such as running the length of the Himalayas to raise funds for a third world aid organisation called Intermediate Technology. Dick works as an exploration geologist when he is not climbing mountains or participating in triathlons and quadrathons.

Their latest joint venture was to be a fund raiser for IT. This organisation makes windmills and water pumps for needy third world villagers and in Africa the need was more than urgent. What to do? Running: no they had done that last time. What about something with those new mountain bikes?

In October 1984 mountain bikes were all the rage in the UK. At any one time there must of been some one in Britain trying to think up some crazy or outlandish test to put them through. Full credit to the Cranes for not only did they come up with an idea that was totally outrageous but they were organised enough to carry it through and write a book about the journey.

Kilimanjaro is a huge dormant volcano in eastern Africa more than two and a half times higher than Kosciuskio our highest hill. It is in every way a mountain with its snow capped cone rising out of the African landscape into the oxygen depleted upper atmosphere. Kilimanjaro is not a technically difficult mountain to climb, you don't need ropes and mountain climbing gear but the thin air, unpredictable weather and below-zero temperatures of the high mountain slopes make it a difficult and dangerous journey even for the physically fit.

Left: The Crane's (Nick is on the right) pause on the misty lower slopes of the mountain. Right: The book has over thirty pages of beautiful colour pictures like this one of the cousins grunting their way through the low vegetation just below the snow line. The book also features line drawings by expedition member Catriona Hall.

The Crane's expedition, put together in quick time, consisted of the two cousins and a support crew of four. Their photographer Peter Inglis has captured the essential craziness of the journey and the incredible beauty of the mountain in near perfect conditions. The book contains thirty two pages of gorgeous colour photography that provides the instant satisfaction of a coffee table book but demands of the reader a closer scrutiny.

On receipt of my copy of this 156 page hard bound volume my initial reaction was to describe the book to a friend as a load of yuppie nonsense in spite of the cover's bold statement that all author's royalties would be directed to Inter-

mediate Technology. It was only after spending some time looking at the pictures and reading parts of the text that I lunged into the book proper. What I found was a remarkable account of an extraordinary journey written in a friendly and witty style by two very believable people.

The Crane cousins take turns with the text. Nick, the professional writer, has a more polished style while Dick's contributions jump out from the pages of his diary. The effect of all this is that two views are often provided of the same event. It is interesting to see then who does not cope with the difficult conditions at 19000 feet.

The story of the climb is very much a modern tale for in their rush to the foot of the mountain the most formidable obstacles were not physical but bureaucratic. At one stage they were told that bicycles were definitely not permitted in the Kilimanjaro National Park and it was only after intense negotiation that a way around the red tape was found.

But, it seems, they were not the only ones with crazy notions of becoming the highest bike riders in all of Africa. In a dream like sequence during a snow storm on the mountain slope half way up they met a freezing german. To their amazement he told them that he had come from the other side of the mountain where he had left his own mountain bike. Fortunately for the Crane expedition he had abandoned his cycling attempt and had continued up to the crater rim on foot. Later on that day they heard from their African porters of a Japanese who had gotten his racing bike up to Kibo hut (15000 ft - 4500 m). They also heard of two Australians also on mountain bikes who had been turned away at the Park entrance some weeks earlier.

To climb Africa's tallest peak they had to ride and carry their bikes up a long trekking trail from the park gate at 2400m (8000 ft) up past the tree line to the desolate 4500m (15000ft) saddle between the main peak and the adjoining Mawenzi. From there a steep slope composed of loose volcanic rubble formed the path to the crater rim. Trekkers generally take about four days to reach the rim and few continue on around the crater to the highest point Uhuru Peak. During their climb the Cranes were forced to spend New Years Eve camping out in below-zero conditions on ice overlooking the crater. Cold comfort for the start of 1985.

The bikes they rode were stock model mountain bikes supplied by a British importer and fat-tyre fanatics will be hardly surprised to hear that these brand new bikes performed without mechanical failure.

I thoroughly enjoyed reading this book for it is full of the kinds of goings-on any trekker or trip leader has had to contend with at some stage. The almost daily negotiations with porters, the headaches and loss of appetite at high altitude may not be things that a reader will want to be reminded about but they are part of the challenge. This 'warts and all' approach to narrative is an endearing quality of the Crane's book and it is used throughout with hilarious effect.

This beautifully illustrated book comes highly recommended for lovers of adventure and the world's truly wild and remote places. Of course there is really no substitute for 'being there' but in



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the case of a mountain bike ride up Kilimanjaro I prefer to let the Crane cousins do the crazy leg work while I curl up in a warm place and dream their dreams.

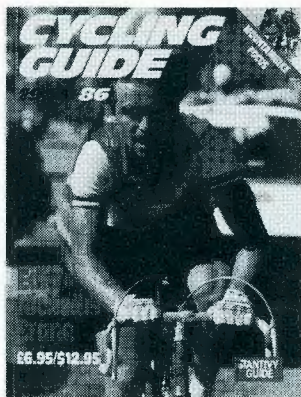
Bicycles up Kilimanjaro by Nicholas and Richard Crane is published by the Oxford Illustrated Press and sells in the UK for 9.95 Pounds sterling. Copies of the book are available by post from the publishers at Little Holcombe, Stag Lane, Newington, Oxford OX9 8AJ UK. Postage and packing charges in Pounds sterling are: 7.00 air mail and 1.00 surface mail. Australian readers may want to try their local book shops or contact the Bicycle Institute of NSW in Sydney. I think they might have a few copies for sale.

Cycling Guide 1985-6

Book review

Reviewed by Warren Salomon

Now in its sixth annual edition the *Cycling Guide* edited by Nicholas Crane is a mine of useful information and good year-through reading. For some reason they have dropped the word 'international' from the title which seems strange as this edition is as good if not better than previous editions in its coverage of world cycling events.



The 1985/6 edition has *Bicycling* Bernie the Badger from Breton on its front cover and inside an excellent coverage of the international cycle racing scene by John Wilcockson of *Winning* magazine. Wilcockson provides articles on the Tour de France, the '85 World Championships and the new order in European cycling – the rise and rise of the English speaking rider and the new 'american' attitudes to sponsorship and team organisation.

For fat-tyre freaks there is a special focus on mountain bikes with a wrap up of the US scene by founding father Charles Kelly, the UK scene, mountain biking for women only and advice from the crazy Crane cousins whose latest es-

capade "Bicycles up Kilimanjaro" has set new heights for craziness. Incidentally Nick and Dick's book of the adventure up Africa's highest hill is fantastic and well worth reading.

Aussies who are contemplating an overseas bike safari will find that the *Cycling Guide* provides a good introduction to British and European touring regions. The directory section gives all the important info on club contacts and professional tour operators.

Gear freaks will enjoy the technical comments by bike guru Richard Ballantine and a new bicycle data section gives listings of racing champions, 85 winners, cycling organisations, forthcoming trade shows and gear charts.

The only apparent stuff-up in the compilation of the guide occurs in the listings of Australian cycling organisations. Whoever supplied the Guide with the Oz data got it quite wrong (it wasn't us).

This latest Guide is well up to the standards of the previous editions and is much more than a read-now-throw-away-later publication. In time the 85-86 edition will proudly take its place on my bookshelf beside the five previous volumes. Right now it sits close at hand on my desk or gets carried around when I travel. It takes a long time to really digest all of this information.

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The Cycling Guide 1985-86 is published by Tantivy Press in the UK and is available through the post from Bicycle Australia Mail Order for \$14.95 including postage. Check their address in the current classifieds section of this magazine. They also have some back issues for sale at reduced prices too.

Discovering New South Wales Rainforests

Book review

Reviewed by Warren Salomon

I still remember my first walk into a rainforest. It was an awesome and frightening experience. Once inside this dark silent place I was in another world. Huge trees towered up above blocking out almost all of the light and to my young imagination their buttressed trunks conjured up images of gnarled goblins living underneath.

It was probably more due to the won-

derful graded track system of SE Queensland's Lamington National Park that I once and for all overcame my fear of the rainforest. I even grew to prefer them except during wet weather when leeches would climb into our boots and gorge them selves silly.

Rainforests are often in the news these days as conservationists struggle to preserve the remnants from short sighted governments and over zealous loggers. In the state of NSW the battle reached a peak in the late 1970's and into the early eighties and now the few remaining examples of this interesting forest type have been preserved as National Park or Flora Reserves.

One of the leading groups in the con-

servationist campaign was the Total Environment Centre in Sydney and it is this group who have published the first ever guide to the remaining rainforests of NSW.

The guide is sub titled: "A touring walking and cycling guide". Though it provides itinerary suggestions for bike touring trips into a number of the regions it describes the book's strengths are in other areas. It provides useful and accurate detail on the twelve major rainforests of NSW and is beautifully illustrated by line drawings, black and white photographs and maps.

Information about the rainforests themselves is sectionalised under the headings of: history; general description of forest types to be found; fauna of the forest and exploratory trips by foot, car and bicycle.

Though the book only describes a few bike trips there is a sound basis for further individual discoveries. With the aid of a fat-tire bike and a detailed set of topographical maps many more of the forests described can be explored. The 158 page paperback is printed on good quality paper and comes highly recommended.

Discovering New South Wales Rainforests edited by Jeff Angel, Angela Raymond and Rod Ritchie is published by The Total Environment Centre and Rainforest Publishing Sydney and costs \$10.95 retail.



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Most of the bicycle frames and all of the parts that Australian's use are imported from Europe and Asia. As a result of this we are vulnerable to currency exchange rate fluctuations. So with the value of the Aussie dollar falling as much as fifty percent in the past eighteen months against the Japanese Yen bicycle prices this spring are set to rise substantially.

It's times like this you need a friend in the bike game. At Woolys Wheels we certainly pride ourselves on our friendly service and because of our big stocks and forward buying we are able to offer you some great deals on bikes and parts.

Our lightweight sports/triathlon machine the Sportif 300 is still selling at last seasons price of \$659. Compare this to the leading national brand's similarly equipped (Tange No 2 chromo frame/ New 600 EX components) bicycle which is now selling for \$920.

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Fred Markham pedalling Gardner Martin's Easy Racer "Gold Rush" has won the \$18 000 Dupont prize for the first single rider to exceed 65 mph (104.6 km/h).

After a run-up of 1.8 miles (2.9 km.), Markham averaged 65.484 m.p.h. (104 k.p.h.) over 200 meters May 11, 1986, on Highway 120 in Mono Country, California, about 200 miles (322 km.) east of San Francisco.

Markham bettered the single rider speed record set only five days earlier (May 6) by Peter Thron of Boulder, Colorado, U.S.A., of 62.98 m.p.h. (101.36 k.p.h.) near Alamosa in southern Colorado. Thron was riding the three-wheel "Allegro" built by Don Witte of Boulder.

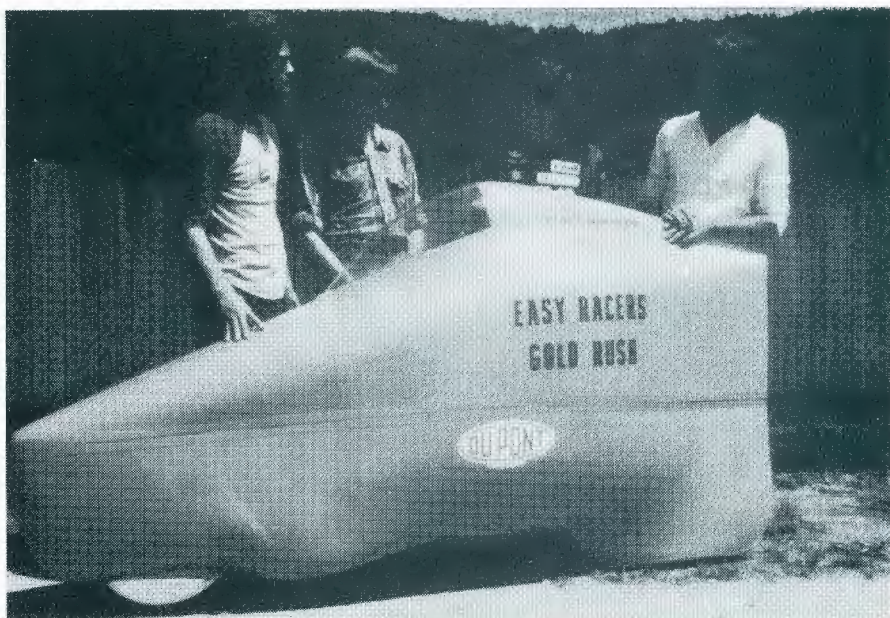
Du Pont, U.S.A. posted a prize of \$15,000 starting Jan. 1, 1984, for the first vehicle to top 65 m.p.h. to include interest accumulated from then until the prize was won. (The \$18,106 went to Martin as vehicle owner.) The competition for the prize was sanctioned by the International Human Powered Vehicle Association; P.O. Box 2068; Seal Beach, Calif. 90740; U.S.A.

Under the rules established, courses used for record attempts could have a downgrade of no more than two-thirds of 1 percent. There could be a tailwind of no more than 3.7 m.p.h. (1.67 meters per second).

Three-fourths of the way through the course May 11, a gust of wind hit the Gold Rush, blowing it into the oncoming traffic lane and forcing Markham to stop pedalling for several seconds. After that, he said, "I really hammered it and really took it out on the bike. The wind actually ended up pumping me up." During an unsuccessful Du Pont prize attempt in October, 1985, Markham crashed at about 60 m.p.h. (96.6 k.p.h.) when a gust of wind hit the Gold Rush and it slid a couple hundred feet (about 61 meters). On another try, he hit 61.4 m.p.h. (98.8 k.p.h.), his best effort that month.

The 31-pound (14.1 kilograms) Gold Rush is a streamlined recumbent bicycle. "Recumbent" refers to the semi-reclining seating position, with the pedals in front of the rider, not underneath. The body is made of Du Pont Kevlar.

Both the Gold Rush and Allegro record attempts were made at altitudes of

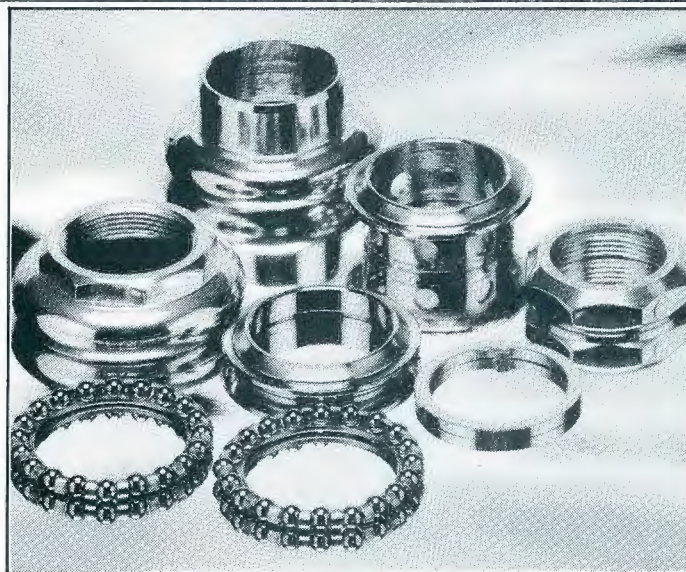


at least 7,700 feet (2,347 meters), as the thinner air at that altitude results in less wind resistance.

Standing beside the record breaking Gold Rush are (L-R): Gardner Martin, Nathan Dean, Fred Markham and Alan Osterbauer.

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★ **WEDGE SHAPE**

Aero-dynamically shaped to diminish air resistance.

★ **CLIP ON SUN VISOR**

Another comfort feature is the anti-glare visor, which helps to keep the rain out of the rider's eyes and can be inverted when not in use by simply unclipping from the press-studs and re-positioning.

★ **REFLECTIVE SAFETY STICKERS**

A sheet of self-adhesive reflective material is supplied with each helmet. It includes small and large star shapes and extra material from which you can cut your own designs to personalize your helmet. It is recommended that these stickers are applied to the **AUS-HAT™** as a safety feature for night time use.

★ **RETENTION SYSTEM (CHIN STRAPPING)**

Tamper proof and fully adjustable for individual fitting. Adjusts vertically and horizontally and once set cannot be tampered with by "inquisitive children". The chin strap also features a quick-release fitting.

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Karrimor Kalahari pannier bags

Equipment test

From one of the oldest and most successful of travel equipment makers comes a range of sophisticated bicycle pannier bags. The old problem of a convertible pannier/rucksack has been cleverly tackled in a bike bag that converts to a comfortable day pack.

Kalahari. This curious habit the Karrimor Kompany has of khristening its products konsistently with words beginning with the letter 'K' has produced the name Kalahari stitched in bright yellow embroidery on the black fabric of its newest bicycle bag range. The bags have been on the market for some months now and in that time we have been able to evaluate them in a variety of conditions.

The Kalahari range is at the top end of Karrimor's range in price and addi-

tional features. Like the other Karrimor bags we've used they are properly stitched and well put together. To find out why they are the most expensive one has to peer into their black interiors.

There three bags in the range. The Mountain bag is the convertible, Kalahari 1 is the 'one position' large pannier and Kalahari 3 is the smaller 'three position' bag. All three bags are sold as single items, not as pairs, and all have similar features.

The basic Kalahari design offers the ease of zipper entry with the protection and extra loading capacity of a strap fastened hood. The hoods on all bags are large and are edged with elastic to make a good weather seal. The hoods have a mesh pocket with velcro closure on the outside edge. The mesh pockets are excellent for storing frequently needed items such as maps sunglasses and gloves. They are also good as a drying compartment particularly for wet sox. Tensioning straps are provided on the main hood closure. These use bright yellow quick release Fastex buckles.

The bags are made from 1000 denier black KS100e a heavy duty proofed nylon fabric made exclusively for Karrimor. All bags have a symmetrical shape and so can be used on either side of the bike. They fit best on the company's own alloy and steel racks but for the purpose of this test they were fitted

The Kalahari range. The large rear bags are the Kalahari 1 the front bags 3 and the Mountain is shown in the foreground with its bike mount panel removed.

to Blackburn rear and front Low-Rider alloy racks. The K 3's fitted onto the Blackburn Low-Rider easily and only the ends of the flat hook tensioners needed to be prised open to fit the bottom fastening bar of the rack.

To make the rear rack compatible fastening plates, as attachment points for the hook tensioners, were fitted to the mudguard eyelets rear of the rack main stays. These plates are needed as the hooks on the bags do not fit the curious turned-out ends on the Blackburn rack. All bags hang off the top of the rack by hefty wide nylon hooks. These are screwed to an aluminium bar riveted outside along the top of each bag and fixed to the internal stiffener. The hooks can be loosened off and re-positioned along the bar.

For greater stability it is best to have the hooks as wide apart as possible. Final positioning is determined by the location of the rack cross struts. More than two hooks can be fitted and can be used to lock the bags in position on the rack.

All bags have carrying handles. The fixing points of these handles are close

together so these tend to be a bit rough on the hands especially when heavy bags are carried two at a time.

When travelling by public transport the bags can be joined together and carried by means of a shoulder strap. The bags have so many straps loops and buckles that you can fix the bags back to back and fold one hood inside out over the top of the other bag. The inside out hood is then fastened by buckle to the other pannier. A strong wide shoulder strap is needed to carry the bags in this way. D rings are fitted to the ends of the K 1 and K 3 bags to allow attachment of a shoulder strap. The position of these rings should be closer to the back edge of the bags so that two bags can be joined together by the shoulder strap. The Mountain bag tested did not have D rings fitted.

The K 3 and K 1 both have zip closures on the top side of their main compartments. The K Mountain bag, because it is really a backpack disguised as a pannier bag, has only a drawstring main compartment closure. The mountain bag needs its own hood to seal the contents so it can not be joined with another of its kind in the manner described above.

The K 3 and K 1 share many similarities but the K Mountain, because of its split personality, is a quite different bag. Hidden behind a zippered

panel on the back of this bag are two padded shoulder straps. The aluminium bar is fixed to the zippered panel and its nylon hooks poke through webbing reinforcing on the back of the bag.

When the bike mounting panel is removed the straps are threaded through the reinforcing webbing and fixed to tensioning buckles at the bottom of the bag. Though the bag does not have a padded back the stiffener evens out any careless packing and makes the K Mountain a comfortable day pack.

The rear pocket is a different shape on the K Mountain. It is designed to work effectively when in the rucksack mode so it is high and narrow. It also has a narrow weather flap to protect the zip.

The K Mountain loads easily with the hood folded back. A spring loaded cord lock is fitted on the nylon drawstring. This draw type of closure as on Karimor's other models allows the bags to be well and truly loaded up. Total capacity is only limited by what the hood can comfortably cover. This type of bag is ideal for longer trips where basic gear capacity is constant but food items can quickly fill out available space when stocking a mobile larder.

The K 1 and the K 3 have this quality but do it in a different way. As both of their main compartments have zippered entries their capacity is limited. Quite a bit of additional capacity can be gained

by loading equipment food etc on top of the zipped-up main compartment and drawing down the hood to cover. This feature is very useful for stowing wet clothing or rain wear where the object is to keep the gear away from dry equipment and prevent it from getting further soaked. A tension strap with Fastex buckle is fitted so that the top of the bag can be drawn in when the main compartment is lightly loaded. This also doubles as a fastening for gear stored under the flap to prevent it from vibrating loose.

The hood though providing effective wet weather protection and the ability to carry additional gear can easily be rolled back and fastened with a velcro tab when not in use.

The outside pockets on both the K 1 and K 3 are large. The K 3 pocket can easily fit a small Trangia cook stove while the K 1's will accommodate the larger size stove. The K 1 and K Mountain each have a document pocket built into the stiffener lining and this is good for storing unused maps and valuable papers.

The outside pocket on the K 1 has a strip of elasticised tape sewn to the inside wall as an 'organiser' for small objects like tools. We found this to be the only feature of limited use as all our gear is packed in waterproof 'organiser' bags.

A lot of work has gone into these bags to make them waterproof. The main seams are double sewn and finished with webbing tape. The Kalahari bags had the best wet weather performance of any nylon bags tested to date though after two days of solid rain a small amount of moisture managed to work its way into some of the bags. Seam sealant compound applied to exposed stitching should remedy this problem.

The Kalahari bags are very roomy and it is possible to fit a sleeping bag easily into the K Mountain or the K 1. The capacities and weights of each (single) bag are as follows: Kalahari 1, 20 litres +, 640 gms; Kalahari 3, 13 litres +, 440 gms; Kalahari Mountain, 22 litres +, 800 gms.

All of the bags were a pleasure to use on extended (one week or more) journeys and performed equally well on short trips. On an extended trip during the testing of the bags the aluminium bar on the K Mountain tended to distort due to the heavy load and because the nylon hooks were to close together in order to fit the rack. A third hook was fitted and the problem was eliminated.

Kalahari bags all have big reflectorised yellow triangles sewn to both outside edges as a safety feature. These are very effective especially in daylight with the black pack cloth acting as a background.

Average current retail prices per single bag are as follows: Mountain \$99.00; K 1 \$85.00; K 3 \$80.00.



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Day 8
Jindabyne to Snowy River —
Pinch River Junction
(58km, 7½ Hours)

The day started for us with a steep climb out of Jindabyne, along the road signposted "Buchan 172km".

We climbed steadily, then more gently through sheep and cattle country with rugged hills on our right and the main range further west. The westerly wind was cold, but not really hindering our progress. Somewhere here we reached nearly 1300m.

The bitumen road dropped to the Grosses Plain Creek Bridge where the map showed the seal ending, but it did not finally finish until just as the road

Biking up the Barry Way

Bicycle Touring

During summer holidays Doreen and Peter Moore set out with their ten year old son Gilbert to ride from Sydney home to Melbourne. The route they chose took them through Canberra to the Monaro high plains. From there they took an unsealed route through the mountains along the Barry Way. They thought that as they were travelling to the coast the road would be down hill all the way.



made the dip into the valley near Ingebyra (27km from Jindabyne).

We ate lunch here, but within 200 metres of starting down the hill Gilbert had fallen over twice in the gravel. Eventually we worked out that he had only been using his front brake, and this was because he found it hard to reach the lever of his rear brake. I loosened it so that he could hold it closer to the handlebar, and both Noreen and I kept repeating the message about using the back brake down every hill. None of us fell over again (and we had no punctures on the whole trip).

From Ingebyra we climbed a little, until the Kosciusko National Park boundary (38km from Jindabyne). A few metres further, and the road started dropping — 1100m down to 500m at the

Jacobs River in only 8km. We made it slow time on the descent, picking our way down, because of frequent stops to rest hands weary from braking (as well as inexperience on gravel).

While the views coming down had been spectacular, with Murray Pines beginning now to show out on the hill sides, the next 10km along the Jacobs River to the Snowy and then along to Pinch River were among the most pleasant of the trip. Occasionally the road would climb, sometimes steeply, over a spur, but then drop down to run alongside the Snowy. The river was broad, but with almost continuous sandy banks.

There proved to be excellent camping sites at Pinch River with well constructed, unobtrusive toilets (also at

Jacobs River). We watched the rain clouds coming up over the south western bluffs, and had to shelter in the tents from some brief showers.

Day 9 Pinch River to Seldom Seen (60km, 9¾ Hours)

The day opened up fine, and riding along beside the Snowy in the cool of morning was again delightful. Another climb over a spur dropped us into a ford over a small creek, detouring around an old wooden bridge. In contrast, the bridges over the Jacobs and Pinch Rivers are magnificent broad concrete structures.

A little later we arrived at the Victorian border (a place called for no ap-



parent reason, Willis). Here a plaque recalls the opening of the first road link between Suggan Buggan and Jindabyne in 1961: Councillor Barry led the wheeling and dealing which brought this about, thus the "Barry Way".

Just after the border the road surface became very powdery and difficult to ride — the grader had been through not long before. This continued for the remaining 10km of flat and spur along the Snowy, and partly up the hill out. In places it was literally impossible to ride as the bikes sank through 40mm of powder.

At the foot of the big climb we stopped to have lunch sitting in the Snowy. There were campers, usually with 4wd vehicles of all shapes and sizes, nearby all of the many sandy beaches we had passed. The river level was still good after the spring and summer rains, and canoeing was also popular.

So began the saga of coming out, started and finished in good spirits, but with some terrible lows and great highs in between. The road first had to climb a range of hills before dropping all the way back to the Suggan Buggan River (u's pronounced as 'oo'). As usual it did so by climbing up gullies, crossing the creek, climbing up over the spur into the next gully, until eventually we were on top of the big spur which would take us to a sad-

dle at the top. Start elevation by the river was about 200m.

A little way up we encountered signs of the grader at work: piles of loose material in the centre of the road, leaving the old hard road surface exposed for us to ride on — joy.

Almost to the first false summit we passed the grader itself, and the road reverted to a good condition.

At this stage we were riding most of the way, intent on getting the climb over and done with. We were quite pleased to finally arrive at the top, and take our last look back over the magnificent valley of the Snowy. Then it was downhill, but, what's this, after the creek we were climbing again!? A close look at the map (100m contours), and Oh No, there were two of these before the final drop into Suggan Buggan. However we reached the top (at Monaro Gap — 650m, not as impressive a place as its historic name suggested) and started down, eyeing dubiously the massive wall which faced us across the valley, hoping that the road would find an easy way out.

Suggan Buggan River was heaven, and we sat and watched kids drift by Huck Finn style on lilos and inner tubes, scrambling their way over the rocks.

Here a council of war over what to do now. This would make a lovely camp site, and we had enough food for dinner and

breakfast, although it was unappetising fare. Three icecreams and a packet of chocolate biscuits would have decided us. We had so far only accomplished 35km for the 6 hours, and the map, now that we looked at it closely, showed a climb of 500m in 9km up the wall — unbelievable! However we had been told there was a shop at Seldom Seen, about 30km on, and the map seemed to indicate flat after the top. Just there our contoured Kosciusko National Park map finished, and we were relying on sketchy road maps for the rest.

So we set off, and actually rode to the top of the first spur. From then on it was mostly walking with a little riding, and a lot of stopping for drinks, jelly beans, and to look at the scenery. It was a spectacular road, more so the higher we climbed as we passed inside massive rocky outliers of the wall. Eventually the road became chiselled out of the almost vertical face, only wide enough for one car (and a bike).

Gilbert had probably ridden up more of this than any of us, fuelled by frequent injections of our last remaining packet of chocolate chip cookies. At the top we had one biscuit left, and had put Gilbert of them for weeks afterwards!

Hearts lifted each time we turned a corner in anticipation of the top, but when it did come it came as a surprise. The board at Hamilton Gap said 940 metres, which meant that after two days of hard work, 100km and all the up and down, we had gained 10 metres nett in height since we left Jindabyne!

The countryside changed immediately and dramatically to rolling cleared upland meadows, with cattle grazing contentedly. It was now 5.30pm as we set off down the road for Seldom Seen, praying that the shop would still be open after all our struggles. There were the usual undulations, on the first of which I got the dreaded "bonk" — severe energy depletion. I was cured by handfuls of Muesli (about the only carbos we had), surprisingly palatable and effective within 15 minutes.

Finally the bitumen arrived, and 200m later the wonderful sight of the shop at Seldom Seen (actually the *only* thing at Seldom Seen, bar a solitary phone box). The proprietor welcomed us with a somewhat quizzical look in his eye, but attended happily to our wants. At his suggestion we then pushed onto the second creek, Boundary Creek, where we found a camping site with plenty of room for ourselves and the 3 other groups already there.

(One day someone will explain why rural councils put down 400 metres of bitumen at places like Seldom Seen — we counted four other longer pieces on the road to Buchan before it started for good.)

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The family assemble for a photo at the completion of their journey.

What a day! — in figures totally unimpressive, even laughable, but one of the toughest things any of us had ever done.

Day 10 Seldom Seen to Buchan (65km, 3½ Hours)

Without a contour map, but knowing we were still around 800 metres up and that Buchan on its river could not be more than 200 metres, we counted on a day of downhill — as usual, wrong.

The countryside was pleasant with occasional views to the west over steep timbered gorges. The road undulated, with the occasional sharp drop and climb, and the odd few kilometres of bitumen sprinkled here and there. Finally the bitumen arrived permanently, and soon afterwards contoured on the east side of a range before a wonderful run down a long spur. At Murrindal the "Death Cave" was open, with promises of bats and skulls (and cool drinks), but we cycled past, to see before us another climb up a valley. This proved to be the last before we swung down to the Buchan Caves camp ground.

We set up our tents on a flat spur between two creeks, near one of three clean shower blocks, handy to the shop, phone box, playground and tame kangaroos. Gilbert as usual was straight into the pool, this time the freezing cold waters from the Royal Cave.

Day 11 Buchan to Bairnsdale (76km, 6½ Hours)

Today we had a deadline — the train left Bairnsdale at 3.30pm, and we had to pick up the tickets by 2.45pm. (Fortunately we had rung ahead and booked, because the train was full.)

So an early start, packing away wet tents under a low cloud ceiling. Then up the long haul out of Buchan, with the

mist killing all sound except the clicking of our derailleurs.

The road dropped onto plains, then rose gently into forested uplands, where the rain started and the wet weather gear came out for the first time. Gilbert's jacket was only shower proof, so as the drizzle turned to rain we put a plastic shopping bag inside it to keep the water out.

The pattern of dry plains/rainy hills continued to Bruthen, where the rain set in heavily while we sheltered and ate lunch. On the road in we met our first cyclists, an American couple going round the coast to Sydney, on mountain bikes.

Surprisingly the rain ceased, and we had a dry run through to Bairnsdale. We

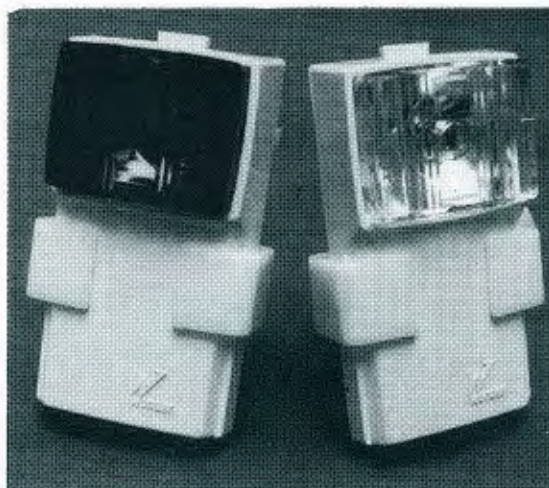
got to Spencer Street just in time to pedal home (without lights), before darkness fell.

Technical details

Gilbert's bike — special built around and old English Viking mixte frame, supplied and resprayed by Aussie's Bike Shop in Johnston Street, Abbotsford, Melbourne — has 6-speed gears, 38t front chain-wheel, short cranks of 160mm giving gears of 32 inch to 65 inch. 24" rims were fitted with 1 3/8" tyres, because I could not find any smaller touring tyres

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available in inner Melbourne. Gilbert had a small handlebar bag for his valuables, and a rear rack on which he carried his little tent and often his sleeping bag. We all had mudguards, and foam on dropped handlebars. Gilbert's bike had a Cateye Solar Computer, fitted mainly in an attempt to assist his understanding of cadence. (We now think that he is not ready to pedal at constant speed.) We had some trouble with the front wheel sensor coming out of alignment, so twice the computer was not functioning for some distance.

Noreen's bike — a standard Malvern Star AL12 Mixte, with front chainwheels of 48 (not standard) and 40, and a lowest rear chainwheel of 34, giving gears of 32 inch to 92 inch. She had a rear rack and panniers, and a handlebar bag.

Peter's bike — a Raleigh Europa bought in England years ago, with steel cranks for which Aussie dug up a 40/45 front chainwheel set. I only had a rear derailleurs, and using the 40 chainwheel gave the gears of 39 inch to 77 inch which I used throughout the trip. I had a rear rack with panniers, a handlebar bag and low rider front racks, which made the heavily loaded bike amazingly stable even on the gravel roads. Noreen and I had 1 1/4" tyres of various (cheap) sorts.

Bidons — we carried two 1 litre and one 600mm on my bike, one 600mm on Noreen's bike plus a 60mm fuel bottle for the Shellite stove, and a 600mm bottle on Gilbert's bike.

Maps — Craigies "Southern Highlands" map and the NRMA "South Coast and Snowy Mountains" supplied by Bicycle Australia in the Southern Highlands Touring package were great to past Canberra, where the CMA Kosciusko 1:150,000 contour took over until nearly Seldom Seen. Then we just used the Broadbent's Victoria. Names of "Towns" through the mountains gave no indication of what would appear in the landscape — Seldom Seen was the only shop between Jindabyne and Buchan, despite the fact that it does not even appear on Broadbent's Victoria.

A few weeks later we drove to Thredbo around the Alpine Way, and found the gravel section generally in much worse condition than the Barry Way. In particular, the Alpine Way has much nastier corrugations.

It was suggested to us that the gravel road across from just north of Seldom Seen, to Black Mountain and on to Benambra, would make a good week's circuit from Bairnsdale, with considerable less effort than we put in on the Barry Way. The scenery is good too.

We're thinking about it!

New Products and Ideas

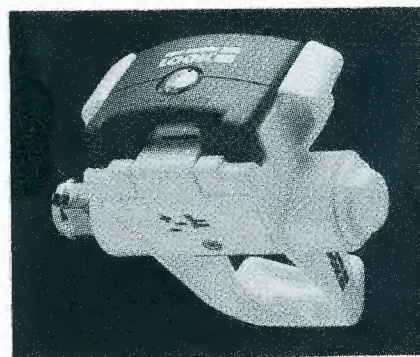
New Bells

Two new bicycling helmets are on the way from the Bell Company of the USA. The Stratos is a sleek aerodynamically styled helmet similar to the helmet Bell supplied to the US '84 Olympic team. The helmet has full foam lining and the strapping is kept close to the wearers skin to cut down noise and drag. The Stratos will sell for over \$100 while the other Bell, the Windjammer, will sell for half that price. The Windjammer will sell at a price much less than its current models. The Windjammer shell is made from high-impact co-polymer and has an internal expanded polystyrene liner. It comes in two shell sizes and has air flow slots for ventilation.



Funny Bike

The Malvern Star company has launched its new range for 1986/7. Among its newer models is the first ever off-the-hook 'funny bike' marketed in this country by a major distributor. The Team '86 is a 12-speed with Tange No 2 chrome moly double butted frame tubing and the new Shimano 600EX SIS gears. The bike uses 600EX componentry throughout. An Araya 24" front rim is teamed up with a 700c rear wheel to give the bike its distinctive appearance.



Look new pedals

Though the concept of an all in one pedal/shoe combination was tried with poor results ten years ago the ski bindings manufacturer Look is banking on success with its PP65 pedal and cleat. The combination is now worn by Bernard Hinault, Greg Lemond and members of the La Vie Claire team and consists of a special pedal with its own cleat attachment. The special cleat can be fitted to most racing shoes and does away with the need for toe clips and straps. The shoe and cleat are held firmly in the pedal and can be quickly removed by a leg action similar to that required on ski bindings.

SIS now on 600 EX

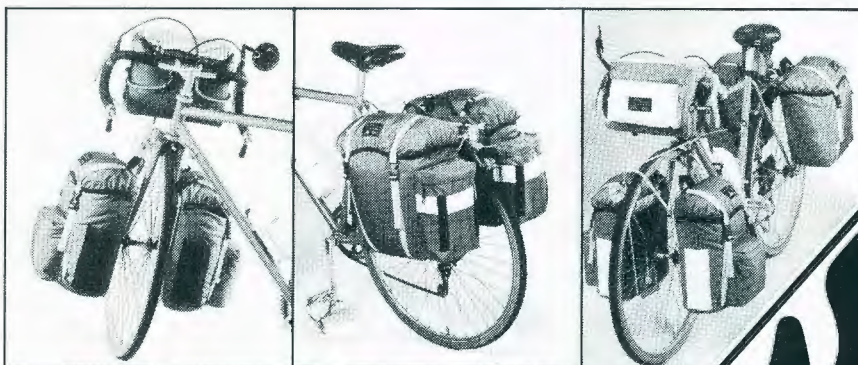
Shimano's remarkable positive action gear change system SIS (Shimano Index System) has now become available on their popular

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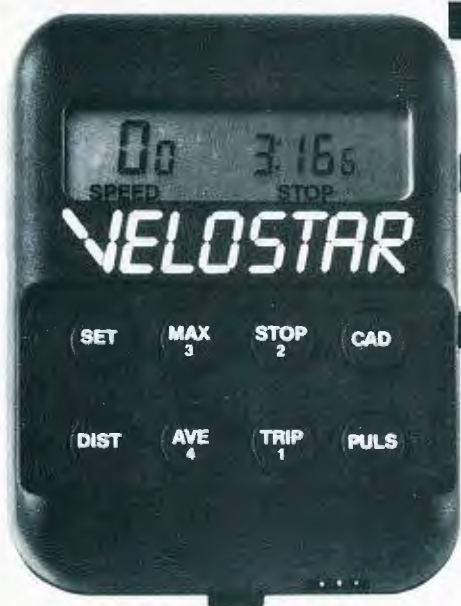
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up to 9,999.9 km (9,999.9 miles)

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TRIP

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cadence
used with optional pedal rate sensor

CAD

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stop-watch
covering 20 hours, with stop/start for breaks

heart-rate meter
used with optional heart-beat recorder

PULS

HEART-RATE METER

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New Products and Ideas



New 600 EX range. This 'click stop' gearing arrangement up until now has only been available on the top of the line Dura Ace equipment. This movement down market could signal the most significant new product development of the decade. The SIS system makes derailleur gears a pleasure to use and has wide applications in all areas of bicycle use.



This new fibreglass racing helmet has recently been released by Netti for use on track and triathlon. The helmet has nylon webbing retention straps and D ring fastener. One size fits most heads.



Aussie helmet

A new Australian made helmet has been launched on the market by the Albion Hat and Cap Company a firm well known for their sporting hat and helmets such as those worn by international teams. The helmet's shell is constructed from ABS plastic with a liner of expanded polystyrene foam. The AUS-HAT has a striking wedge shape in the familiar green and gold national colours. A sheet of reflectorised decals are supplied to allow wearers to give their AUS-HAT's a personalised look. The helmet has eight ventilation ports and internal channels to provide a 'suction' air flow. Correct fitting is made possible by means of foam sizing pads. The helmet has a tinted removable visor and adjustable nylon webbing retention straps. These straps are fully adjustable and have a quick release buckle. RRP about \$47.00.

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The NSW Department of Education has received funding and presently is employing twelve teachers who are practicing cyclists to implement the bicycle education course Bike-Ed in NSW schools.

You are invited as interested teachers to attend in-service courses and receive extensive resource material including kits, posters, helmets and follow-up consultancy.

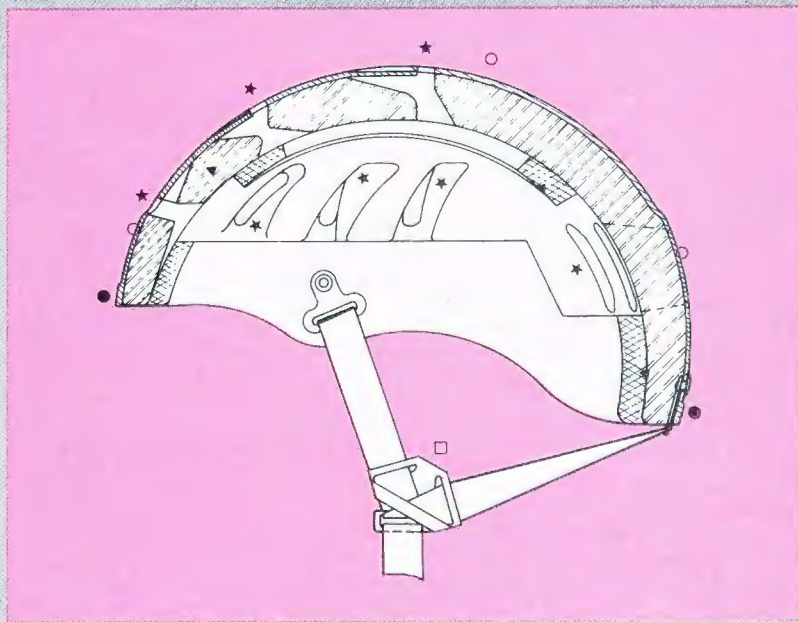
Contact the Bike-Ed Consultant for further information:
Bicycle Education Promotions Officer
Studies Directorate, NSW Department of Education, GPO Box 33, Sydney NSW 2001. Telephone: (02) 240 8744 ext. 62.

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Bicycles on freeways in Victoria

Bicycle safety

Following a long but successful campaign to obtain access to some of the state's safest roads Victorian cyclists are now to be permitted trial access to two major rural freeways.

Article supplied by the Victorian Road Construction Authority

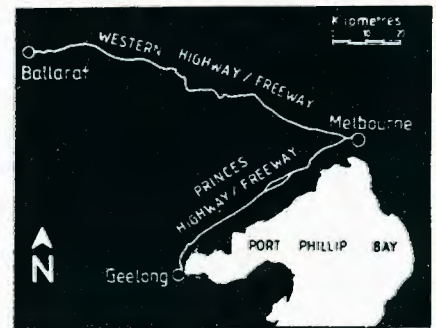
Over the last 10 years, cyclists' right of access to the roads has been increasingly recognised. Cyclists travelling to work or school are a more common sight and the network of urban bikepaths is expanding steadily.

However, one route which stretches for hundreds of kilometres has been forbidden to cyclists. This marvellous bikepath is the shoulder found on the left of every rural freeway. Now, limited access for a one-year trial period is a reality on two counts.

This trial is for a 12-month period from 12 March 1986. Cyclists are allowed to use the Princes Freeway East between the junction with the West Gate Freeway and the railway overpass at Corio and the Western Freeway between Deer Park and Ballarat.

In March 1987 the trial will be reviewed and, if it is successful, bicycle access will not only be made permanent but may be extended to other rural freeways. **There is no likelihood of cyclists ever being allowed on urban freeways.**

In the mid 1970s California opened 480 km of its freeway network to cyclists



and, over the next four years, only one cyclist fatality occurred in that time. The success of that experiment led to over 1600km of their freeways being made available to cyclists.

The Californian experience impressed Australian cyclists who lobbied the State government and the RCA — individually, through their organisations (like the Bicycle Institute of Victoria) and through the cycling magazines *Freewheeling*, *National Cycling Magazine* and *Pedal Power*.

Because rural freeways are built partly on the route of the previous highway, cyclists are often left with no direct route between towns. They are forced to take circuitous routes along narrow back roads with gravel shoulders and steep grades. These roads are more dangerous than the freeways with their wide shoulders, gentle grades and sweeping curves.

As this trial will be the first time most drivers have encountered cyclists on freeways, it's important for everybody to take care. The two rural freeways involved have been clearly signed at all entrance ramps so that motorists are warned to expect cyclists (see illustration). Other signs direct cyclists to cross interchange ramps safely, point them to mandatory exits or warn them of hazardous sections where extra care must be taken.

Longitudinal drainage grates can trap the front wheel of unwary cyclists, sending them flying over the handlebars for a painful dose of gravel rash! So all longitudinal grates have been replaced by safe transverse grates. As well, ruts and cracks have been filled in and loose aggregate swept up, particularly along bridge parapets and the outside of curves where it tends to gather. In all, the signing and upgrading programme has cost \$85,000, modest for the distances concerned.

When travelling on any road, cyclists should always wear safety helmets and light conspicuous clothing. Better are safety overjackets dyed in fluorescent colours with retroreflective inserts for night riding. They should always travel single file and keep to the left, either on the shoulder or left side of the carriageway, or on the safety or emergency stopping lane. Travel in daylight is best, and

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your bike
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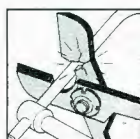


Warranty pays up to \$350

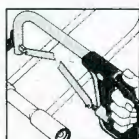
The CITADEL lock is the most effective system available for stopping the bike thief. To prove it, we offer this unique warranty: "If your bike is stolen because of the failure of the CITADEL to prevent the theft, we will pay you the value of your bike up to \$350.00."

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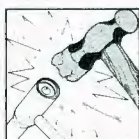
The CITADEL® is an entirely new concept in bike locks. Its solid, Molychrome™ alloy construction is specially thru-hardened to give superior protection against cutting and smashing. A high security round key cylinder also thwarts picking and its unique Drill Guard™ stops possible drilling attacks.



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Hacksaws



Hammers

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Drills

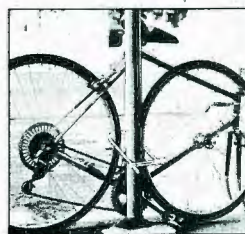
Secures bike easily; stores simply

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

The CITADEL can be conveniently carried in a saddle bag, backpack or on a rear carrier. Two optional custom carriers are also available. The first is a vinyl-coated storage bracket, which mounts on any frame tube and allows for the simple loading and unloading of the lock. The second is the CITADEL Lock Sock, a waterproof nylon bag with velcro fasteners, that protects the CITADEL from road dirt and grime.

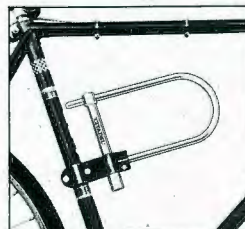
Longer model available

A longer CITADEL is also available for bicycle and moped owners. This model is 3 1/4" longer than the standard CITADEL bicycle model. For more information see specifications on back.



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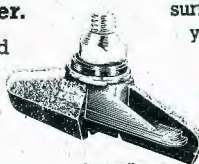
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children should be followed by an experienced adult.

Riders should not cross access ramps across the full width of the mouth (see illustration); this exposes them to entering or exiting vehicles over a considerable distance. Instead, when approaching off-ramps, they must follow the ramp down to the nose and cross the ramp at a right angle. This exposes cyclists to existing vehicles for a short time only, but more importantly they will be ideally placed to look back along the line of traffic to select a suitable gap in which to cross (see photo).

When approaching on-ramps, cyclists should stop at the nose, sight back down the ramp to select a gap in entering traffic

and then cross the ramp at a right angle.

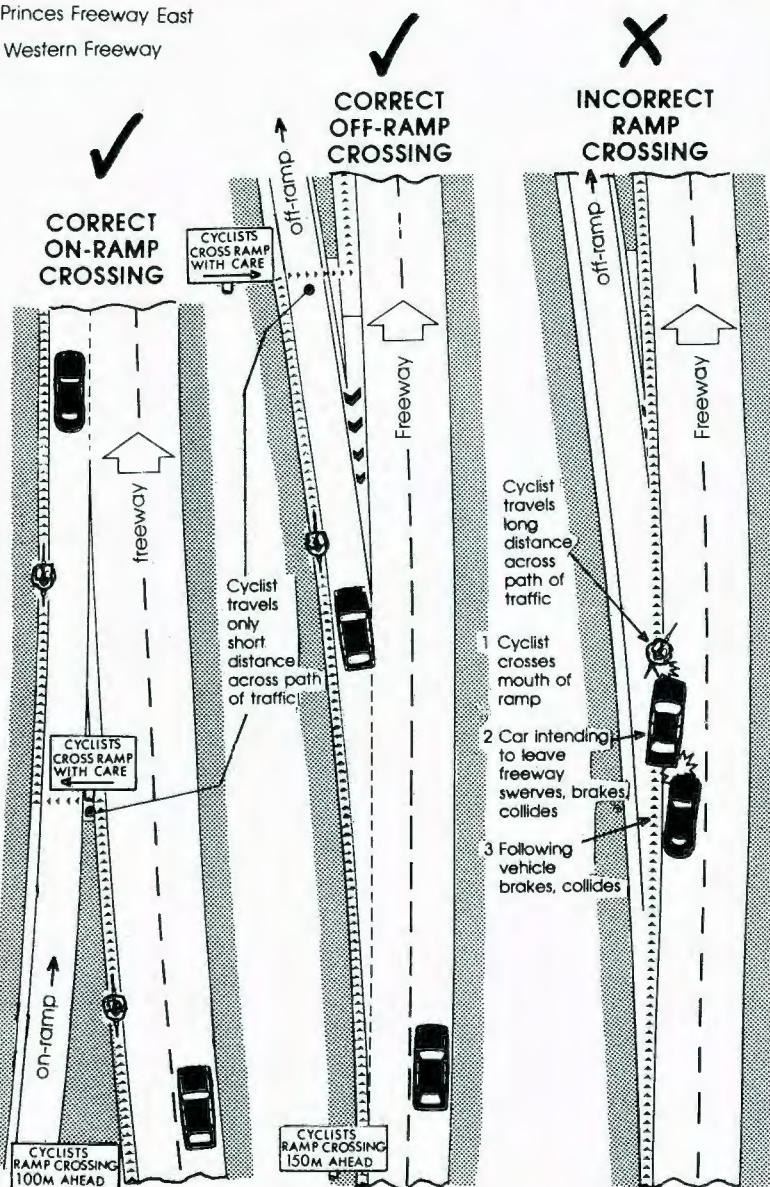
At times the shoulder will narrow at bridges and over-passes. A diamond shaped black-on-yellow cyclist sign accompanied by appropriate wording warns of these hazards. It is usually safer to ride through these points as a mounted rider is narrower than a dismounted cyclist walking his or her bicycle through. If in doubt, stop, wait for a long gap and ride through quickly.

By taking care and obeying all the signs, cyclists will find freeway riding as safe as on the average urban road!

This article was reprinted with permission from *Roads Victoria* the publication of the Road Construction Authority of Victoria.

BICYCLISTS ON FREEWAYS IN VICTORIA

Princes Freeway East
Western Freeway



cyclists should always travel single file

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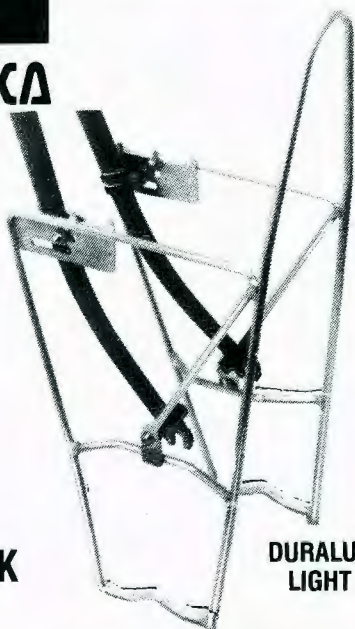
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American Flyers

Film review

The sport of bicycling has grown since screen writer Steve Tesich wrote the script for the film *Breaking Away*. The US Cycling Federation took on 3 000 new members last year and this year Americans are among the favourites to take out the Tour de France the worlds biggest sporting event. When the Americans decide to get into something they do so with ruthless precision. Their preparations for the '84 Olympics were thorough, well researched and cost a packet.

When the CBS camera crew went to Europe to follow local boys like Greg Lemond in the big Tour they took with them a completely new way of filming road racing. In Europe, where television coverage of big events is extensive, the drama and endurance of a big road race was captured in much greater detail by the American camera operators and directors using specially modified motorbikes cars and even helicopters.

Much of their equipment and expertise was originally developed to cover a race back home in Colorado.

The Coors Classic belongs to the present era of revived interest in bicycling within the worlds most car-mad country. This 11 year old stage race provides the technical background and setting for the feature film *American Flyers*.

The director David Badham whose other films are *Blue Thunder*, *Saturday Night Fever* and *War Games* was drawn into America's bicycle craze by Tesich the screen writer and has used his solid background to make a very likable human drama with the sport of bicycling providing the action.

The story concerns two brothers who have been separated for a number of years since the death of their father. We meet the younger of the two David Sommers, played by newcomer David Grant, during the opening titles as he cycles through morning light to his downtown apartment in the mid western town of St Louis.

These initial sequences are very indulgent of bicycle riders and the 20-year old's flawless entry into the building's lift, casually reading his mail

as his front wheel continues to spin is very clever and very witty. David is visited by his brother Marcus (played by Kevin Costner) who is in his early thirties and a successful doctor specialising in sports medicine. He persuades David to come back with him to his sports institute with ideas of training him as an athlete.

The move is designed to jolt young David out of his idle ways and to some extent this is successful. Bicycle racing is a powerful common denominator between the two brothers. Marcus has been a top athlete in his time but he has passed the peak of his racing career and yearns for one more race to tidy things up. He agrees to take Marcus with him as they drive cross country to participate in "The Hell of the West".

Through out the first part of the film and in the lead up to the climactic race sequences there are many fine shots of the two brothers during training sessions. Bicycling certainly never looked more romantic on the big screen.

During their drive to the race in Colorado with Marcus' part-Apache girl friend Sarah (played by Rae Dawn Chong, daughter of Tommy - 'Cheech and' Chong) David picks up Becky (Alexandra Paul) a young hitch hiker. The four arrive in Colorado for the start of the big race.

The climax of the film is an edge-of-the-seat account of a fictitious bicycle race called the "Hell of the West" which was shot on location on the same route used by part of the Coors Classic. The director uses every camera angle possible to bring the audience close-up to the action. The rocky landscape is breathtaking in its grandeur as the road snakes through the hills ducking in and out of tunnels carved into solid rock.

As an action film it works well especially in the crucial final sequences of the race where the hero David has to battle not only his brothers old rival but the clock. In the end it's an exciting finish and a good cinematic presentation of the sport of cycling.

David Badham, as it turns out, has been at the forefront of a number of cultural trends. *Saturday Night Fever* came at the beginning of the disco boom while *War Games* heralded the micro computer craze. Does this mean that cycling is still to reach even greater heights? Lets hope so and lets also hope that the prospective young 'Oppermans' and 'Andersons' in the Australian audiences are encouraged to plunge into bicycle racing too.

Becky, Sarah and Marcus draw breath as David struggles to cross the finish line in the qualifying stage of the Hell of the West race. The Morgul Bismark stage used in the film *American Flyers* is also the course for this years World Championships held in September.



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Focus SG – 300

Road test

An immaculately finished mid-priced bicycle for recreational and lightweight touring use.

Japanese bicycles are rapidly becoming status symbols. For a start the falling value of the Aussie dollar against the Yen is making them more expensive to buy with each passing week. Its such a shame because bikes like the Focus SG – 300 are extremely well finished and fitted with an excellent array of componentry.

A number of Focus bikes have been reviewed in these pages since they came onto the market last year and this model lives up to the high standards set by their manufacturer the Araya Bicycle Company. Japanese bikes like their cars are well constructed, well equipped and brilliantly finished.

The SG – 300 maybe a mid priced sports bike but it looks on first appearance like a more expensive racer. Its frame is painted with a deep glossy black enamel with silver trim on the head panel. All the usual brazed-on frame fittings are supplied such as mounts for water bottle and cable guides. The three main tubes of the frame are made from Tange 900 double butted tubing and the forks from mangalloy.

Alloy SunTour gears are fitted and the gearing ratios will suit most sport/recreational needs. The derailleurs are the Le Pree model and these are controlled by smooth finish down tube gear levers. The alloy SR pedals have the regulation reflectors fitted but not toe clips and straps.

The SR alloy crank set is fitted with 40/52 chainrings for fast riding. This type of crankset has interchangeable ring types so replacements can be fitted when you wear out the originals. Like most of the other bikes in the Focus range the SG – 300 has wide comfortable 415 mm handlebars. Handlebars should match the shoulder with of the rider. The bars fitted to the Focus bikes should suit most men for the frame size tested. The bars came fitted with pearl silver tape.

Araya rims, naturally, are fitted to wheels which use Suzue Sealed Tech alloy hubs and 14 gauge rustless spokes in a 3 cross pattern. Alloy Dia Compe brakes provide smooth efficient braking and the brake levers are fitted with gum rubber hoods.

The comfortable Kashimax saddle which sits on top of the alloy SR micro adjust saddle pillar is very comfortable and a pleasure to ride on. This particular puts to rest finally the accusation that the Japanese are incapable of making a good anatomic saddle.

With its 60 mm fork rake and 72/73 degree frame angles the SG – 300 tended to handle like a well behaved touring machine. In fact with little modification this machine would make a fine lightweight touring bike. As supplied this bike would make a fine city sports bike

with its 1 1/8" tyres adding to its easy riding characteristics.

Specifications

Price: \$540

Sizes: 49, 53, 58, 64 cm

Colour: Bright black/gunmetal silver

Frame: Tange No 900 Chrome moly double butted (3 main tubes), Hi tensile steel seat and chainstays, forged dropouts, welded fork crown. Frame mounts for 1 set of water bottle, brake and gear cables. One set of mounting eyelets on front and rear dropouts. Mangalloy front fork blades.

Head tube angle: 72 degrees

Seat tube angle: 73 degrees

Bottom bracket height: 265 mm

Fork offset: 60 mm

Wheelbase: 1030 mm

Chainstay: 430 mm

Rims: Araya SP 30 alloy 27 x 1 1/4"

Hubs: Suzue alloy Sealed Tech

Spokes: 14 gauge rustless

Tyres: Mitsubishi Tour Line 27 x 1 1/8"

Brakes: Dia Compe Q-500N with Q/R

Levers: Dia Compe PN 204 C with gum rubber hoods

Pedals: SR SP-154 alloy

Crankset: SR CXC 300 alloy 52/40 170 mm/175mm

Chain: DID Lanner Gold

Freewheel: SunTour Perfect 14-15-17-20-24-28

Derailleurs: SunTour Le Pree

Levers: SunTour DLW alloy

Head set: Tange steel MA 40

Handlebars: WIN WPB alloy 390mm on smaller frames, 420 on larger frames

Handlebar covering: Pearl silver tape

Stem: WIN alloy 60/80/100 mm sizes change for different frame sizes

Saddle: Kashimax GTV 2 anatomic

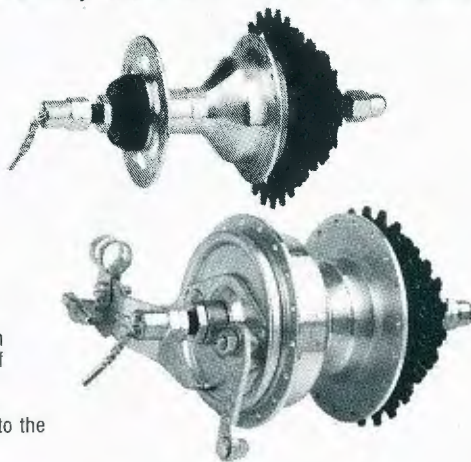
Seat pillar: SR Laprade alloy

Seat pillar bolt: 5 mm Hex key

Frame and forks are guaranteed for lifetime of user. Parts guaranteed for three months after purchase. Distributed by Bikecorp Pty Ltd (03) 568 0066.



SACHS® Orbit, Hubs for Derailleur Systems



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

SACHS Orbit Two-Speed Hub

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

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- Aluminium sleeve
- Replaces front double chain-wheel, with tooth differential of approx. 13 teeth
- 6-cog sprocket cluster, matching front wheel hub: SACHS Orbit V

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

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

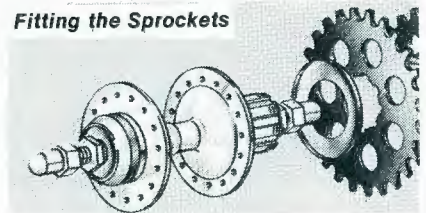


**SACHS Galaxie HT. Rear Wheel
Drum Brake Hub**

SACHS Galaxie Free-Wheel Hub

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

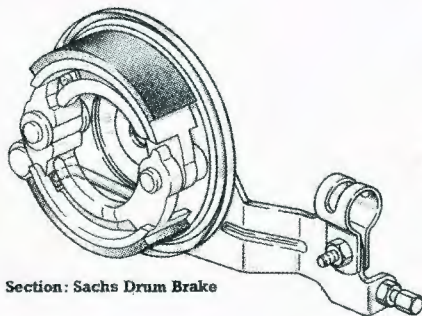
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Hub with 3 Speeds**



**SACHS Orbit VT. Front Wheel
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Section: Sachs Drum Brake

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Gitane DEFI

Road test

High quality sports from a famous European manufacturer.

The Gitane DEFI model is a stylish fast moving lightweight sports bike made in France and fitted out with European componentry. At the core of its fleet-footed performance is a frame made from Reynolds' new 453 tubing (main tubes only).

This frame is well finished and painted a metallic grey-purple colour. Bright yellow contrasting trim is used throughout on handlebars, seat, brake cable outers and decals giving the bike a stunning visual presence. Yellow and black are the trade mark colours of the French Gitane company.

An interesting feature of the frames construction is the internal cabling for the rear brake. Vitus forged dropouts are fitted as well as a Bocama forged

head crown. The Sachs/Huret Rival levers are mounted directly to the down tube using brazed-on fittings. There is one set of bidon mounts (a bottle and alloy cage are supplied) and a chain hanger peg on the rear stay.

The DEFI is more than a good looking 12-speed. It rides well on the road and its Sachs/Huret gears shift effortlessly. The Sedisport chain tended to take its time settling onto some the cogs on the Maillard Heilomatic freewheel but this was probably due to the newness of the gear train.

Mavic Mod E alloy rims, Atom alloy quick release hubs and Michelin Bib TS tyres make up the 700c wheels and give good on-road handling. The Modolo Corsa short reach alloy brakes provide sure firm braking on the polished silver anodised surface of the Mavic rims.

The Gitane DEFI like other high performance models in the range has interesting frame angles. The seat tube is an upright 74 degrees while the head angle is a more laid back 71. The effect of these angles is to keep the rear triangle tight with the wheel close to the seat tube and to make the steering and turning less sudden. The DEFI with this set-up gives a comfortable ride.

The Maillard aero style pedals are mounted on to an alloy Nervar 2020 chainwheel set fitted with 42/52 rings to give standard sports gearing ratios. Christophe toe clips and straps are standard equipment.

Specifications

Price: \$699

Sizes: 51, 54, 57, 60, 62cm

Colour: Smoky purple

Frame: Main tubes Reynolds 453, rear stays Hi-tensile 102. Fully chromed hi-tensile forks with forged crown. Vitus forged dropouts. Brazed-on fittings for gear levers and cables, one bidon and chain hanger. Reinforced rear brake bridge.

Head tube angle: 71 degrees

Seat tube angle: 74 degrees

Bottom bracket height: 260 mm

Fork offset: 40 mm

Wheelbase: 991 mm

Chainstay: 412 mm

Rims: Mavic Mod E alloy 700c

Hubs: Atom Sport Q/R alloy

Spokes: 14/16 g double butted CP

Tyres: Michelin Bib TS

Brakes: Modolo Corsa (recessed bolt) alloy Q/R

Levers: Modolo with black rubber hoods

Pedals: Maillard CXC 550 Aero

Crankset: Nervar 2020 alloy 52/42

Chain: Sedis Sport

Freewheel: Maillard 600 SH Heilomatic 6-speed 14-24

Derailleurs: Sachs/Huret Rival

Levers: Sachs/Huret Rival

Head set: Gitane Chrome steel

Handlebars: Belleri 16 alloy

Handlebar covering: Yellow pearlescent

Stem: Belleri alloy recessed bolt 80 mm

Saddle: Yellow Selle Italia Mundialita

Seat pillar: JPR alloy micro adjust 26.0 mm

Seat pillar bolt: Integral frame recessed bolt

Accessories: Christophe toe clips and straps, alloy water bottle cage, water bottle.

Frame and forks are guaranteed for lifetime of user. Parts guaranteed for three months after purchase. Distributed by Cycles de France Pty Ltd (02) 487 1473



South Australia to host big tour

Bicycle Touring

As part of SA's Jubilee 150 celebrations an eight day bicycle camping tour from Hawker in the Flinders Ranges to Adelaide has been organised by the SA Touring Cyclists Association.

It is expected that 150 riders will take part in this cycling adventure, the largest and longest tour ever held in South Australia. Although the ride will be leisurely it will have its challenges, for instance the ride up Horrocks Pass, and a 101 kilometre section on day five. Because it is a tour and not a race, cyclists of all ages and backgrounds will be able to take part, experiencing the sights and sounds of the countryside as only possible from a bicycle as well as meeting many other cycling enthusiasts.

On Saturday September 13th, riders and their bicycles will be transported to Hawker showground where after pitching their tents they will enjoy a barbecue.

From Hawker, the route heads south along the road running parallel with the magnificent lower Flinders Ranges and passing the Kanyaka ruins, where a lunch stop will be taken, supplied by SATCA, and the Yourambulla caves. The night stop is at Quorn.

Monday will see the riders tackling the Pitchie Ritchie and the Horrocks passes, both are well graded roads that are challenging to the unfit cyclist, but given time prove no impossible climb, the night camp is at Melrose.

Tuesday's ride is an easy stage that takes the riders to Crystal Brook for the night. The fourth day of riding leads the adventurers across country via Spalding to Burra for a night stop in this historical town.

A leisurely day five leaves time for sightseeing before riding through the vineyards to Clare for the night. Then an interesting longer ride of eighty kilometres plus to the beautiful town of Angaston. This is the night stop before heading to Heathfield in the Adelaide Hills where the riders camp on the oval.

On Sunday 21st after an early start the riders will cycle from Heathfield to Victoria Square, Adelaide, where they will be joined by the Penny Farthing Club and other cyclists to take part in a mass ride along the Anzac Highway to the Old Gum Tree a historic landmark at Glenelg.

A limit of 150 riders has been set, there is an entry fee of \$100.00 which covers the cost of transport to Hawker, camping fees, breakfast each morning, a barbecue first and last nights. Each rider will receive a souvenir bonk bag (musette) containing a tee shirt, badge and route maps.

Support vehicles will follow the tour to provide mechanical assistance if required, riders will carry their personal belongings on their bicycles. This event is covered by a one million dollar public liability insurance (third party).

Entries from South Australia and interstate have already been received for this exciting 'Jubilee 150' event. If you are interested enter now to ensure a place, see advertisement elsewhere in this issue for details.

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2. Sturdy SunTour AR series derailleurs
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4. Araya 16B lightweight aluminium rims with IRC HP-90 tyres.
5. Tange BB cups sealed with water sheath
6. Light alloy seat post



Keeping dry in the wet!

Equipment review

Michael Burlace and Pamela Gray look at what is on offer for the all-weather cyclist and discover two interesting jackets for keeping out the elements and staying comfortable.



Cartoons by Phil Somerville.

Being cold and wet on a bicycle is no fun and can be risky. Being cold is no fun and can still be risky. Being wet is usually no fun unless it is very warm.

For a century or so, cyclists had few options in keeping warm and dry. These days there are more options and some of them are very effective. Part of the problem is the rain, but there are many ways of dealing with that. A larger problem is the cyclist's own sweat which tends to condense on the inside of the raingear. The arrival of synthetic raincoats meant that clothing could be lighter and better at keeping the rain out, but they also increased the amount of moisture retained by the cyclist. A few materials which have proven effective for many years are oilskins and their more recent polyester-cotton replacements.

Oilskins are usually a cotton which is impregnated with oil to waterproof it. The rain is kept out, but a lot of the sweat is sealed in. In dry weather the cotton breathes very well, but once it is wet, the cotton expands and fill the pores in the material and makes it fairly airtight. Because of this expansion of the cotton, the oilskin will often leak a little until it is sealed, but this is not usually a problem. The material is lighter than the older oilskins used by sailors but is still heavier than some more recent developments. It attracts dirt and dust. We cyclists coped well with all of this, but the poor visibility of the available colours made us vulnerable at the time when we most needed to feel secure. Oilskin also had a tendency to leave oil on other clothing.

Along came the polyester-cotton version of the oiled japara jacket. It had a synthetic wax instead of oil as a proofing agent and was much more visible, but still stopped more of the sweat escaping. The first of these jackets lost their proofing quickly. Later models worked for years without giving up their protection. Unfortunately, some of the colours left permanent marks on clothing.

The effect of these materials was to put a hard-working cyclist in a steam bath. The hotter the cyclist got, the more sweat was produced and the hotter the cyclist felt, causing more sweating. Each rise in temperature and humidity brought on further increase in the other, so the discomfort level leapfrogged its way up.

About ten years ago, along came the first version of Gore-Tex. It kept the rain out, let the sweat out, and was the first

The Wilderness Equipment Cyclist's Jacket has zippered seams under both arms so that good ventilation can be provided. The jacket has a large front pocket and is extra long in the back and in the sleeves.

real step forward in a long time. Unfortunately, it also was stiff, heavy, expensive and was not available in very bright colours. The biggest problem seemed to be that it clogged up eventually and lost some of the ability to get rid of sweat.

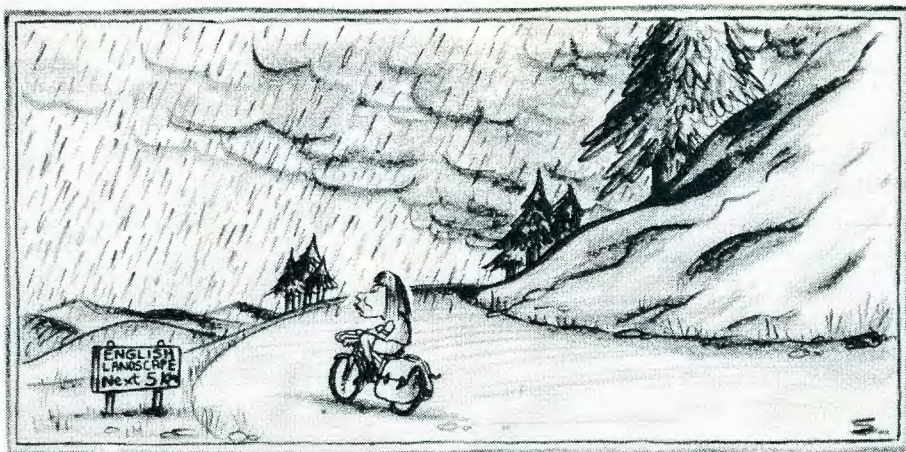
The fabric consists of a laminate of Teflon and other materials to suit the particular use. It works by having millions of tiny holes which let the minute sweat droplets out but keep rain and other water drops from passing through. A droplet of sweat is usually just one molecule of water but a drop of rain is hundreds of thousands of them. The pores are thousands of times the size of a molecule but a drop of rain is many thousands of times too large to fit through. These pores had a tendency to fill with body oils, dirt and other contaminants.

Along came newer versions of Gore-Tex and it was much lighter and more flexible, as well as addressing all the other problems. Even the cost was dropping. So the newer versions have been improved and are even easy to wash so that any blockages are easily cleared. Another minor problem was the unsealed seams. The stitching holes would let water in. A new seam-sealing tape which is applied by the garment maker solves this problem and makes the clothing watertight.

So now cyclists have virtual perfection in a fabric for raingear. The next step was to find suitable designs for cyclists as most rain jackets are made for the larger bushwalking market. Several companies in Australia and many overseas make jackets suitable for cycling.

When buying a rainjacket and pants, take your bike with you to the shop. It is no use trying the jacket on in a standing position, you need to be sure it will cover your lower back, forehead, wrists and yet not restrict your legs. The pants need to have a generous overlap with the jacket at the back and you need to be able to get off the seat without the jacket snagging on it as you go. Preferably buy the gloves to match and have a generous overlap. Some days when there is little wind you will ride with the gloves inside the sleeves. Other days when the wind is straight in your face, you will ride with the gloves over the bottom of the sleeves, so the overlap of sleeve and glove needs to be good – 15cm would be ideal.

I've had eight years of excellent service from an oiled japara jacket and pants, two years of better service from a poly-cotton one with wax coating and I decided that it was time that I tested out Gore-Tex. What better time and place than a mid-winter ride from Melbourne to Adelaide. It was to be cold, wet and windy and I wanted good protection from the elements. It was a perfect test.



I got a Meridian Gore-Tex jacket from Mountain Designs and a pair of Gore-Tex pants plus some thermal underwear and some nylon overmitts to cover my warm but not dry alpaca gloves. I have yet to see any way to prevent wet feet, so at a shoe shop I bought some boots which looked like oversized joggers with fleecy linings.

The combination worked perfectly except for the feet which stayed warm but very wet. For the first ten days it poured and the southerly howled. I was convinced. Ten more of milder but still wet and headwindy weather and I was rapt. Bliss – warmth without wetness.

Two friends overtook me in a car at one point and they were suffering just having the window down to talk to me. I was fine. The jacket was almost perfect. The pants were once they had some Velcro tape attached to stop the bell-bottoms becoming part of the chain. The only minor quibbles with the jacket were the hood shape and style and the lack of waterproofness of the outer pockets. The hood was the wrong shape for cycling but suits me for walking. If I wore a helmet, it might suit better. It didn't keep the rain off my face, but a sunvisor and a bit of fiddling with the drawcords solved that and the shape problem.



Macgregor Stewart of Mountain Designs advised me to go for their Stratus jacket which had an adjustable hood shape, but it was a little heavier and dearer at \$199 compared with \$169 and the Meridian turned out to be fine otherwise. The Meridian hood has a drawcord with two cordlocks and the zip and Velcro storm flap come right up to the hood to allow for good adjustability.

The pockets on most jackets get water in them because it is a complicated process changing the pattern of sealing the fabric at the point where the pocket becomes a flap. This is not a problem with single-layer fabrics, but with laminates such as Gore-Tex it is. Mountain Designs seems to have solved the problem in two ways on its later model Arete (\$139) and Stratus jackets.

Grease washes out fairly easily with soap, detergent or Sardis stain removing soap. Anything which is too stubborn will be moved by lighter fluid (Shellite) but this should not be overdone. Stewart recommends washing the garments in a laundry soap powder such as Lux (not in a detergent such as Fab) after wearing it for a week bushwalking or cycling.

The jacket has a big-toothed zipper which doesn't snag or foul and has a big tab on the slide which makes it easy to do up and undo, plus there is a Velcro-closed storm flap to stop the wind blowing the rain in. The zip opens at the top and bottom and the jacket will stay closed with just some of the Velcro done up. The large pockets have suitably large flaps with a good chunk of Velcro to keep the rain out. The waterproof wallet pocket is a great idea, though at first I thought it would be unnecessary.

The jacket has excellent ventilation control – the sleeve ends can be open or closed and the Velcro flaps on them allow for tightening the cuffs around the upper part of the forearm – often the best way to ride when you are warm and the air is cold but not wet. The front can be open all or part of the way in the middle, bottom, top or any combination of these. All it takes is a mix of zip and Vel-



cro and your personal air conditioner is adjusted.

I also took a pair of Mountain Designs' Gore-Tex pants which needed just a slight modification. Once the bell bottoms had been tightened with the built in zips, they still needed further tightening. Trouser clips would have done, but it was easy to sew some Velcro strip on to take up the looseness and they were perfect. The huge bottoms were to go over bushwalking boots and, by the look of them, scuba-diving flippers. Mind you, in the weather conditions, flippers might have been better and perhaps moved me faster.

Waterproof trousers are not such an issue in most cycling, as the upper body protects the legs to some extent and the legs are active and warm except on downhill. Wearing trousers also diverts more water to the feet.

Unfortunately, I have found no real solutions to the problem of keeping feet dry, warm and yet not hot. Feet do a lot of work, sweat a lot, give off a lot of heat and yet are exposed and liable to get restricted circulation unless your shoes, pedals and feet match well. The feet also receive a lot of outside moisture – rain, spray from the front wheel and drips from the rest of your raingear.

On this trip my bike weighed more than 50kg at many stages and there were some days of very solid climbing with rain, headwinds and then equally solid drops. Without the raingear I had or a similarly-good setup, my body would have been alternately wet and hot and then wet and cold.

All the gear performed perfectly except for the minor criticisms above, none of which was significant.

The jacket and pants I recommend highly. However, after I returned the test jacket and pants, I decided the improvements to the Stratus jacket make it the one for me. Plus the adjustability of the hood would have meant less fiddling on the road and more safety. Mountain Designs have found that heavier, coarser-weave cloths have fewer hassles when made into Gore-Tex laminates and

are moving away from taffeta, which seems to be too light. One of these days there may be a good solution to the feet problem. Hands are not a problem most of the time as a waterproof layer with a warm layer underneath will meet most people's needs. –

The bright yellow Wilderness Expeditions rain jacket proved its rainproof, windproof reputation on a wet, windy mid-winter bicycle tour between Mt Gambier and Adelaide and on a ski trip in the Snowys. It's been designed specifically for cycle touring with plenty of weather protection and openings for hot air escape and flow-through.

You can hardly be missed at night because the jacket's yellow stands out and there's reflective tape in two places around the sleeves and across the front and back. The length and the firmness of the material means it doesn't flap around or ride up and with the Velcro closings at the neck and sleeves it's a snug body tent. If it's big enough, you can use it as a hideaway to change clothes or as a porta-loo shed.

The jacket is actually a pull-over-the-head model with a covered zip opening from neck to mid-chest. The collar is a sort of multi-way stretchy soft rubberish material with a Velcro seal that stops drips dropping down the back of the neck. It doesn't have a hood or provisions for a hood, but I find my helmet gives good insulation and it is only when I get beyond 30km/h or when the rain comes straight at me that my head gets wet. With a plastic sun visor under the helmet, the front drips miss my face and the drips off the back of the helmet run down the outside of the back of the jacket. (My neck and face get cold though.)

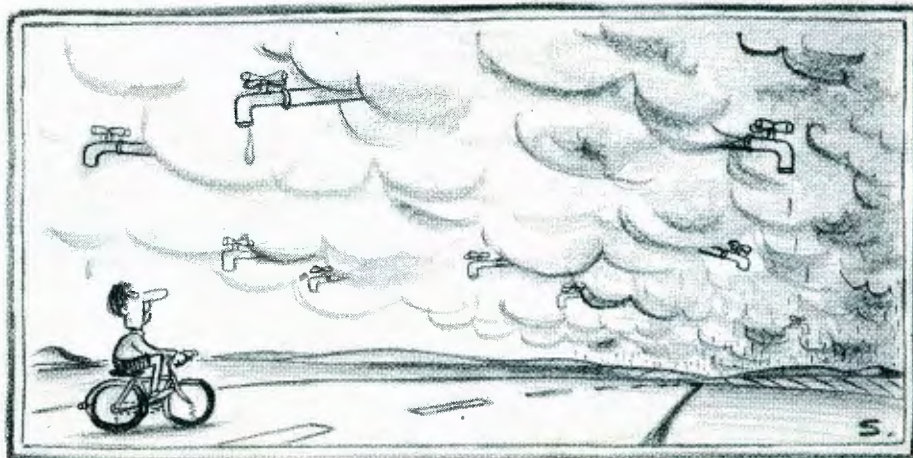
I haven't solved the hoodless aspect for skiing when it's raining or snowing – I'll have to put a wool balaclava over my silk one and top it off with a waterproof brimmed hat to do the same job as helmet and visor.

The Velcro tabs on the sleeves mean that you can have them any length you want but you then won't get the air to flow through the sleeves. For me the best feature was the side zip that goes from the elbow to the bottom of the jacket via the underarm on each side. And there are two slides on each zip so you can play around until you get a combination of openings and closings to suit you and the weather. For example you can have the jacket open from the elbows by having both slides at that end. At the bottom of the opening on the main part of the jacket there is a solid press-stud closure for the flap to stop it opening up completely when the zip is fully or partly open and to keep it waterproof and windproof in extreme conditions.

The zip slides have doubled-over cord instead of those fiddly metal tabs so they're easy to grab and pull up or down while riding (gives you something to do on those boring flat stretches with only a head wind to think about).

All the jacket's seams are sewn, over-sewn and internally covered and welded to the Gore-Tex. I had no leaks or wet spots. Another big plus for the jacket is the big pocket that goes right across the front. It too, has a well-covered corded-slide zip. You might find that you lose your one and two-cent pieces and other small valuables in the corners, but you know everything is in there somewhere. If you don't empty it out between trips you can get some real surprises.

If you get a longish jacket like I did, you'll find the tail sometimes gets caught under your seat, making it tricky to get off your bike without falling off. And if your tail light is under your seat, the jacket tail might cover it. This is true for any jacket. When you're not wearing the jacket, it rolls up to about 25cm by 10cm and fits into its own cute little drawstring bag that'll fit in anywhere. The Wilderness Equipment jacket kept my upper body warm and dry, both cycling and skiing and if I'd had a chance to bushwalk I reckon it would have been a bonus there too. Price: \$159.00 ■



Freewheeling

Classifieds

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 wanted for an easy going cycling tour around Europe. If interested please contact Peter Robb, 18 Bear St Mordialloc VIC 3195.

Companions (m/f) wanted All/part tour through Northern Territory and Cairns - Sept/Oct '86. Low budget adventure. Contact Jim Maher PO Box 4245 Aqana, Guam 96910 USA.

Have you ever wanted to ride from Brisbane to Sydney? If you have now's your chance to do so and make history in the process. In early September **Bicycle Australia** will be launching its **Pacific Bicycle Route Guidebook**. This publication is a bicycle travellers guide to the 1100km route up the coast between the state capitals. To launch the **Route** and the **Guidebook** a small group of riders will pedal from Brisbane to Sydney in time for the official launching. If you are reasonably fit and are interested contact Warren Salomon on (02) 264 8544 for further details. Some assistance with fares and food is available. The publication of this guide book has been made possible with the generous support of the NSW State Bicycle Committee.

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 giving your name, address phone and your location, eg 10km NE Ballarat PO. A donation to cover postage and photocopying would also be appreciated.

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. Bankcard, Materecard and Visa all accepted. **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).

HIRE

Rent-a-Cycle Tasmania 10-speed low gearing, all frame sizes, ladies and gents. Completely equipped for

touring. Postal bookings accepted. Seven years hiring experience. Brochure, rates, your questions. 36 Thistle St Launceston, Tasmania Phone (003) 44 9779

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

Bicycle hire Ten-speed touring bikes including mountain bikes. Also racks, panniers, locks and lights. Inner City Cycles, 31 Glebe Pt Rd Glebe NSW 2037 (02) 660 6605.

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. Write to **Bicycle Australia**, PO Box K499, Haymarket 2000. We will send you our proposal form and information package. This scheme is only available to members of the **Cyclist Protection Association** of South Australia, the **Bicycle Institute** of Victoria and **Pedal Power ACT**. If you are a member of one of these groups you can contact them directly or **Bicycle Australia** for info.

TOURS

New Zealand Pedaltours - Guided bicycle tours with sag-wagon. Experience New Zealand's magnificent scenery on two wheels. North and South Islands, quiet roads, good food, cabin or hotel/motel accommodation. For a free brochure write to Ray Peace PO Box 114 Boronia VIC 3155.

CYCLOLOGY W.A.

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ENQUIRIES:

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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.

BOGONG JACK ADVENTURES.

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



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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.

WANTED

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

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.

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

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.

AUGUST

Sunday 24. Springtime Century. Organised by the South Australian Touring Cyclists Association and commencing from the Balhannah Shopping Centre. Here's your chance to work off that winter fat. Contact (08) 278 5235.

SEPTEMBER

September 1-15. Pacific Bicycle Route. **Bicycle Australia** will be launching its long awaited guide book to the 1100km Pacific Bicycle Route between Brisbane and Sydney. We need a small group of reasonably fit volunteer riders to ride the route starting in Brisbane and ending in Sydney at the launch function. Here's your chance to be a media star too. Some assistance provided with travel and food costs. Camping. If you are interested contact the project director c/- (02) 264 8544.

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, meals (breakfasts & dinners) and accommodation. This ride is a good introduction for touring beginners. Contact **Bicycle Australia** (046) 27 2186 (after 9pm).

Sunday 12 - Sunday 19 NSW Bike Week. A full week of activities including Ride to Work Day and events for schools. Safety display in Martin Plaza during weekdays. Contact **Bicycle Institute** for details. (02) 212 5628

Sunday 12 Sydney Spring Cycle. The **Bicycle Institute's** big annual ride from Hyde Park in the city through

the north shore to Parramatta Park. Phone (02) 212 5628 for entry details and forms.

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.

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.

Sunday 19 Green Valley Twin Century. An achievement ride to test your fitness. 50, 100 and 200km circuits. Routes well signposted through Sydney's outer urban areas. Contact Russell Moore (02) 608 1125 or BINSW (02) 212 5628.

October 27-November 12 The Southern Ocean Tour Geelong-Adelaide. A small group tour with excellent support from experienced leaders. Fee of \$450 includes route notes, baggage van, all meals and accommodation. Contact Bicycle Australia PO Box K499 Haymarket NSW 2000.

NOVEMBER

Saturday 8. The Hard 100. This ride is organised by the Knox Bicycle Club and held annually on the first Saturday following Melbourne Cup Day in the hills to the east of Melbourne. The 100km tour will commence in Bayswater and travel through Montrose, Lilydale and Yarra Glen to Yea and return. Cloth badges will be awarded to all finishers. Refreshments and full emergency support will also be provided. For full details and entry forms contact John Richards (03) 729 6405.

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 year's big event. Morning tea and excellent support all supplied. Full details and entry forms in Freewheeling issue 37 (July/August).

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

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.

APRIL

April 17-20. Tour of the Southern Highlands TOSH. Bicycle Australia's annual small group ride around the Southern Highlands area of NSW. Good company and scenic route make this ride a great outing. Organisation includes hall accommodation, experienced group leader, food (groups do their own cooking) and route notes. For details and costs contact (046) 27 2186 (after 9pm) from 1987.

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.

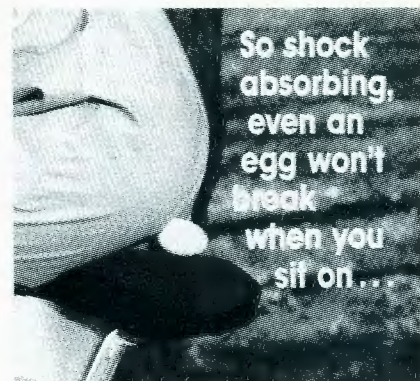
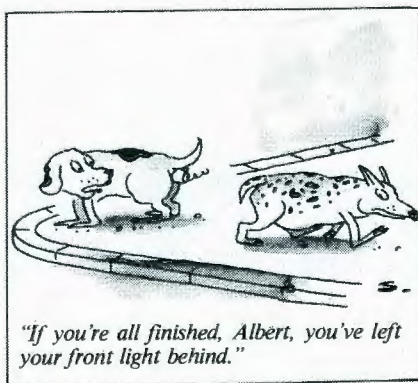
Audax Australia (03) 435 4437 (02) 607 8686. **Bicycle Australia** (046) 27 2186 (after 9pm). **Brisbane Bicycle Touring Association** (07) 369 9326. **Canberra Pedal Power ACT** (062) 49 7167. **Geelong Bicycle Touring Club** (052) 96 234. **Melbourne Bicycle Touring Club** (03) 836 0440. **Melbourne eastern suburbs – Knox Bicycle Touring Club** (03) 728 3180. **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.

Rambling

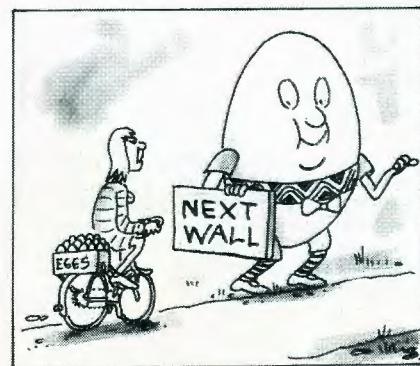
By Michael Burlace

Coming up in September is another 150th anniversary tour. This one is the South Australian jubilee of European settlement. The ride is for nine days from Saturday 13 to Sunday September 21 and costs \$100 for breakfast, camping fees and two evening barbecues plus transport to the start at Hawker in the Flinders Ranges. The route is from Hawker to Adelaide and there will be a maximum of 150 riders (a bit of a contrast to the Great Victorian Bike Ride with its 2,000 riders), so get in quickly if you are interested. Contact Tom Trowbridge who is the secretary of the South Australian Touring Cyclists' Association. Tom's Address is 33 Penno Parade South, Blackwood 5051 and his phone number is (08) 278 5235. I suggest you just ask for details and an entry form. If that doesn't answer all your queries, then ring Tom. Detailed replies are beyond the resources of most cycling associations.

In Kent Charles Barer was fined 15 shillings for keeping a dog without a front light. I wish a few people on bicycles were better lit than that dog, too. Quite often I pull up beside another cyclist, no lights or a lousy little tail light and mention that they are almost invisible to a motorist. No-one believes me, of course. (Is this the first sign?) But then, a lot of cyclists are proud of the fact that they hardly or never drive. You won't believe how faint even a good bicycle light is until you've been behind a windscreen and seen the light compared to a car one.



You may find it a little hard to carry eggs on a bicycle, the vibration can knock them around a bit. I've found they usually carry OK in their cartons as long as they are sitting on some soft clothing. I also wrap them in plastic in case of slight messes. However, after reading the Spenco ad, I'll just carry them the way a broody hen does. I can see a series of contests springing from this one – your local fete could trade its egg and spoon races in on egg and bike races. Maybe we could have the fastest egg around Australia on a bicycle as part of the Bicentennial.



A recent explosion in Melbourne was apparently an attack on a motor bike gang's hangout. One news report said it differently: "Police say the explosion in Heidelberg Road is believed to have occurred at the headquarters of a well-known bicycle group." Just what is going on in bicycle politics these days? One encouraging aspect of this report is that some crazy things are being reported in the Australian media. Usually I have to look overseas or between my ears for my favourite brand of bicycle madness. So it's good to see cycling treated ridiculously here, too.

Perhaps it's a result of actions by Animal Liberation, but it seems that animals may have a right to ride bicycles out of circuses as well as in them. A Yorkshire paper carried the following report: "Cycling along a route used by Livingstone when he first saw Lake Tanganyika, a leopard suddenly leaped out of the forest in front of her."

The Shimano Index System A New Approach to Shifting.

BETTER PERFORMANCE THROUGH SYSTEM COMPONENT DESIGN

The development of the Shimano Index System (SIS) started with the realization that not enough attention had been paid to the problem of inefficient shifting in competition situations.

The bicycle racer's shifting performance is largely determined by his "feel" and guesswork. In real race conditions other factors come into play: Fatigue mounts. Attention focuses on tactics, terrain and the competition.

Shifting under these stressful conditions often results in mis-shifts which leave you in the wrong gear or with your chain slipping between gears. In these cases it's really component function which has prevented you from reaching your full competitive potential.

Shimano believes it doesn't have to be this way—that's why we developed the Shimano Index System.

Shifting the conventional multi-speed racing bicycle is similar to finding a station on your car radio by turning the tuning knob. It takes concentration, patience and a deft touch. Most of all, it takes time. Doing it quickly, with any amount of precision is difficult at best.

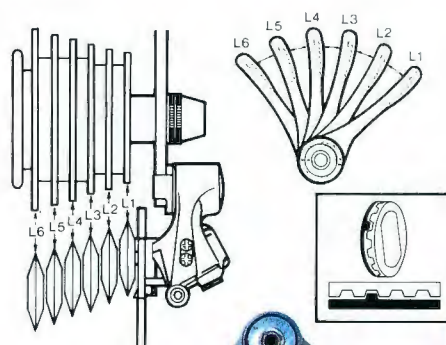
On the other hand, with SIS, changing gears is just like tuning that same radio with pushbuttons. One touch and you've got it.

LEVER AND DERAILEUR—THE SYSTEM APPROACH

To help make shifting more precise the New DURA-ACE shift lever utilizes a click-stop mechanism—the SIS unit. Six preset positions signal gear engagement with a "click" you feel. Each click aligns the rear derailleur with the precise, even spacing of the New DURA-ACE freewheel or cassette.

New DURA-ACE levers don't lock you into SIS, either. Simply turning the shift lever "D" ring allows you to instantly switch between indexed and conventional operation.

The New DURA-ACE rear derailleur was designed along with the lever as an integral



Easy SIS synchronization with the cable adjusting barrel.

part of SIS. The basic requirement for precise shifting is maintaining a constant, minimal distance between the rear derailleur guide pulley and each sprocket.

A derailleur must provide two actions.

The pulley cage must be moved back and forth laterally along the gear cluster while simultaneously changing the vertical height of the guide pulley to match the cluster profile.

The problem with conventional designs is that the pulley cage is moved across the gear cluster in a straight line parallel, or at a fixed angle, to the hub

axle. As the guide pulley approaches the smallest gear (Shown in diagram as L1) it is forced further away from the gear. Over-all shifting accuracy and precision suffers, especially when trying to downshift from higher gears.

New DURA-ACE rear derailleurs incorporate Shimano's unique DOUBLE servo-pantagraph design to create a minimal distance between the guide pulley and gear cluster, regardless of the gear combination.

CENTERON AND UNIGLIDE SPROCKETS.

The Centeron guide pulley was designed to add a precise amount of lateral movement to automatically provide the fine adjustment necessary for perfect chain alignment.

The special Uniglide Twist-Tooth shape of the New DURA-ACE freewheel and Freehub cogs actually guide the chain on and off the gears in a smooth, continuous motion without hesitation or slippage.

UPGRADE WITHOUT OBSOLESCENCE.

As a direct result of the extra levels of performance and precision engineered into New DURA-ACE, all SIS individual components offer improved performance even when used with conventional components.

Functioning as a system New DURA-ACE signals a breakthrough in bicycle shifting performance for all cyclists. Not limited to pure racing applications, SIS also serves the needs of discriminating touring and recreational cyclists who demand optimal shifting performance.

The Shimano Index System is the result of the applied Shimano philosophy of improved component function with real world benefits.

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.



KALAHARI BICYCLE BAGS MAKE RUGGED TERRAIN A PUSH OVER

Kalahari from Karrimor is a range of bicycle pannier bags made to meet the demands of all-terrain all-weather use.

Kalahari bags have all the features required by bicycle adventurers including: Fastex quick release buckles and compression straps; roll back weather hoods with mesh pockets; double lockable zips; conversion to shoulder bags and the adjustable Karrimor rack mounting system.

All bags in the Kalahari range are made from tough durable KS 100e 1000 denier fabric and are guaranteed for the lifetime of the purchaser.

Kalahari bicycle panniers are part of the huge range of Karrimor bags to suit every use and budget. Ask to see the complete range of Kalahari at your specialist bicycle retailer or outdoor equipment centre.

Kalahari Mountain

A rear rucksac pannier. This remarkable cycle bag is not only a large capacity 22 litre pannier but it also doubles as a rucksac. Just unzip the back panel which gives access to the hidden anatomic shoulder harness and in minutes you have converted your cycle pannier into a handy day size rucksac.

Kalahari 1

Kalahari 3



KARRIMOR

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