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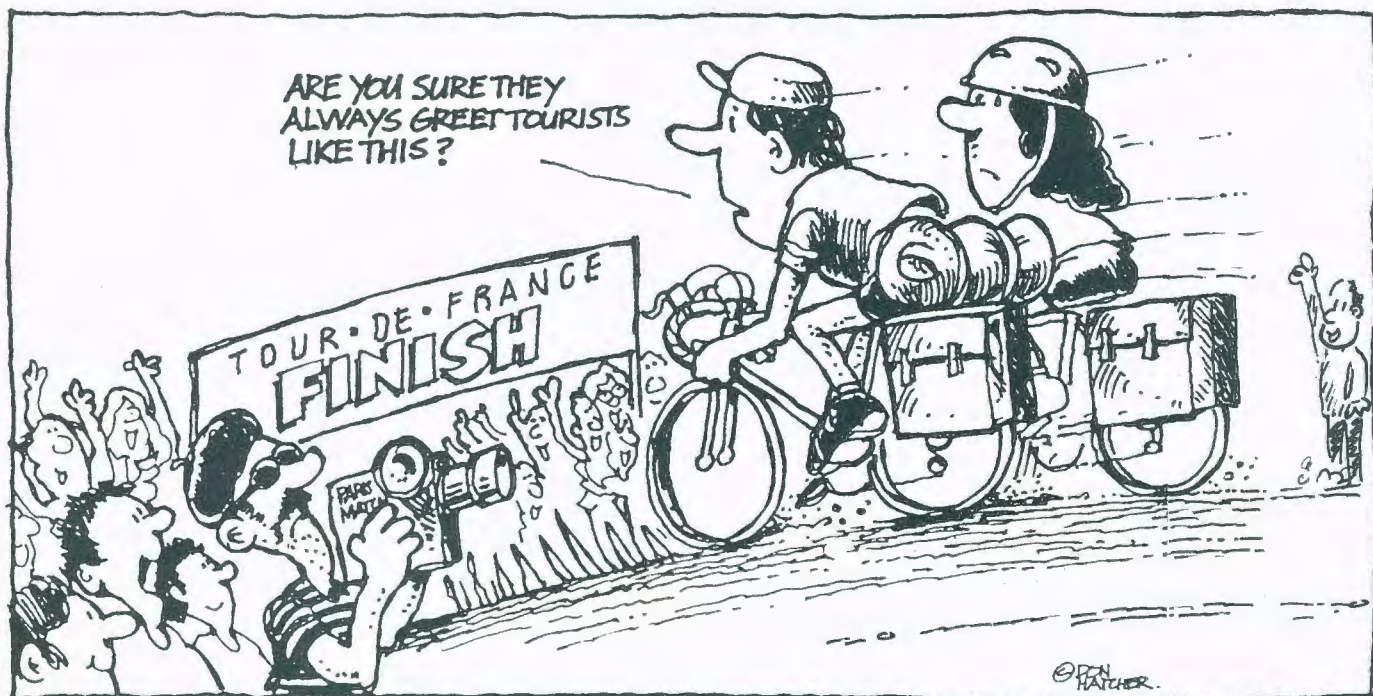


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Our cover picture shows a time exposure shot of a well equipped night rider courtesy of Vicbike (the State Bicycle Committee of Victoria). Cartoon this page is from the pen of Doug Hatcher - As the pictures in our Tour de France story show Greg Lemond and Bernard Hinault don't usually tour with loaded pannier bags!

THE WORLD AWHEEL



The Bike Scene in Armidale, NSW

Two new clubs have been formed here in the last 6 months, the UNE Cycling Club and the many Bike Ed activities of the New England Traffic Education Centre in and out of schools in the region, biking now has a rather high profile in the area. The UNE club caters to students' competitive needs plus touring, and uses the resources of the UNE Sports Union. A training machine and racks and panniers are available for student hire. The new town group is aimed at non-competitive and bike user interest activity.

In June, the group chose the coldest day in 4 years to ride to the coldest place in the region, Walcha Road, a historic railway siding and pub. They were joined by friends from the Tamworth Cycling Group who drove up to Walcha Road and rode to meet them on their way south.

The group has now brought together a set of enthusiasts who are bursting with ideas for the future. Co-operation with the Orienteering club (they have some common members) to run a pedal division in one of their club events is the next activity.

In August and September rides are planned for a couple of Sundays, and maybe a weekend, in the more tropical climes of the North Coast. It is hoped

that Bike Week in October will see all the groups co-operating to make Armidale even more aware of the place of bikes, and the needs of riders in the community. For further information contact John Nightingale 067 732780.



Australia's biggest bicycle event, the Caltex Bike Ride (formerly called the Great Victorian Bikeride), will travel through Gippsland this year.

The ride which attracts entrants from America, Europe and New Zealand is the cycling high point of the year for Australia's two million bicycle users.

In fact a single event, the Caltex Bike Ride, has given biggest per capita involvement in a cycle touring event anywhere in the world. This nine day bicycle camping adventure takes place again this year and now is the time that bicycle owners begin their preparation for the event.

The concept of the event is unique in this country. It is not a race but requires training and thorough preparation. While some entrants travel half way round the world to enter, the popularity of the event is still spreading in this country.

It is an adventure that provides a chance for people to "get away from it all" without costing a lot of money.

Over the past two years four thousand people have enjoyed the fun, fresh air and camping on this bicycle odyssey. Because it is a leisurely ride along mostly quiet country roads everyone has a chance to absorb the scenery and socialise. When the day's ride is completed usually by early afternoon there's plenty of time for camp site sports, swimming, exploring the towns, and enjoying entertainment provided by the organisers and community groups.

The organising body, the Bicycle Institute of Victoria has just announced the route for this year.

The first stop is Paynesville camping on the banks of Eagle Bay. The cyclists then string out for the ride through the open farmlands and forests passing through Sale to reach Yarram on the third day. Here the ride enters the foothills of the Strzelecki Range. The magnificent views towards the sea and Wilsons Promontory are a feature of this area.

Two nights at Foster allows everyone to rest up or take a bus to Hazelwood Power Station and Barry Beach or to Wilsons Promontory for the day. The

many camp site entertainments include live music nearly every day of the tour.

At Korumburra cyclists have a chance to see Coal Creek Historical Village before crossing the range for a night on the town at the Warragul Mardi Gras. The traditional bush dance is a highlight of the trip and will be a chance for a last fling at Gembrook before the triumphant descent from the Dandenongs and the final ride down into the city.

The entry fee of \$169 is all inclusive and money will only be needed for out of pocket expenses. Youth and Group discounts apply. The ride is organised by the Bicycle Institute of Victoria.

Further information is available by writing to The Caltex Ride, Box 450, Hawthorn, 3122 or by phoning 818 4800.

Marathon man on wheels

Brick & Stone Merchant Phil McDonald must be crazy. In February this year he rode his 100 year old penny farthing bicycle for 24 hours, attempting to break the century old record of 506 kilometres. He failed.

But not to be daunted, he is going to give it another try. This time in his home town of Lilydale.

Just imagine, pushing a 54" wheel, solid rubber tyre, for 24 hours virtually non stop at round 23 kilometres per hour. It's got to be seen to be believed. Phil's



The World Awheel

looking for sponsors and all proceeds will be donated to the Melba Centre for the intellectually handicapped.

Phil says that these old bikes were not built for speed, being aerodynamically unacceptable. Once he starts his ride he will have to concentrate continually to maintain his average speed. Of course he is hoping for fine weather and no wind.

Phil thinks that this world record will be a lot harder to break than his four day record ride from Adelaide to Melbourne, set in April 1985.

This latest attempt will be around Lilydale Shopping Centre, beginning at 1.00 p.m. Saturday October 18th till 1.00 p.m. Sunday 19th, 1986.

Bikes for Nicaragua

A Canadian group in the city of Edmonton has begun sending humanitarian aid in the form of reconditioned bicycles to war torn Nicaragua in central america. Tools for Peace sent bicycles to that country in 1984 with its Farmers Brigade. Says Tooker Gomberg: "There is a shortage of both fuel and parts for other vehicles down there. Many people such as health workers are forced to walk four hours to get to and from work each day so a bike would give them a great leap in mobility".

The group is looking for one and three-speed bikes and spare parts. Part of their work is to completely recondition each machine before it is shipped. So far Tools for Peace has had no difficulty acquiring suitable machines. "People here buy new ten-speeds and just leave their original bike in the basement to rust away," says Gomberg.

The renovators have found that each bike generally requires ten hours to get it into a roadworthy condition. All work is done on a voluntary basis with additional money for parts and equipment being raised from donations. Tools for Peace is affiliated with Oxfam so all donations can be tax-deductible.

Meanwhile across the southern border, while Ronald Reagan sends guns and ammunitions to his 'Contras' (the right-wing guerilla opponents of the

Nicaraguan Sandinista government), another group is also sending bicycles to the central american country.

In Austin Texas Barry George collects and restores bicycles for use by health workers and educators. So far he has sent twenty bikes and plans to send thirty more. George says that he decided to do something concrete about his country's involvement in the latin american war in spite of his mother's accusations that his work "only helps the commies down there"

Bikecentennial Opens Two New Bicycle Routes

Bikecentennial has added two important new links to its national network of bicycle routes. They are the 780-mile Canada to California Bicycle Route from Vancouver, British Columbia, to Crescent City, California, and the 1,330-mile Virginia to Florida Bicycle Route from Richmond, Virginia, to Ft. Flyers Beach, Florida. Bikecentennial is a nonprofit member-supported service organisation for touring bicyclists. with 18,000 members nationwide.

These two new routes represent the completion of the largest bicycle routing project ever done in the United States. The project began in 1981 when The Huff Foundation of Dayton, Ohio, awarded a \$20,000 challenge grant to Bikecentennial to develop bicycle routes.

Other Bikecentennial routes that were made possible by the Huff grant, and donations from Bikecentennial's membership, are the Iowa to Maine Bicycle Route and the Washington to Minnesota Bicycle Route, which together represent 3,450 miles of touring.

The Canada to California route joins with three other bicycle routes, two of which were developed by Bikecentennial. It ties into the Washington to Minnesota Bicycle Route near Anacortes, Washington; it ties into the Trans-



America Bicycle Trail in Astoria, Oregon; and it ties into the Pacific Coast Bicentennial Route in Crescent City, California.

The Virginia to Florida Bicycle Routes ties into the TransAmerican Bicycle Trail near Richmond, Virginia. Eventually, the Virginia to Florida route will become part of a bicycle route covering the length of the east coast.

In the past 10 years, with the help of its membership and the Huff Foundation, Bikecentennial has researched and mapped more than 12,000 miles of bicycle routes, linking scenic, lightly travelled rural roads in nearly every part of the country.

New York couriers defy police crackdown

In answer to the growing ranks of the bicycle courier brigades and their sometimes anarchistic riding behaviour traffic police in the Big Apple are pushing ahead with a law enforcement campaign. In the first nine months of 1985 over five thousand summonses were written: a 35 percent increase over the previous year.

Bicycle couriers in New York are now required to be licenced and 847 of the 1985 infringements concerned messengers who lacked identification required





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The World Awheel

by city law. The commanding officer of the NY Traffic Division Inspector Thomas P Ryan is pleased with the increased enforcement efforts but says, "if I told you it was the highest priority of the Police Department you'd have me put away."

The city has a small team of ten who are assigned to bicycle law enforcement but, in what amounts to the world's biggest daily traffic jam, their job is a difficult one.

Roger Herz, the founder of Bicycle Transport Action a pro bicycle lobbying group admits to a decline in respect for the law. "I realise," he said, "it's a differ-

ent world from second grade when John Samuelson talked back to teacher and we all knew he was going to jail, but its time to build some social pressure."

The problem according to Herz, who has commuted by bicycle for fifteen years, is that most cyclists improperly think they are pedestrians. "We must persuade them that they have adult responsibilities, that bicycles are not toys." Herz's personal approach is to yell "red light!" or "Wrong way!" to the law breakers he sees. He admits to being verbally assaulted but so far not physically.

New York's bicycle messengers are in big demand and can earn up to \$300 per day if they hussle. Any wonder that many try to cut as many corners as they can while they speed from point A to point B.

Revised Helmet Standard

The Standards Association of Australia has published a new edition of the standard for general purpose, lightweight sporting helmets.

The revised edition of AS 2063.1, Lightweight Protective Helmets (for use in pedal cycling, horse riding and other activities requiring similar protection) Part 1 — Basic Performance Requirements, clarifies some requirements

and takes account of the new standard for helmets for pedal cyclists, AS 2063.2. The technical requirements remain unchanged.

The requirements clarified in the new edition include the prohibition of chin cups; the determination of peripheral vision clearance on peaked helmets; the tolerance on stated helmet mass; and the manufacturer's responsibility for ensuring that suitability of a helmet's design for its intended use. The standard also specifies that helmets labelled as suitable for pedal cycling must comply with AS 2063.2. BMX helmets that do not comply with AS 2063.2 must carry a warning that they are not suitable for on-road use.

The revision of AS 2063.1 is part of an overall programme for the development of sporting helmet standards. Apart from the recently published AS 2063.2, further work is under way on the special requirements of cycling and equestrian helmets as well as helmets and face protectors for ball sports such as cricket and baseball. A working group has also been established to study the possibility of preparing a helmet standard for water skiers.

Copies of AS 2063.1 can be purchased from any SAA office at a cost of \$4.50 for subscribing members and \$6.00 for non-members, plus a \$1.25 postal and handling charge.

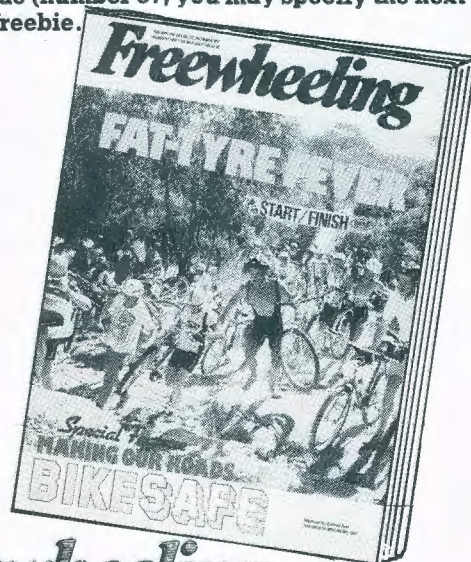
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1986 Cycle Classic to finish in Canberra

The 1986 Commonwealth Bank Cycle Classic will be contested over 1700

kilometres commencing in Brisbane on Saturday October 11, 1986 and concluding eleven days later in Canberra on Tuesday October 21.

The first stage will be a 45 km criterium race around the Carindale Shopping Centre. The stage will be a major event of Brisbane's Warana festival. The second stage on Sunday the 12th will also be conducted amidst a carnival atmosphere; this time Tropicarnival at the Gold Coast. The cyclists will race forty kilometres in a criterium race before pedalling off to Ballina.

The race remains basically the same as previous years with the exception of the final three days. The race will have

stage stops at Casino, Grafton, Coffs Harbour, Port Macquarie, Forster, Newcastle, Hornsby with a 40 km criterium around scenic Coogee Beach.

On Sunday October 19, the cyclists will race down to Wollongong and participate in the Wollongong criterium stage around Flagstaff Point. More than 15000 people should flock to both the Coogee and Wollongong criterium stages.

On Monday the racers will confront the toughest stage of the race. 159 kilometres from Wollongong to Goulburn with the cyclists tackling Macquarie Pass – an 11 km climb to the summit of the Southern Highlands.

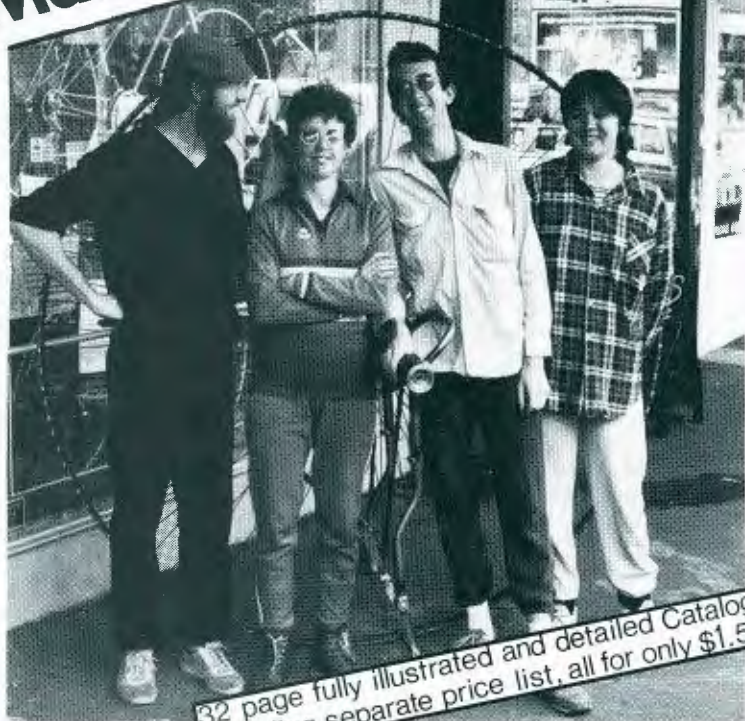
Goulburn, a strong sporting centre, will host the cyclists' final night before the stage into Canberra. The flat 90 kilometre stage will set the scene for a final forty kilometre criterium stage through the centre of the city. The race will conclude at City Hill the business heart of Canberra.

All the pomp and pageantry of a major international event will be present at the race completion with parliamentarians, ambassadors, company representatives, a massive contingent of media personnel and thousands of people, joining together to celebrate the finish of one of this country's great sporting events.

Rosebank Manager John Rose (left) receives the Australian Design Award from the NSW Minister for Transport Ron Mulock. The Minister took the occasion to foreshadow his Government's intention to conduct a bicycle helmet rebate scheme in NSW in future. As yet no firm dates have been announced.



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FRAME

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Fork: fully chromed Reynolds 501 Chromalloy-M
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COMPONENTS

Full Campagnolo Triomphe ensemble
Rims: Mavic Mod E
Tyres: Michelin TS-20 700c
Saddle: San Marco Laser.

FRAME

Main tubes: Columbus Aelle
Fork: fully chromed Columbus Aelle
Special features: Vitus Arcor Microfusion fork crown, B.B. shell w/Vitus cable guide, Vitus forged dropouts w/adjustors, Aero rear brake cable routing, integral seat binder bolt, chain hanger, lever bosses, bottle braze-on, reinforced brake bridge.

COMPONENTS

Crankset: Nervar 2020
Brakes: Mafac LCI Spidel
Gears: Simplex SJ Series
Rims: Mavic Mod E
Tyres: Michelin TS-20 700c
Saddle: San Marco Laser.

FRAME

Main tubes: Reynolds 453 Hi-Tech
Fork: fully chromed Hi-Tensile 102
Special features: Bocama forged fork crown, B.B. w/Vitus cable guide, Vitus forged dropouts w/adjustors, Aero rear brake cable routing, integral seat binder bolt, chain hanger, lever bosses, bottle braze-on, reinforced brake bridge.

COMPONENTS

Crankset: Nervar 2020
Brakes: Modolo Corsa
Gears: Huret Rival
Rims: Mavic Mod E
Tyres: Michelin TS-20 700c
Saddle: Sella Italia Mundialita.

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Box Hill, Grays Cycles, 890 2308
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Dandenong, Dandenong Cycle Centre, 791 3439
Footscray, Beasley Cycles, 68 1954
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Ringwood, Mathieson's Cycles Pty. Ltd. 870 6267
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Write On

Trouble with the railways

I refer to the article on the 1985 'Gong ride published in the December issue of *Freewheeling*, and in particular to the difficulties which you had obtaining the co-operation which you required from the S.R.A. I am not at all surprised at the way that the S.R.A. operates after having spent some time lobbying it by letter in an attempt to obtain a better deal for cyclists.

My interests in cycling at one stage included day trips to destinations which can be reached by interurban train and longer trips to places 300 to 500 km from Sydney. There is little encouragement by the S.R.A. for trips on interurban trains as there is little space to carry bicycles, particularly when four car trains are run on the weekend. Even when eight car trains are run, cyclists travelling in empty guard's compartments risk a fine under S.R.A. regulations.

Travel over longer distances reveals some more interesting aspects of S.R.A. operations. At one stage I wished to travel to Dubbo to see the Western Plains Zoo and the Wellington Caves. I work a 38 hour week which is implemented by having one Monday off every four weeks. I obtained the timetables and found that a day train runs to Dubbo in daylight) and that a night train returns to Sydney on Monday. This night train has sleeping berths and picks up passengers from Wellington, thus allowing me to cycle to Wellington and see the caves on the Monday, can catch the train back to Sydney while having a reasonable night's sleep, arriving in Sydney ready for work on Tuesday morning.

I was rather puzzled to find that it is not permitted to carry passengers' bicycles on the XPT, the only day train which runs to Dubbo. **I investigated further and found that the XPT has no baggage van to carry passengers' luggage.** I found that one quarter of one carriage on the XPT is set aside for passengers' luggage and cynically concluded that the S.R.A. has purchased a high speed commuting train rather than a train which would meet the legitimate need of a range of tourists. I cannot understand why the

S.R.A. would throw away some of the tourist potential offered to it by the 38 hour week.

I have read in various cycling magazines that Canberra has an extensive network of cycleways in addition to the other tourist attractions offered. I investigated the timetables again and found that while day trains run to Canberra, the S.R.A. does not allow passengers to carry their bicycles with them on these trains.

Further investigation of current timetables suggests that the only day train where passengers may carry their bicycles with them is the Intercapital Daylight to Melbourne. When this is replaced by the XPT there will be no day trains running in country areas in N.S.W. on which passengers may carry their bicycles with them.

In the context of the preceeding information, it is not surprising that the S.R.A. has treated your requests as they have. Perhaps Messrs Unsworth and Hill would care to explain why the S.R.A. seems to be determined to drive away business. I am currently investigating the vehicle rental market to see what is available to transport two people two people plus bicycles to destinations such as Dubbo and Canberra. One could ask the hypothetical question on costs and other problems in transporting riders and bicycles on next year's 'Gong ride back to Sydney by coach and truck. Costs may be higher, but anxiety levels may be lower.

John Dwyer
Croydon NSW 2132

Bike lanes

I attempted to pedal my way through Alan Parker's "Sticking up for Townsville" letter in *Freewheeling* 35 but kept getting my wheels bogged down in his long, involved arguments, the points of which were lost somewhere in the telling. If he carries on like this when lobbying government in his role of the bicycle advocate he claims to be, it is not surprising Australian cyclists don't get a very good deal. One must keep things simple when dealing with politicians — they are not like normal people.

As for Townsville's famous system of bike lanes, I couldn't even find the damn things when I first arrivee there a few weeks ago. It was some time before I realised the white lines sporadically painted along the road edge were actually intended to mark off a safe area for cyclists. Judging by the number of parked cars blocking the lanes I doubt if many motorists realised this either. Obviously, cyclists having to swerve out to avoid parked vehicles renders any such system worse than useless. Apart from this, at each intersection the lines curved round the corner and then just petered out and at other places, the sealed lane would sud-

denly deteriorate into gravel and rubble. I wasn't very impressed.

Personally I don't see what all these "born-again" converts to cycling are making all the fuss about. The problem in countries such as Australia, New Zealand and the U.S.A. where generations of motorists have been denied the enlightening experience of sharing roads with cyclists, is that drivers imagine everything else must give way to *them*. Educate the motorist to accept cyclists as traffic and educate the new breed of cyclists to *behave* like traffic and special provisions and special safety gear are unnecessary.

So far as Townsville is concerned, it is not a very big place, traffic density is not high and if only the road edges were sealed and well maintained, there would be plenty of room for everyone.

Incidentally, while touring in North Queensland, I found motorists generally and truck drivers particularly to be quite considerate towards we cyclists. The only problem I had was in Townsville where some incompetent misjudged my speed and cut me off when he was turning into a service station. No amount of legislation or special facilities can combat this sort of thing. Education is the answer.

Bevan Jones
Hamilton
New Zealand

Pedal down Memory Lane

I have just discovered your interesting magazine at our local newsagent, and enclose my cheque for the next 6 issues. For some time I have been looking out for a magazine aimed at 'real' cyclists, as opposed to BMX.

Reading it brought back many memories of cycling in England: while stationed at Catterick Camp, Yorkshire, around 1949-1953 I started a Regimental Cycling Club, later (when the Army belatedly accepted cycling as an approved sport), A Garrison Club. We spent many happy Sundays around the beautiful Yorkshire Dales (*All Creatures Great and Small* country!)

I remember in the Army days we had the most motley collection; hub gears (the old Sturmey Archer made a great selection — wide ratio 3, and 4 speeds, also medium and close ratios, even a 3 speed fixed!) One keen lad used one of the Army issue 'camels'. These were great heavy objects with a coaster brake! Then there was the tandem; descending the hills with all 3 (yes, 3) brakes and all four feet smoking!

But I mustn't bore you with my reminiscences. I have sent you a form to join the Cyclists' Accommodation Directory, hoping to met and help some enthusiastic tourists.

Gordon Bishop
Inala, QLD

Freewheeling

Not now, Minister

Freewheeling comment

Our publisher wears a helmet and actively promotes their use. He believes that they save lives and are one among a number of measures needed to make cycling safe.

There is a rumour circulating in Melbourne at present that the Minister for Transport Tom Roper plans to legislate to make helmet wearing compulsory in his state. A rumour that his minders say is without substance.

Be that as it may, in the high powered world of politics and principles, stories like that occur too often to be treated lightly. It was the House of Representatives Standing Committee on Road Safety Report last year that put the subject firmly on the agenda: we were told that it was only a matter of time before laws would be passed to make helmet wearing mandatory.

If the Victorians were the first to bring in compulsory car seat belt wearing then why not be the first with bike helmets?

One would expect that there are definitely votes to be gained for politicians but a closer look reveals that the helmet issue would most likely backfire if the heavy hand of the legislator was brought to bear too soon. What's more evidence is now appearing to show that there is not a need after all to force bicycle riders into hard shells.

The state of Victoria is the perfect example. It has one of the highest hel-

met wearing rates in the world. All this has been achieved by a persistent adherence to the long-term government policy of encouragement. Of course the engineers always scoff at encouragement programs preferring to believe that their roads and cycleways save more lives in the long term. However the figures plainly show that it is the behaviourists with their "wear a helmet" campaigns that are winning the struggle to keep citizens out of hospital beds and mortuaries.

It is unfortunate that our political system encourages politicians to go for the quick fix because what cyclists really need most are long term solutions. Education programs train adults and children to be safer riders and safer drivers but education takes time. Unfortunately politicians can only think as far ahead as the next election: in their world results must be produced today.

What is so wrong with the present situation that any state Minister needs to pass laws to make it illegal to ride without wearing a hard shell helmet? Wearing rates are on the up and both the industry and the bicycle advocate groups are happy with the present trends. Serious head injury figures are down and other State Governments are so impressed that they have launched their own encouragement campaigns.

The Victorian Road Traffic Authority with its encouragement programs and assisted purchase schemes has achieved impressive results and now many people believe that such campaigns are a much better way of achieving universal acceptance of helmets by all age groups.

The helmet makers and importers can hardly keep up with the present demand so what would happen if EVERY cyclist had to buy a helmet next week? In the USA recently the Amateur Cycling Federation passed rules to make hard shell helmets mandatory for all sanctioned competitive events. With a current membership of 20 000 the USCF could hardly compare with the State of Victoria's 600

000 cyclists but the new ruling threw the large manufacturers into chaos. Both local and east asian makers were swamped with orders.

If the appropriate laws were introduced they would probably be phased in over a period of time and eventually the makers would catch up. They would then be faced with a rapidly contracting market and no manufacturer relishes the prospect of being without sales soon after they had built their business up. None of our current domestic manufacturers want to see helmet wearing made compulsory so who else does?

The Police certainly don't want to enforce it. In Victoria their Union is constantly badgering the Government to increase staffing levels so that they can police major crime. They also do not like to be told to police unpopular or unenforceable laws. It is our system of justice that is brought into disrepute when unenforceable legislation is introduced.

Bicycling is a popular and growing activity. The Victorian government has been the most innovative and successful in the country when it comes to making its roads safer for bicycle riders. The present Minister has shown that he has an intelligent grasp of the issues and has even received praise from the cyclists' chief bum-kicker Alan Parker. And for good reason too. Tom Roper is not only carrying on the existing policies that have achieved world-wide praise for Victoria but is also encouraging new initiatives.

The release of the final stage of the Melbourne Bikeplan and the Minister's recent intervention to ensure that his bureaucrats carry out the tasks set down in the plan have earned him the highest respect from the cycling community in the short time he has occupied the portfolio.

He is probably too astute to make a decision on the matter in the short term. Still the rumour mill grinds: and the issue remains on the agenda.

Warren Salomon

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Mandatory helmets: major issues still to be resolved

Bicycle Safety

There is no doubt that helmet use saves lives. A Federal government report recently recommended that compulsion should follow in under two years. The report was deficient in a number of important areas as the following article points out.

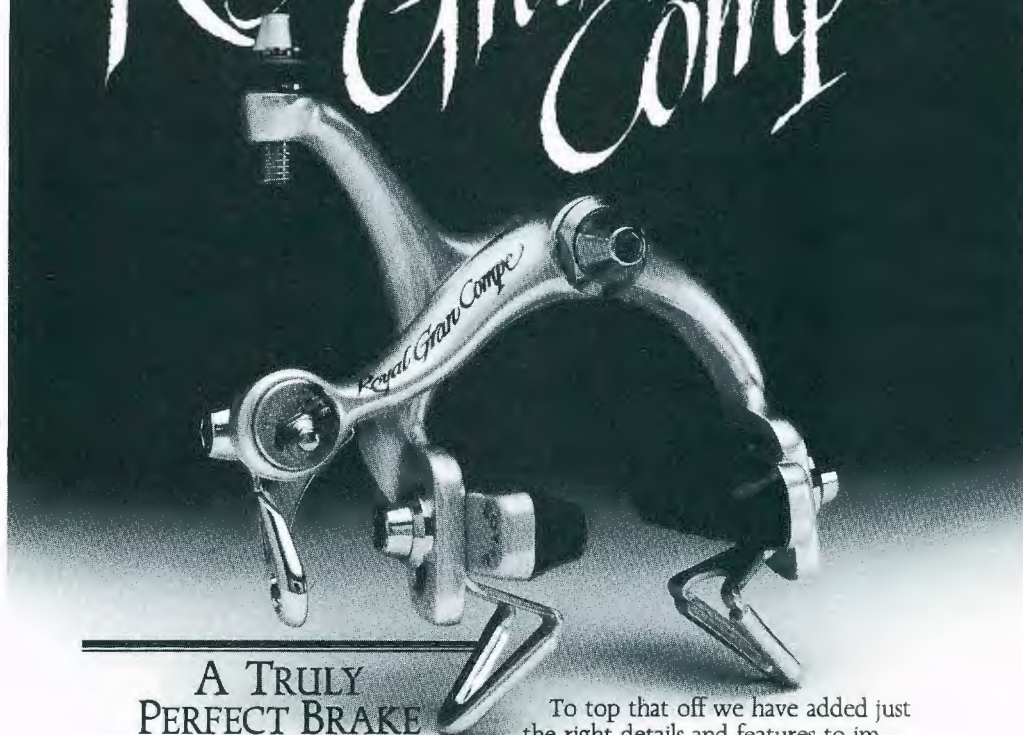
The final report of the House of Representatives Standing Committee on Transport Safety, *Bicycle Helmet Safety*, was tabled in Federal Parliament late last year. This report, which took over six months to compile, makes the following key recommendations:-

- Helmet-bulk purchase schemes involving schools should be widely publicised
- All schools should be encouraged to introduce compulsory wearing of helmets by children cycling to and from school
- The ATAC (Australian Transport Advisory Council) should promote bicycle helmet usage
- More effective enforcement techniques should be instigated to ensure that cyclists, particularly children, follow the traffic code
- A more innovative cycling traffic code should be introduced
- Research must be undertaken to establish ventilation requirements of helmets
- The SAA standard for helmets should be rewritten (this is already happening), with emphasis on ventilation, weight and colour
- The FORS (Federal Office of Road Safety) establish the cost-benefit ratio of universal helmet wearing
- Manufacturers should be reimbursed for type testing the first 50,000 child-sized helmets
- Helmets should be placed under the Trade Practices Act, thus ensuring that helmets which do not meet the new standard be withdrawn from sale
- There should be an education program aimed at making people aware of the benefits of helmets
- When the above have been instigated, legislation should be introduced making helmet wearing mandatory, with the provision that riders in organised road cycling races be exempt.

There is no doubt that the thrust of this report is towards mandatory helmet wearing throughout Australia. The time scale proposed by the report for this step in bicycle safety is as follows:

- The revised standard, SA 2063, should be ready in about 18 months
 - This should then be adopted under the Trade Practices Act
 - Twelve months later, the benefits of mandatory helmet wearing should be reviewed and legislation brought down.
- The evidence collected by the Committee came from all over Australia, and the recommendations above are broadly supported by this evidence. However the weight given by the Committee to differing submissions and witnesses has led to the final report supporting narrow sectarian recommendations.

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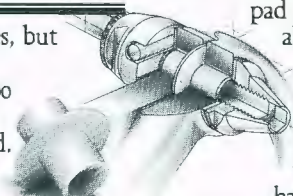


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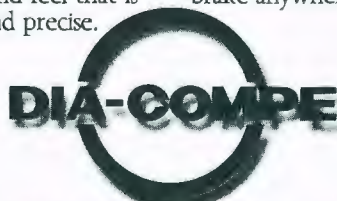
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This is not to say that the report should be shredded: indeed the most recent evidence supports the final recommendation. This evidence was not available to the Committee, being published after the Committee closed its hearings.

The Victorian Road Traffic Authority's latest report, *Bicycle Helmets Save Lives*, contains head injury data from 1982 to 1984 — and this data shows that the reduction in head injuries is of the order of 20% at the same time that wearing rates jumped by about 10% for commuters, 25% for primary school cyclists and 10% for secondary school cyclists. During the same period of time (mid 1983 to the end of 1984) non-head injuries of cyclists remained fairly constant. The graph accompanying shows this clearly:

The helmet rebate schemes (there have been three now) appear to be very effective in getting helmets sold: the first rebate scheme in 1984 saw claims being lodged for about 38,000 helmets, the second (when the rebate was only \$5.00 — half the previous rebate) involved about 5,000 rebate claims and the third (December 1985) is believed to have involved another 30,000 claims: clearly the pre-Christmas season is the time for helmet sales!

In addition, about 20,000 helmets have been sold as a result of locally organised bulk-purchase schemes — mainly organised within Ministry of Education regions, and enabling school students and their families to purchase helmets for about \$10 off the retail price. These schemes are the type advocated in the *Bicycle Helmet Safety* report.

A second report reinforces the evidence from the RTA study. It is the Victorian Motor Accidents Board annual statistical analysis of claims lodged with the Board.

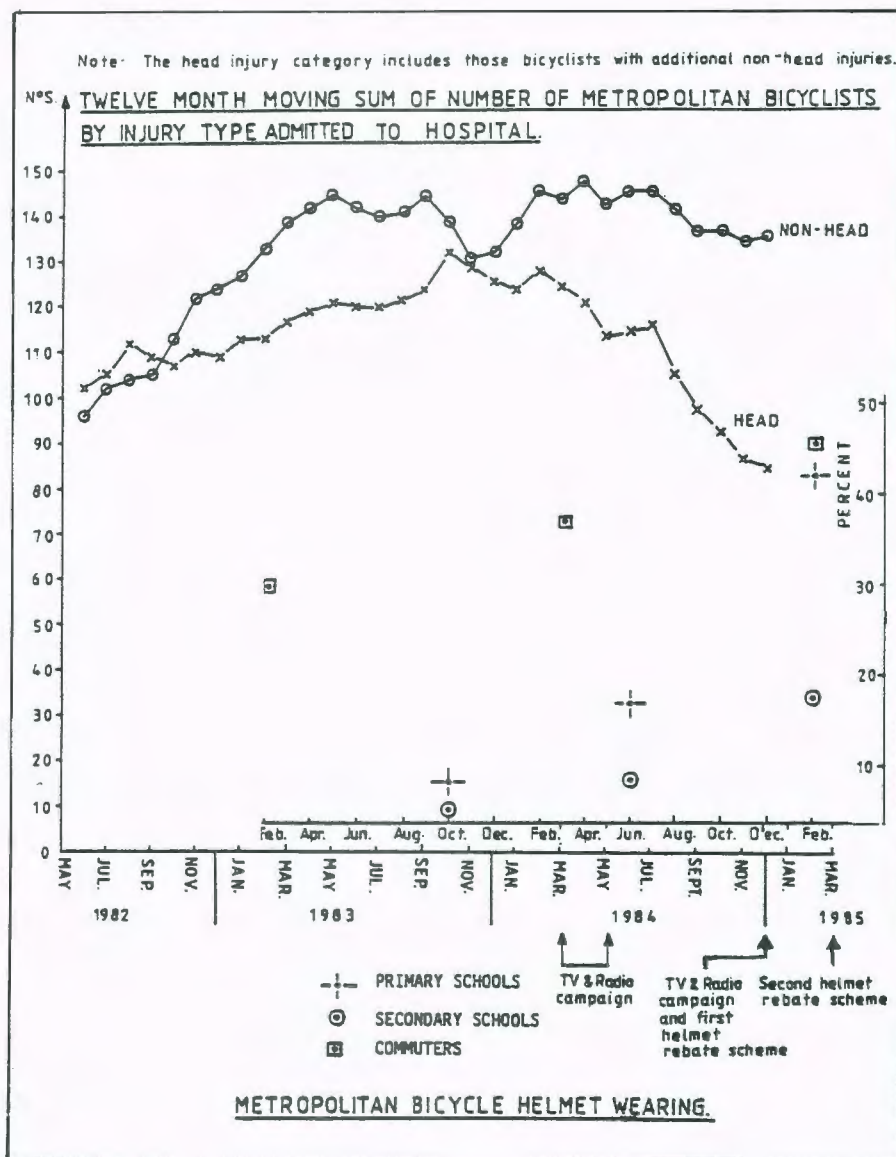
The report includes a short analysis of cyclist major injury claims. This analysis shows that:

- The number of major injury claims by cyclists decreased 3% during 1983/4 when compared with 1982/3 (from 602 to 584)
- In the same period the number of major head injury claims decreased by 13% (from 240 to 208)
- In 1984/5 the decrease in cyclist major injury claims was 14%
- And the decrease in major head injury claims was 21% (8).

The graph shows this trend.

For all pedal cyclist injury claims, head injuries constituted 14.5% in 1984-5. This compares with a head injury claim rate of 6% for motorcyclists and vehicle occupants, and 12% for pedestrians.

The obvious conclusion that cycling helmets significantly reduce cycling head injuries is likely since the number of cyclists is on the increase — in the period



1974 to 1984 the numbers of cyclists travelling to work rose from 14,700 to 27,600. Even among school children there has been an increase in cycling: in 1974 72,100 children rode to school, and in 1984 this had risen to 78,800 cyclists.

Even given the above evidence supporting the Committee, grave doubts must be entertained about some of the recommendations in the report.

The recommendation that schools initiate mandatory helmet wearing would require changes in existing legislation, and would place an onus on schools they could not administer: once a child leaves the school premises, neither the school nor anyone else could enforce such a law. The existing situation in Victoria relies on parent-school cooperation rather than enforcement.

The recommendation dealing with more effective enforcement sounds terrific, and is well overdue, but it is a burden which would fall entirely on State police forces as FORS does not have the capacity to operate in this context. Given the example of law enforcement in Vic-

toria, where the police only pay lip service to cycling offence detection it is most unlikely that police will alter their priorities to pick up on bicycle offences without additional support. Such support will require additional police, and a modification of current police attitude. This is likely to take years to achieve.

The idea of introducing an innovative cycling traffic code is interesting: but nowhere in the report is this discussed. We all know of the anomalies in the road rules and this measure needs to be thoroughly and seriously attended to. It is merely tacked on to the report like a good throw-away line. And that is not good enough.

The recommendation which states that racing cyclists should be exempt from mandatory helmet wearing, is a recommendation which ought to be condemned by every cyclist in the country. In the USA it is now the requirement of the United States Cycling Federation that all competition riders wear hard-shelled helmets during sanctioned events.

Since racing cyclists are the cycling

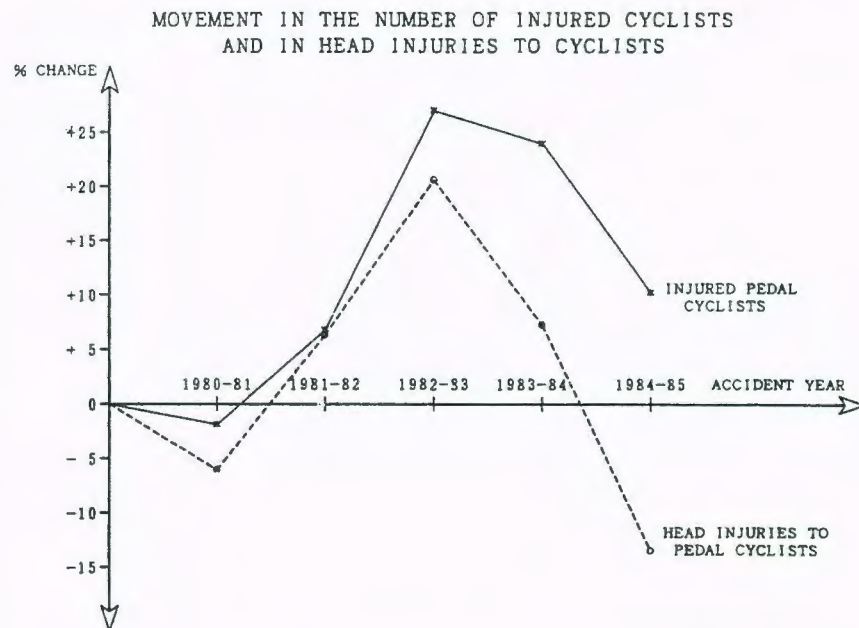
elite whom many teenagers seek to copy, they should not be exempt. Indeed they should be offering an appropriate role model for others to aspire to. Effectively the Committee is calling for two classes of cyclists: those affiliated with cycling, and those participating in racing. If adopted this would lead to the strange situation where cycle racing would be the only racing sport with lower safety standards than those applicable to everyday road users. Such a level of discrimination is not acceptable, especially when racing cyclists in some overseas countries are required to wear hard-shell helmets.

The timescale envisaged by the Committee most probably cannot be adhered to. Already the SAA committee dealing with the revision of SA 2063 is running behind schedule, and will most probably fall further behind.

However, these flaws in the recommendations of the Committee are minor compared to the areas of omission in the report.

There are four such issues:

- establishing the necessary base for analysing the most effective means of promoting cyclist safety: focussing on helmets will not, by itself, cure the cyclist road trauma problem. The Bicycle Institute of Victoria in its submission wrote: "focussing on one measure and thereby causing the effectiveness of other impor-



tant and preventative measures, such as education and adequate lighting, to be downplayed or ignored"

Although the report dealt specifically with cycling helmets, it ought to have considered the wider cyclist safety issues in order to place the helmet debate in context. This it did not do.

- Research programmes into cyclist injuries with a view to establishing appropriate design criteria, upon which future helmet design and intervention programs should be based. The only research the Committee recommended was to suggest that the degree of ventilation required by cyclists be investigated. In view of the desirability of establishing an ongoing research program to collate data on cyclist head injuries, and extrapolate appropriate helmet design criteria combined with the necessity for strict independent testing of helmets on Australian soil, this recommendation falls well short of what is required.

- Enforcement of mandatory wearing. This issue was only marginally touched on in the report. If, as the report recommends, mandatory helmet wearing is introduced, an additional burden will be placed on police forces around the country, and the report did not address this issue at all — yet it is clearly one of the key items which needs to be addressed, especially in the case of small children where the question of legal responsibility has not been considered. The current situation of police enforcement of traffic laws relating to cyclists is abysmal. It is well known that most cyclists regularly break traffic laws with immunity.

- The marketing of helmets to ensure that they fit cyclists correctly. It has long been known that correct fitting of the helmet at the point of sale is the only way

of achieving this. The Committee sought out evidence on this point, and was informed:

"In the supermarket you walk up to the shelf, you pick it off the shelf, you put it on your head and that is all the service you will ever get. In a bicycle shop the staff will check it out for size and for fit. If necessary they will insert extra pads, they can supply you with extra tape and they can advise you which . . . helmet is better . . . because people have different shaped heads, different helmets fit them better than others."

It is all very well considering mandatory helmet use, but where the helmet comes off, or is dislodged before the secondary collision (usually it is the secondary collision, when the cyclist's head hits the ground or the tree or whatever, that does the damage) the helmet is useless.

If this report is implemented, and the evidence reported on above suggests it ought to be, I have no doubt that many cycling groups will fight a bitter rearguard action, claiming infringements on personal liberties, claiming economic hardship for families with several children or for pensioners, claiming that helmets do not involve cars, but are simply where a cyclist falls off his bicycle.

As I have pointed out in a previous *Freewheeling* article (Issue 30) these claims are all largely spurious — even the last one: Dr Mathieson of the Newcastle Cycleways Movement, has surmised that the probability of sustaining a head injury is roughly the same for a cyclist involved in a car crash as for a cyclist falling off her bicycle in the local park.

Before mandatory helmet wearing is seized upon by the politicians as a cure-all for cycling trauma the above issues need to be properly addressed.



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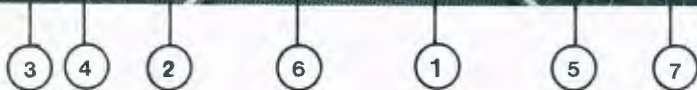
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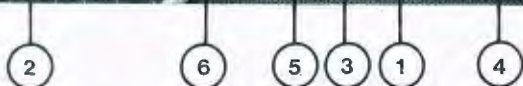
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Look out here comes summer!

NEW SEASON

Is the cult of the new upon us once more? For decades there were few changes in the world of new bicycles. Try changing the design of a chain wheel or try putting fins and chrome on a frame. Then along came the bike boom of the seventies created by the world oil crisis. Suddenly new people started riding bikes and equally suddenly black woollen cycling shorts became very passe. This coming season looks like being the brightest and most interesting summer yet: bright if you like the look of the latest clothing and interesting to see what computer aided design is doing for chainwheels.

By Warren Salomon

There are big changes in the ranges this year. If you are like me and absolutely loathe shifting derailleur gears with the you'll be pleased to hear that 'click' gears have well and truly arrived.

Click gears make bicycle riding a pleasure. Gone is the difficult and imprecise gear shifting we've known in the past. Click gears are positive acting like car gears. Select first...click, select second...click. If it's as simple as that why didn't someone think of it earlier?

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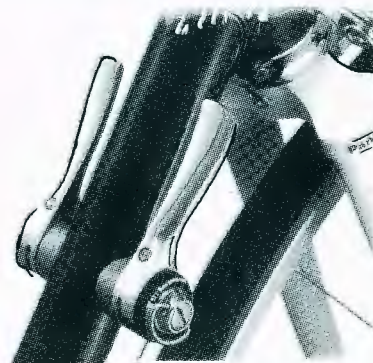
Click gears deserve widespread popularity because they make the technical side of cycling less intrusive. Forget those grinding cogs and enjoy the ride.

The Japanese component makers Shimano and SunTour have been experimenting for some time now with click stop gears. Some attempts have been unsuccessful others lacklustre. Recently their designs took a new turn.

It's all to do with marketing and marketing is all about human psychology. Traditionally click stop gears have only ever been fitted to what the trade calls "the ladies model". Women of course don't want to spend time grinding around with slack shifting "deralliers" they expect the technology to do its job smoothly and efficiently in the background. When you drive a car it's simple why should a bicycle be more complicated?

The problem lies in the design of derailleur gears. When SunTour introduced its TriMec system it was fitted to the same kinds of bikes as in the past but when the giant Shimano corporation

Below: This season the Shimano Index System is the hot equipment on many up-market Japanese bikes. **Above:** Flashy overspray paintwork is all to go this season. The Ricardo Nuovo has red and blue over a white frame while the Apollo Alternative has a seven colour rainbow paint job.



FasGrip mobile testlab measures speed and angle during mountain descent.



FasGrip's smooth tread cuts through water runoff. **Inset** — Aircraft gyroscope registers bike angle of 40-plus degrees through steep hairpin turn.

Smooth tread grips wet pavement.

Avocet built a mobile testlab to measure and record FasGrip's wet-road gripping ability.



Smooth FasGrip (right) cross-section and imprint

Grip is directly related to road contact. More contact produces more grip. That's why FasGrip's smooth tread offers the best grip.

Pattern tire tread (left) cross-section & imprint

Diamond, herringbone, and rib treads leave contact voids between the tire and road. Reduced contact impairs traction on wet and dry pavement.

Avocet's mobile testlab

The testlab is a bicycle equipped with Avocet's smooth FasGrip tires, an aircraft gyroscope, a digital Cyclometer 20, and a motor-driven camera to catch all the action.

The testlab's rider

David McLaughlin, a U.S.C.F Category I racing cyclist, is known for his aggressive riding -- in any weather.

The wet-road test

The test was conducted in intermittent rain and light snowfall. The smooth FasGrip tires tracked over a winding stretch of mountain road above Lake Tahoe. Water covered the asphalt roadway.

The test results

Banking angles of more than 40 degrees were consistently reached on repeated passes down the course.

Drenched and speckled with road sand, Dave commented, "Jobst* was right. I couldn't have gone faster on anything else." The camera tells the rest of the story.



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*Jobst Brandt is a design engineer for Hewlett Packard and a consulting engineer for Avocet Inc. Prior to the research and development of the FasGrip tire series, Jobst designed suspension systems for Porsche's formula race cars.

912

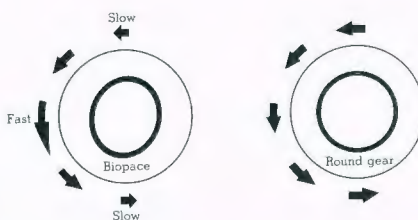
Our latest semi-pro model features triple butted Chromoly tubing and investment cast fully tapered frame. Numerous Shimano 600 SIS components, brazed-on's include bottle holders on seat tube and down tube. These features and many extras make this the choice of triathletes everywhere. **Colors:** Metallic Black with Silver head tube, Olympic Silver with Black head tube. **Frame Sizes:** 50, 54, 57, 60, 63 cm. **Spokes:** 12. **Water bottle holder options.**

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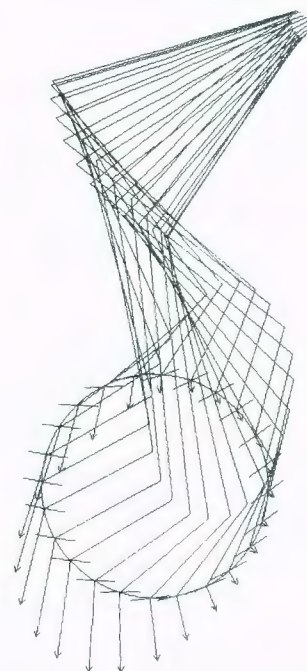
The new model Miyata 910 will be equipped with Shimano 600 SIS gears this season. Diagrams on this page show computer generated images of the human leg movement while pedalling.

This season that buffer will become increasingly ragged if the value of the Aussie Dollar goes further below ninety Yen and price adjustments will probably occur right through to next winter as new stock enters the distribution system.



Designing a better chainwheel by computer

One reason why the bicycle has had so few design changes in the last ninety years is that it uses the human body in a very efficient manner. Even so, the up and down motion of our legs as we pedal is far from perfect and power is distri-



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buted rather unevenly in a full revolution of the crank.

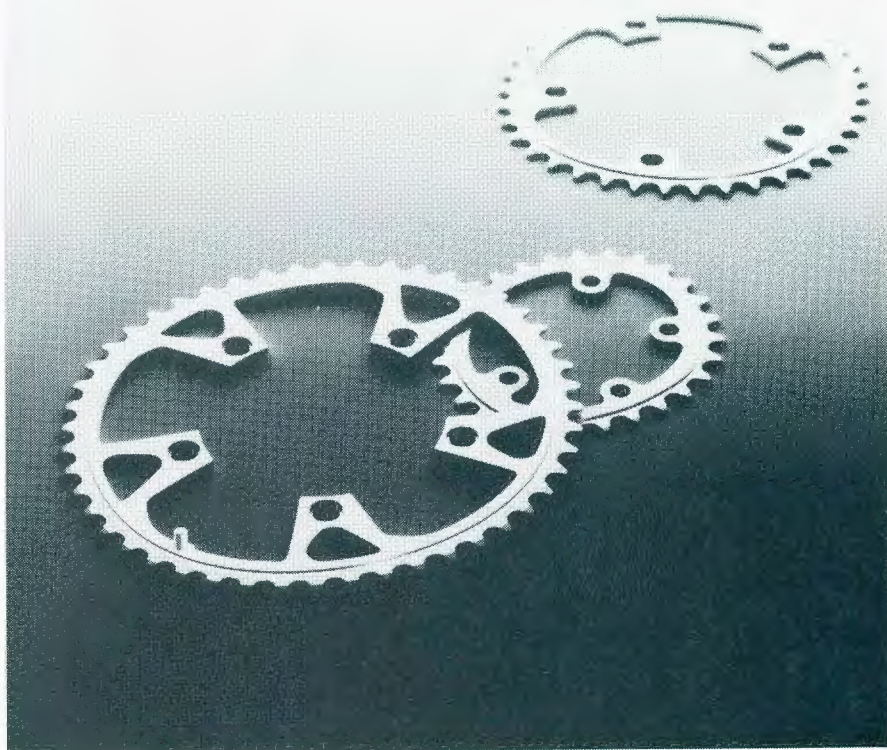
Shimano studied human leg movement and the rotating bicycle chain-wheel set and used a computer to plot and analyse their data. The product of their findings is the Biopace chainring. The first time I rode a bicycle fitted with the Biopace rings I was amazed how different they felt to conventional round rings.

Oval chainrings have been around for ages but they have never been popular but Biopace are not oval rings. The rings are more egg shaped and are designed to give you maximum power input at every position of the crank. The customary surge of power from round chainrings is replaced with a smooth even stroke.

While they were creating its unusual shape the Shimano designers changed the normal tooth profile to give better shifting. Some parts of the ring have raised teeth and in other areas they are lowered.

Until recently Biopace was only available as part of the up-market Dura Ace, 600EX and Deore XT groups. This season a budget priced set is now available and is featured on a few mountain bikes.

Many of the top priced triathlon bikes have racing ratio Biopace rings fitted while the more expensive touring triples are only available as separate components.



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Freeheeling 23

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By Warren Salomon

If you have never pulled on a pair of cycling shorts you don't know what you are missing. For years I tried cut down jeans, light cotton shorts, long polyester pants all the while feeling my private parts being chafed and scraped until I could take no more.

Even old timers have their stories of how they discovered bicycle shorts and how comfortable they are. It even gets a bit Paulean. You know: St Paul is riding his old clunker to Damascus and then there's a blinding flash and a chamois lined loin cloth falls out of the sky. Of course once he had tried them on the conversion was complete. Next thing you know he's into lycra and after that you will never see him riding in anything else.

I must confess that I do like to be comfortable when I am riding my bike. That's why I like to wear cycling shorts. Like most men I was initially cautious. You have to be careful where you go in them. Once while late night shopping I had great difficulty getting served in Grace Bros department store. For some reason the shop assistants were avoiding me until I realised that it was my royal blue lycra shorts Bell helmet and high pressure pump protruding from my back pack that they had spotted. They must have thought I was looking for a different department.

Or there was the time last year when I flew to Melbourne to join the Great Victorian Bike Ride. When I travel I hate to muck around. After a sprint to the airport on my loaded touring bike I boarded the plane with only minutes to spare. No time to change out of my pin striped lycra – what the hell in Australia you come as you are anyway.

I didn't think further of it until I was disembarking at Tullamarine. As I walked into the terminal I overheard a couple of airline hostesses saying, "There's that man in the swimming costume again".

I do admit that my winter chubbiness does not sit well in lycra but as I am more into comfort than vanity I'll make do.

In the last few years the cycling clothing world has really gone fashion mad. It's a good thing too for now there is a wild choice of styles, colours and patterns to suit any taste. Of course you can still buy black shorts if you like to lay low.

Our thanks go to Michael and the staff of Woolys Wheels in Paddington in Sydney for their help in providing the locations for the pictures in this feature. All prices given are approximate and will vary from store to store.

SEASON 3

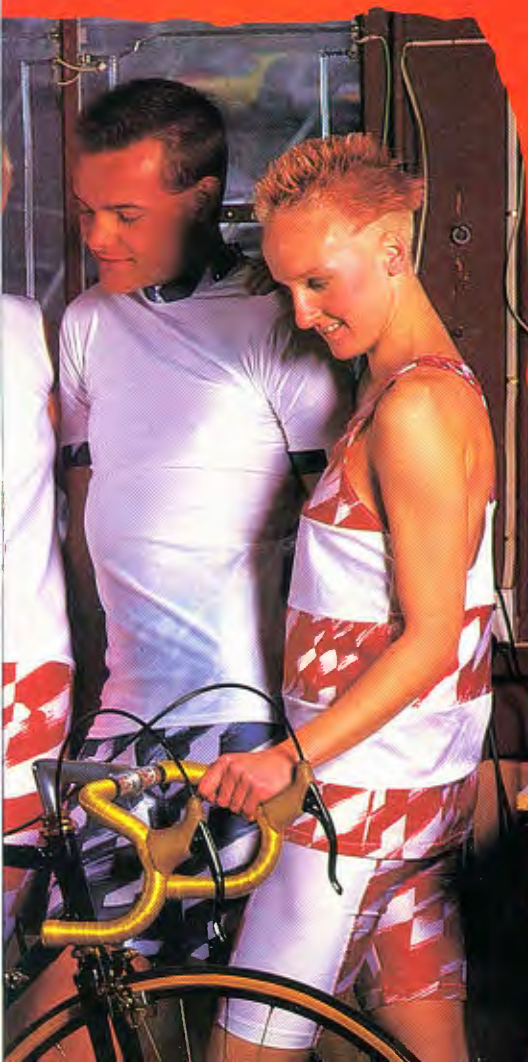
A group of four cyclists, two men and two women, are posed with their bicycles. They are wearing vibrant, multi-colored cycling jerseys and shorts. The background is dark with some bicycle wheels visible. The overall tone is energetic and sporty.

Cycle Circuit gear is made for the traditional racing cyclist, sports tourist or triathlete. They also specialise in custom orders for clubs and shops. (L to R) Turquoise and pink road shirt with pockets and matching shorts with chamois. Triathlon ensemble in green, gold and white lycra. The top has mesh ventilation inserts and the knicks have a terry toweling insert. The Zeus road shirt is a traditional racing style top with pockets at the back. The wet look lycra shorts are available in a range of colours. Triathletes are right into wild colours like this printed lycra top and matching shorts. The knicks have zippers in the legs.



The Competition new season range features printed lycra and other fabrics. (L to R) The orange and yellow striped jersey is made of a heavy weight material. It has front zip collar and rear pockets. Competition basic lycra shorts cost \$39. Snakeskin patterned lycra is available in a number of colours such as this bright yellow top (\$49) and matching shorts \$49. The Competition is also releasing this summer an exclusive range of prints on a cotton blend fabric \$59. For the triathlete there is a good range of short sleeved skin suits in different printed and plain fabrics for men and women \$65.

From the shop that started the trend in fashionable bicycle gear comes this bright ensemble in printed lycra. The new season range from Woolys Wheels in Paddington, Sydney features triathlon gear for men and women. Shorts (\$49) come with or without plain side panel and have cotton/poly terry toweling inserts. Tops are available in three styles: High neck (\$39), Boat neck (\$29) and singlet with T-bar back (\$29). All tops have rear pockets. Woolys also have an exclusive range of original designer outfits as well as all the major brands.

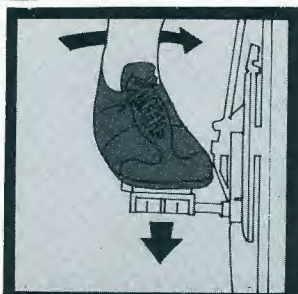


Netti active sports wear is all the rage this summer. (L to R) This triathlon outfit has colour co-ordinated top (\$49) and shorts (\$45). The top is made from stretch mesh fabric while the shorts have terry toweling insert and zip open legs and is available in a range of colours. The two piece striped ensemble comes in two colour changes and has a sleeveless style top (\$65, \$49). Netti make a variety of lycra road tops. The one pictured here has a zip up collar and rear pockets (\$65). Matching shorts come in a large variety of colours with chamois inserts (\$39). The lycra sleeveless top (\$55) is made in many different colour combinations all to match the Netti shorts.

Bella sportswear offer striking combinations in cotton/poly jerseys and lycra shorts. (L to R) fawn striped jersey (\$65) is made of a cotton blend and comes in a number of colours. The basic shorts are contoured and made from proofed wet look fabric (\$58). Cotton poly tops are also available in patterns. The triathletes swim suit (\$45) can be matched with similar striped fabric or worn with plain coloured lycra contoured shorts (\$49). This brightly patterned lycra jersey (\$59) is matched with lycra shorts which have a chamois insert (\$49).



Classy clothes from Clamont. (L to R) The Assos poly cotton jersey \$109 has a fleecy inside which wicks moisture away from the body. Assos of Switzerland also makes shorts in an eight panel construction with drawstring waist \$109. The Clamont skin suit is available in short or long sleeve and has a chamois insert (\$89). This stunning colour co-ordinated ensemble from Clamont is available in three colour combinations - pink, orange and blue. The top costs \$79 and the shorts \$69. The stars and stripes for ever: the triathletes singlet with pockets and mesh fabric costs \$35. The striped shorts come in a wide range of colours and are made with or without zips in the legs. \$49 with terry toweling insert.



(c) Foot angle inward. Press down, twist heel inwards to lock in.

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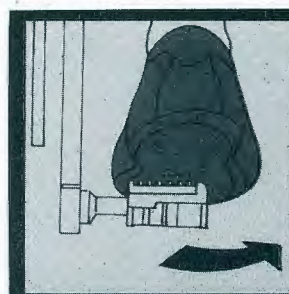
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(d) Simply twist heel outwards in a sharp motion to release.

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FASHION FEATURE

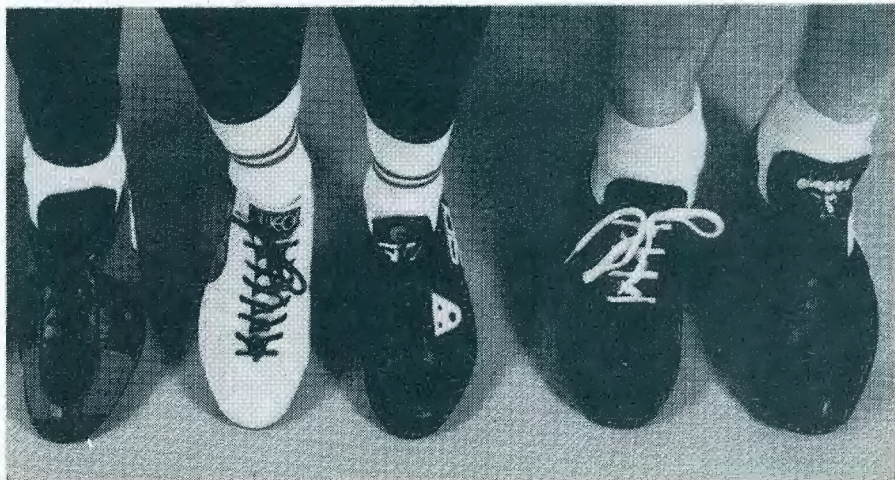
Cycling footwear has to not only look good and feel comfortable but it must perform well on the pedals.

In our line-up above we feature a sampling of the amazing range of high quality cycling shoes available in Australia. Cycling shoes fall into two broad types: racing and touring. The racing variety, which also include shoes designed specifically for triathletes, are fitted with cleats while the touring variety assumes you will want to walk around when off the bike.

Given the number of shoe styles and models available we went along to Woollys Wheels bike shop in Sydney's Paddington to get an idea on what was available. Some of the shoes shown may not be available in every store as manufacturers are constantly changing their ranges and stores prefer only to stock one or two brands. Prices shown are only approximate and will vary from store to store.

Top picture L to R: The classic leather cleated shoe is the Detto Pietro. It has a leather reinforced sole and is available in a number of styles. \$110; The Sidi Super Revolution has a solid leather sole with Titanium stiffener and velcro fastening. The shoes also have mesh inserts and are used by top triathletes. \$159; Avocet touring shoes have leather reinforcing and a nylon uppers. The sole is stiff and comfortable to walk in and has grooves to hold the pedal in place of cleats \$79; Vittoria leather shoes with plastic sole and cleat \$110; Bata Triathlon has a leather upper and velcro fastening. A new model of this shoe is now available. \$119;

Bottom picture L to R: The Sidi Touring shoe comes with either mesh and leather uppers or all leather. The mesh shoe pictured here is available in blue with black trim. \$99; Duegi make a stunning range of racing shoes. This striking model is pink in colour and has a cleated sole and leather upper. \$119; Sidi Sport shoes have a mesh and leather upper, plastic sole and cleat. \$109; Cannondale make this fine touring shoe which has a nylon upper and stiff walkable sole. \$95; The Diadora touring shoe has an upper made of breathable mesh and synthetic leather. Its sole is made from a special hard compound which is good for riding and walking. \$119.



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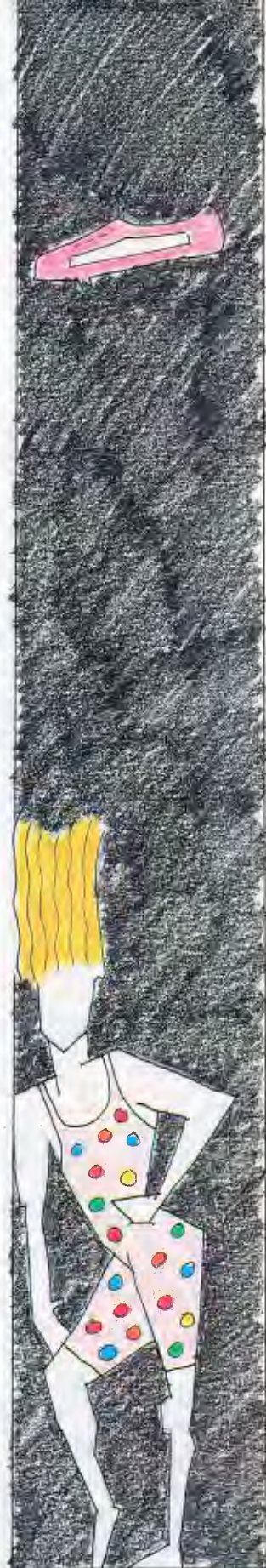
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Fat-tyre fun!

Mountain bicycles

In this article we take a tour on mountain bikes into the Blue Mountains area west of Sydney. Bicycling the back roads is more than fun its fantastic when you travel on fat tyres.

Words and images by Guy Finlay

David is perhaps your average clean cut Canadian. Nineteen years old, nice family (his "mom" makes the best Anzac cookies out), a couple of pretty sisters, and a mountain bike (Clamont). The latter would not be anything too out of the ordinary, except that David and his mountain bike live with his family in the Northern Sydney beach suburb of Allambie Heights.

Having a mountain bike in town is like having a pet dolphin in your swimming pool. It is a free spirit. As anyone who drives a 4wd will know, the urge to drive off the highway during a traffic jam, straight through the scrub and mud, is an overpowering one. It is a release from the drudgery of everyday regulation.

David had been talking about his bike for weeks with triathlete friend Clinton. The conversation was above my head most of the time. To give you an idea, here are a few snippets: Lugged double butted chrome moly all tubes; Triple butted chrome moly on the Clamont Coronet or the taper butted Tange Infinity tubing on the Woolys Ultimate with the SR flat type or your Coronet with black chrome moly bullmoose.

Now, if you got lost and had to go back and start again, don't worry, I had trouble writing it!!

What it all boils down to, is that bike riding, like a lot of things today, has an incredible technology behind it. This has taken the penny farthing from the Dinosaur it was, into today's computer age.

This is the second year of mountain bike fever, and already there are something like 30 models to choose from. Oh!, if you're still with me, the

configurations I described before were actually models, frame tubing, handlebars and handles!

After a couple of weeks of talking about his bike David rode it in to work one morning (50km, mind you. It must be comfortable). We all had to have a go. We were working on the staging/combat team for the TV series *It's a Knockout* so as stunt pilots we all volunteered to take it for a test run

Sydney's Blue Mountains is an excellent venue for a fat-tyre adventure. One of the characters in our story is shown here with the Grose Valley cliffs as a backdrop. Picture: Guy Finlay.



around the field. I was impressed. At first I considered it to be a grown ups BMX (a dirty word to seasoned MTB riders). I have since discovered that in the US and Canada professional off-road races are happening with big money behind them and heaps of hungry competitors.

The bikes themselves look like a 10-speed racing bike. You know, the ones that scream around velodromes like a moth around a candle. The similarities stop there. The average mountain bike has a wide range, five or six speed freewheel and long arm derailleur, road tyres or knobby off-landers, anatomic type saddle, triple

chainwheel set alloy cotterless type, heavy duty double sided pedals, motocross type brake levers and thumbshift gear controls. Front and rear cantilever brakes, high flange hubs with oversize axles holding 14 gauge spokes inside alloy rims and all this on a very strong frame using oversized tubing and reinforced fork crown.

After this initial exposure to the bike, David brought in a couple of bike magazines from the States, and one published in Australia. The publications stunned me. It was another world. Tours through mountainous areas, normally used as walking

trails, were being used as race courses. Top speeds were being reached over the 60km/h mark. Sliding around corners and jumping over obstacles like tree stumps, can only be described as insane.

That was it, I was hooked. As a photographer I've shot some action before; surfing, skateboards in pools and Rock 'n Roll, and this seemed just the ticket to some amazing exposures on celluloid.

It was all set. David introduced me to Terry, another Canadian (who works at Clarence Street Cyclery) and we headed off for the weekend to the Blue Mountains.



Our base camp was a rugged little farm house at Kurmond, at the foot of the Mountains. The house was owned by a friend of Terry's, Judy. Judy is a school teacher, very well travelled, eloquent and a genial hostess. She made sure we were all well fed with large quantities of spicy Indian food, followed by copious amounts of water. A good night's sleep, and we were set for adventure the next day.

The day dawned cool and overcast with the promise of the cloud turning off. David and Terry checked their bikes and loaded them into the back of my 4wd and David's van. I had already scouted the road on the previous evening off the Bell Line of Road, the sign read *This road is very narrow and winding. Surface is likely to be rough. Use by normal vehicular traffic is not recommended!* I wouldn't even recommend it to a goat!

David and Terry made ready. The idea was for me to follow along and record everything they got up to. It was dirt and these two had every intention of making it look good. I shifted gears into 4wd. The road leads to a valley (or gorge I suppose you'd call it! Valley sounds too undulating and nice), the sides of which were sheer sandstone straight down. Out of the sandstone, possibly, the convicts of

days gone by had hewn a goat track with "switchbacks" every km along the face until eventually you would reach the bottom.

Now David and Terry had developed that look in their eyes that I had seen in a lot of people who indulge in "boogie to the max." — adrenalin pump activities. They both took off, standing on their pedals for maximum effort. Dirt flew from their back tyres.

The trip down could only be described as hair raising. At one point in the road a large boulder stuck out of the face of the cliff. The road skirted it. David and Terry flew around it. Only David took a bad line through the apex. All I could see was David's back tyre skittering over the dirt verge. A 15cm raised line of stones and soil, and a guide post went spraying over the precipice. I could hear David and Terry hooting. Their voices echoing through the trees and across the gorge. Terry later told me of how he had missed a "switchback" a couple of weeks ago and hurtled through the bush, assuming a position behind the saddle, above the wheel, crashing down through bush over small cliffs (jumps!) and past trees. Luckily he was here in once piece to talk about it.

At the bottom of the gorge was a wooden bridge spanning a clear water creek which flowed through what could

be described as a small rainforest. David and Terry checked their bikes again. Essential equipment on this sort of trip obviously is a good set of tools and spares (tyre, inner tubes). We proceeded up the other side to a mountain and cruised around to the western side, the Wollemi National Park stretched away without even a hint of civilization.

Lunchtime, the packs of sandwiches, apples and canteens of water came out. The rest of the day was allocated to finding fun spots to humour my film habit. Although the guys were keen to play, you could tell that they were also hot to explore new trails.

The next day we headed to Katoomba, to a trail called Narrownneck. Now this is a "mother" of a trail. One section is a hill around a cliff, so that if it was snowing you would swear the road was moguls. I saw a would-be Burt Reynolds and his wife drive their brand new Datsun Patrol up. Three quarters of the way up, they stalled, snapped a handbrake cable and whimpered away, sliding, rolling back downhill.

Terry shifted into low gear, stood up on his pedals, gritted his teeth and wheel spun over the moguls to the top! David made it halfway up, but lost his balance and decided to walk it. The rest of the trail at Narrownneck is spectacular; sheer cliffs either side with some really sweeping corners for "foot to the floor" jamming turns. Fun!!!

At the end of the day, David and Terry decided to put on a show for the tourists at the bottom of the first hill and proceeded to mutilate the moguls of dirt.

It was a great way to spend a weekend. David, Terry and a few friends go riding almost every weekend, and Terry is now conducting tours through the Blue Mountains. Obviously, getting to know your bike is recommended, before sailing down trails like the ones I have described.

Like any other sport, if you're "coming in, out of the cold" get to know the people that are regular mountain bike riders. Usually like Terry, they work with bikes all the time and know plenty of places to test your skills and learn a few more. Welcome to the "Fat Tyre".

The trails followed were:

- 1st day: Bowen Creek Road to Mt. Irvine and trails around Mt Irvine
- 2nd day: Narrownneck, 1km west of Katoomba, part of Waragamba Dam Catchment area. Controlled by M.W.S. and D.B.

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SEASON 88

Freewheeling road tests the 1986 Panasonics

Road tests

Panasonic Bicycles, one of Japan's largest makers, is launching its first season range in Australia over the coming months. The flagship of the range (Team Japan, pictured below) is complimented by four other models covering the broad spectrum of adult sport and recreational cycling. Over the next four pages we present an in-depth preview of the full 1986/7 range.



Detail showing the neat Lostwax seat pillar frame lug a feature of the Team Japan.

At home on the range

The 1986/7 Panasonic

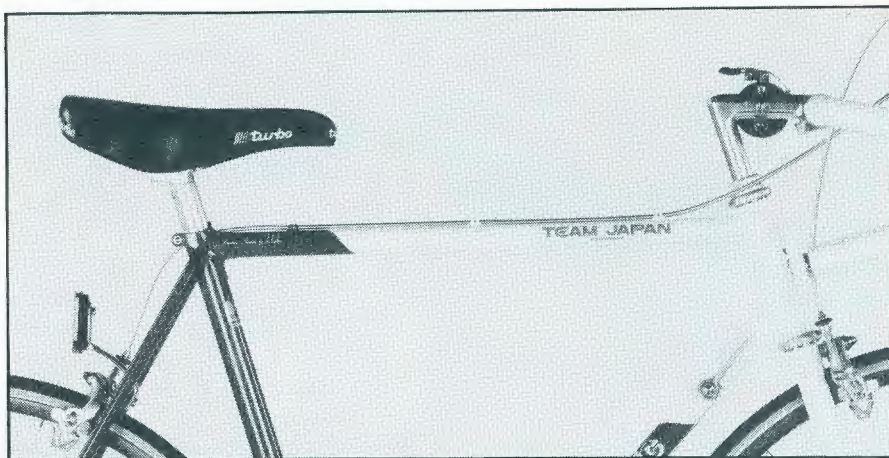
It is not often that we get the opportunity to test an entire range of models from one manufacturer. In this case the five bicycles tested in the following pages represent the arrival in Australia of a limited offering of machines from one of the worlds largest bike makers. The new Panasonic were subjected to our standard evaluation and ridden by our chief test pilot and publisher Warren Salomon.

The 1986/7 Australian range of Panasonic bicycles consists of five up-market models (which is why it is possible to test ride a manufacturer's entire offering in a relatively short space of time). The limited range represents a well-planned entry into the Australian market by the National Panasonic Company in its own right. In so doing they have chosen the growing adult multi-geared lightweight sector of the market as their initial target.

National Panasonic is renowned for its high quality electronic and electrical products so it came as no surprise to find that its bicycles are similarly well equipped, constructed and finished. With the exception of a few components on the Sport 1000 and 500 bikes and a sprinkling of Italian equipment the range is solidly Japanese.

Initially the new range will be distributed throughout New South Wales spreading to Victoria and other states when the company's dealer network is firmly established. Panasonic insists that it is in the Aussie market to stay so we assume additional interests such as mountain bikes, BMX, city bikes and touring will be covered by the range in the future.

All bicycles in the range carry a warranty of twenty years on frame and forks and twelve months on component parts. The Panasonic range is distributed by the bicycle division of National Panasonic Australia Pty Ltd (02) 887 5333.



Team Japan — Flagship of the fleet

Road test

The Team Japan represents a new level of sophistication in the bicycle market place. Gone are the days when manufacturers of a particular nationality would only equip their machines with componentry from local suppliers. Nowadays when a bicycle maker strives to build the best the componentry generally comes from all over the world.

The flagship of the new Australian Panasonic range is constructed of the highest quality parts from both European and Japanese manufacturers. It's an interesting combination normally seen only on hand-made custom-built machines. The combination of Columbus frame and top-of-the-range SunTour Superbe Pro componentry puts it in a class all of its own in the Australian bike scene. To date few manufacturers have dared to put a bike on the market fitted out with top line equipment fearing that potential buyers of this class of bike would prefer to have theirs custom built.

Such is the level of technical excellence in Japanese manufactured bikes that machines like the Team Japan are now in the catalogues of all the major companies exporting to the US. Because of our small market size few if any of these bikes are seen here. Provided that the two sizes on offer are suitable this bike would make a fine competition mount equal to the best any custom builder could deliver.

The frame is made from Italian Columbus SP & SL chrome moly tubing

with double butted main tubes and features forged dropouts and a clean well-finished Lostwax seat pillar clamp. The usual braze-ons are fitted including a pump peg and chain hanger.

Tange chrome moly fork blades are used with a cast crown and fitted in the frame with a Superbe Pro alloy sealed headset. The paint work is well finished in a deepce of more than two thousand dollars the Team Japan is a performance machine for the committed rider. I am informed by National Panasonic that they are only importing ten of this model into Australia this year so it's definitely a limited edition machine.

Specifications

Price: \$2199

Sizes: 56, 61cm

Colour: Imperial red with white trim

Frame: Columbus SP & SL Chrome moly double butted main tubes, SunTour forged fork tips and dropouts, Lostwax seat clamp lug, SunTour sealed bottom bracket, Brazed-on brake and cable guides chain hanger and pump peg. Tange chrome moly forks with forged crown. SunTour Superbe sealed alloy heat set.

Head tube angle: 73 degrees

Seat tube angle: 74 degrees

Bottom bracket height: 270 mm

Fork offset: 40 mm

Wheelbase: 986 mm

Chain stay: 410 mm

Rims: Araya Aero tubular ADX-4x32 Hard anodised finish

Hubs: SunTour Superbe Pro 32h sealed bearing

Spokes: 14g stainless

Tyres: Panaracer Legere tubulars 230g

Brakes: SunTour Superbe Pro

Levers: SunTour Superbe Pro

Pedals: SunTour Superbe Pro

Crankset: SunTour Superbe Pro 53/42

Chain: SunTour Superbe silver

Freewheel: SunTour New Winner 7-speed 13/21

Derailleurs: SunTour Superbe Pro

Levers: SunTour Superbe Pro

Head set: SunTour Superbe Pro sealed

Handlebars: SR CTD Maes alloy

Handlebar covering: White cushion type

Stem: SR CT alloy 100 mm

Saddle: Selle Italia

Seat pillar: SunTour Superbe Pro

Seat pillar bolt: 5 mm allen key type

Accessories: Toe clips and straps, Safety equipment required by SAA

DX 4000

Road test

A high performance lightweight fitted with SunTour Sprint gears.

The DX 4000 is a good performer in the up-market lightweight class. It is well finished and comes in a metallic finish ocean blue colour. Its frame is made from lightweight Tange No 2 double butted chrome moly tubing with forged dropouts and a full complement of brazed-on fittings including two water bottle mounts, pump peg on the inside of the head tube cable guides and chain hanger. The frame is fully lugged and has a Lostwax seat pillar clamp lug with recessed allen key clamp.

The Tange chrome moly forks have an elegant looking AC-2 crown and are tipped with forged dropouts. The forks are finished in a metallic silver the same colour as the contrasting head panel of the frame.

The new SunTour Sprint gears give fast efficient gear shifts. The performance of the gears is enhanced by the addition of a racing version of the popular SunTour Power Shift gear levers. These light alloy levers are mounted to brazed-on frame bosses and have an internal ratchet arrangement that allows a feather touch down-shift.

With bald tyres all the rage this summer Panasonic have responded by fitting their own Panaracer Vertex 700x23 high pressure tyres to the DX 4000's top line Ukai 20A narrow alloy rims. The Vertex is a 'semi bald' tyre: its top tread is smooth while it has a fine herring bone pattern on the edges. SR sealed small flange alloy hubs and 14 gauge stainless spokes complete the DX 4000's high performance wheel spec.

Dia Compe G500N alloy side pull brakes are used and are combined with the AC250G levers. This type of lever has the cables routed out the side giving the handle bar area a clean uncluttered appearance. Normally the cables are fixed to the handle bars underneath the tape but on the bike tested this was not the case. I assume that as I was riding an advance sample this point will be corrected once the bike goes on sale.

The DX 4000 is a fast bike to ride. Its 72/74 degree frame gives a comfortable ride and will suit endurance riders as well as sprinters. It has a black suede Selle Italia saddle fitted to a long SR alloy micro adjust saddle pillar.

Black KKT Pro Vic II alloy pedals are mounted to a Sugino GLP alloy crankset with toe clips and straps provided as standard equipment. Other parts of the drive train consist of HKK Z series silver chain and SunTour Winner 6-speed freewheel with 14/24 range.

The DX 4000 is a comfortable bike to ride and would make a good competition machine for road racing or

triathlon. Its light chrome moly frame is well built and is fitted out with a good range of high quality alloy componentry.

Specifications

Price: \$999

Sizes: 56-61 cm

Colour: Ocean blue with silver trim

Frame: Tange Champion No 2 double butted chrome moly tubing. Tange forged fork tips and dropouts. Lostwax allen key seat clamp lug. Brazed-on cable guides, 2 water bottle mounts, chain hanger and pump peg. Tange chrome moly forks with AC-2 box welded fork crown.

Head tube angle: 72.5 degrees

Seat tube angle: 74 degrees

Bottom bracket height: 265 mm

Fork offset: 40 mm

Wheelbase: 988 mm

Chain stay: 410 mm

Rims: Ukai 20A alloy 700c

Hubs: SR CRH-310 QR alloy sealed mechanism

Spokes: Stainless 14 gauge

Tyres: Panaracer Vertex 700x23c 115 psi

Brakes: Dia Compe 500N

Levers: AC250G alloy aero type

Pedals: KKT Pro Vic II black alloy

Crankset: Sugino GLP Alloy 52/42

Chain: HKK Silver

Freewheel: SunTour Winner 6-speed

Derailleurs: SunTour Sprint

Levers: SunTour Sprint Power shift

Head set: Steel Tange SE2S sealed

Handlebars: SR CTD Maes

Handlebar covering: White cushion type

Stem: SR CT Alloy

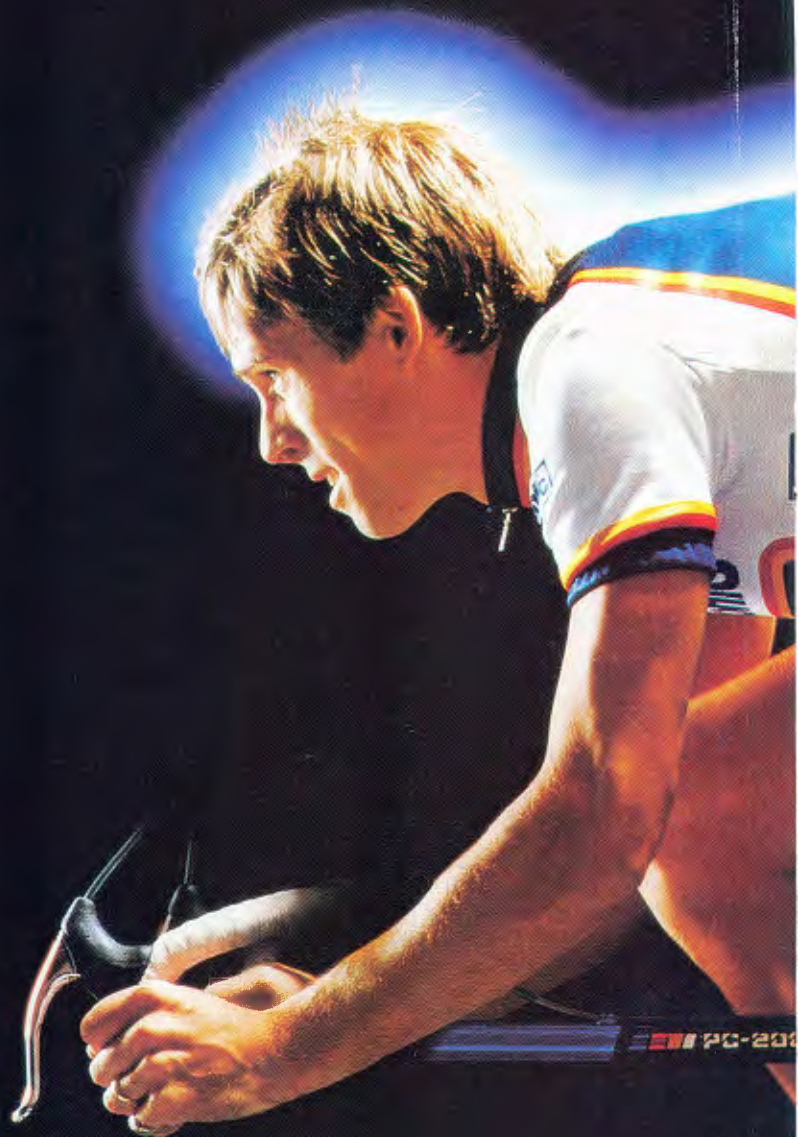
Saddle: Selle Italia Mundialita black suede

Seat pillar: Sugino SP KCL alloy micro adjust

Seat pillar bolt: Allen key recessed

Accessories: Toe clips and straps, SAA safety equipment





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DX 3000

Road test

Striking paint colours and Shimano SIS gears on a well-equipped sports machine.

With its bright yellow and gloss black colour scheme the waspish Panasonic DX 3000 is a hard bike to overlook. Likewise its performance is worthy of a closer look with its Tange 900 double butted chrome moly frame and all-alloy equipment combining to give it good handling characteristics in a bike built for road racing or triathlon.

Shimano L series SIS gears give it a competitive sting. The rear derailleur shifts precisely even over two or three gears. The gear change lever clicks into gear with a positive feel that builds rider confidence. The SIS (Shimano Index System) gears use a lever/derailleur combination that provides positive click-stop shifting from gear to gear. This means that bungled gear shifts are now a thing of the past: a good thing for non-competitor and racer alike.

The SIS levers on the DX 3000 are fitted to brazed on down tube bosses giving the bike a clean sporty appearance. Only the rear derailleur uses the SIS so the front changer lever operates in the

normal fashion. I was very impressed with the SIS gears on the 3000.

With conventional gears speed and accuracy are all important in competition riding but with the SIS changer/derailleur combination only speed is important. In most circumstances it is necessary to change down or up more than one gear at a time and the SIS handles this with out fuss and fumble. A quick click – click and you are in the right gear. Its easier to know *which* gear you are in.

The DX 3000 sits firmly in the middle of the Panasonic range. Its frame angles are suitable for sports riding and its slightly longer wheelbase and larger fork offset make it a more comfortable bike to ride over longer distances.

Labrinth sealed bearings are used on bottom bracket, hubs and the Tange headset. This is a common trend and offers the serviceability of adjustable bearings with the protection of dust and weather sealing.

The wheel specification on the DX 3000 is sports oriented with Ukai 700c alloy modular rims, 14 gauge rustless spokes and Sanshin alloy quick release sealed mechanism hubs fitted with high pressure Panaracer 700x25c 100 psi tyres.

Other standard equipment fitted to the Tange 900 frame and Mangalloy forks includes a Selle Italia anatomic saddle with SR Laprade seat pillar, SR alloy handlebar and stem, SR SXC 200 alloy cotterless crank set (52/42 rings), Tange sealed headset, 14/28 Shimano 6-

speed freewheel and KKT alloy Pro Vic II pedals with straps, clips and reflectors.

Specifications

Price: \$839

Sizes: 53 56 61 cm

Colour: Midnight Black with Yellow trim

Frame: Tange 900 double butted tubes with forged fork tips and dropouts. Mangalloy forks with AC-2 box welded fork crown. Brazed-on cable guides and mounts for pump two water bottles and chain hanger.

Head tube angle: 73 degrees

Seat tube angle: 74 degrees

Bottom bracket height: 265 mm

Fork offset: 45 mm

Wheelbase: 1020 mm

Chain stay: 420 mm

Rims: Ukai 20A alloy

Hubs: Sanshin ET-Q alloy QR sealed mechanism

Spokes: 14 gauge rustless

Tyres: Panaracer 700x25c Open Side 100psi

Brakes: Shimano side pull Z series

Levers: Shimano 600AX Aero

Pedals: KKT Pro Vic II alloy

Crankset: SR SXC-200 Alloy cotterless 52/42

Chain: Shimano UG

Freewheel: Shimano Z012 6-speed 14/28

Derailleurs: Front: Shimano Z series; Rear:

Shimano L series SIS

Levers: Shimano L Series SIS brazed-on DT mount

Head set: Tange steel Sealed type

Handlebars: SR CTD Maes

Handlebar covering: Yellow pearlescent tape

Stem: SR CT alloy

Saddle: Selle Italia Anatomic

Seat pillar: SR CT PSE alloy micro adjust

Seat pillar bolt: Allen key type

Accessories: Toe clips and straps SAA safety equipment



Sport 1000 and Sport 500

Road tests

Two general-purpose bikes for the quality conscious rider.

At the volume selling end of the Panasonic range are the Sports 1000 and Sports 500 models. Both models have Japanese frames and

are assembled in that country though a sprinkling of componentry is from Taiwan.

The Sports 1000 has a Tange 900 double butted chrome moly (main tubes) frame with 1020 forks. It also has a sealed bottom bracket assembly. The 500 has a full Tange 1020 high tensile steel frame with pressed dropouts and fork tips. Both bikes have brazed-on brake cable guides (the Sport 1000 also has one set of water bottle mounts).

Wheel specifications differ between the two bicycles. Whereas the 1000 is fitted with Weinmann alloy 27x1 1/4" rims, Sanshin sealed alloy Q/R hubs and 14 gauge rustless spokes the lower priced model 500 has all-steel wheels.



The Sport 1000 and 500 are Japanese built bikes and have good quality components fitted. The 1000 differs from the 500 in the amount of alloy componentry it uses. The big

1 1/4" tyres on the 500 give it a comfortable ride while the alloy rims on the 1000 give good stopping power in the wet.



Both machines have Shimano gears fitted. The 500 uses the steel Skylark derailleur set and alloy stem-mount levers while the 1000 has Z Series alloy front and rear changers controlled by Z Series alloy stem-mount levers.

Good quality alloy side pull brakes are a feature of both the Sport 1000 and Sport 500. The 1000 uses Shimano Z Series while the 500 has Dia Compe 630N. The matching alloy levers fitted to the handlebars of both bikes have extension levers attached and full sponge bar padding is also provided.

A high quality SR alloy cotterless chainwheel set is provided on the Sport 1000. This type of set has removable rings and can be converted to lower geared touring ratios. The 500 similarly has alloy cotterless cranks and its rings are steel and are non-replaceable.

In keeping with the steel/alloy differences between the two bikes the 1000 has SR alloy pedals while the 500 is fitted with the steel Hung Kuang VP 361 double side type.

Both bikes were comfortable machines to ride and the Sport 500's beefy 1 1/4" tyres gave a particularly good performance on city and suburban streets. They each have mid range gearing suitable for short tours, city riding and leisurely recreational trips.

Specifications

Price: 1000: \$569; 500: \$449

Sizes: 48 53 58 cm

Colour: 1000: Bermuda blue or Wine red; 500: Sea Blue or Metallic red

Frame: 1000: Tange 900 double butted (main tubes) 1020 Hi tensile forks. Brazed-on cable guides and one set of bidon mounts; 500: 1020 High tensile frame and forks

Rims: 1000: Weinmann alloy 27 x 1 1/4"; 500: CMC steel 27 x 1 1/4"

Hubs: 1000: Sanshin alloy Q/R with seals; 500: Jou Yu steel small flange bolt-up

Spokes: 14 gauge rustless

Tyres: 1000: Kenda 27 x 1 1/8" gum wall; 500: Kenda 27 x 1 1/4" gum wall

Brakes: 1000: Shimano Z Series alloy; 500: Dia Compe alloy 630N

Levers: Alloy with extensions same brand as brakes

Pedals: 1000: SR SP 467 alloy; 500: Hung Kuang VP 316 steel

Crankset: 1000: SR CXC 300 alloy cotterless 52/40; 500: Anlun AL1000 alloy cotterless with steel rings 52/40

Chain: 1000: Shimano UG; 500: KMC

Freewheel: 1000: Shimano UG 14/28 6-speed; 500: Shimano UG 14/28 5-speed

Derailleurs: 1000: Shimano Z Series; 500: Shimano Sky Lark

Levers: Shimano alloy stem mount

Head set: Steel

Handlebars: Hsin Lung DR-3 steel

Handlebar covering: Black sponge covering

Stem: Delta DG 60, 80 and 100 mm reach

Saddle: Viscount

Seat pillar: 1000: Alloy post type; 500: Steel post type

Seat pillar bolt: 1000: Allen key type; 500: Bolt type

Accessories: SAA safety equipment



Phil Anderson
Panasonic Cycling Team



Panasonic

BICYCLES

Southern Cross Carrera

Road test

A low cost lightweight machine for entry level triathletes and sports cyclists.

With the price of high quality lightweight machines skyrocketing increasing attention is being focused on the new wave of up market bikes coming out of Taiwan. For some years now the Taiwanese have been improving on the quality of their output and in the mid price range they have made the biggest improvements. Generally they have increased their quality by using Japanese componentry and frame tubing but the Southern Cross Carrera demonstrates that the clever Taiwanese can do it on their own.

The Southern Cross Carrera is a lightweight racing bike with almost all of its components made in Taiwan. It uses all

alloy componentry and a chrome moly frame. The frame is painted in a royal blue with gold overspray on the rear triangle. Japanese Ishawata SAE 4130 tubing is used.

The frame has all the usual braze-ons such as water bottle mounts (2) brake and gear cable guides, chain hanger and shifting lever mount on the down tube. Its 73 degree parallel frame gives a quick responsive ride and has forged racing style fork tips and dropouts.

The Carrera's only Japanese components are the SR alloy chainwheel set, Shimano Uniglide chain, SunTour Gold freewheel and ARX derailleurs controlled by a Microlite top-mount down tube shift lever set. These levers have an internal cam arrangement that automatically re-adjusts the position of the front derailleur as the rear gear is shifted.

Formos alloy short reach brakes are used and in conjunction with the Sumo aero style alloy rims give firm stopping power. Though the rims seem strong and well finished the 1" CST tyres did not seem to fit the rims as well as high pressure tyres should.

The handlebars have a dimpled covering that matches the saddle covering. The cladding on the bars has some give but the saddle is a firm racing variety.

Overall the Carrera is a comfortable bike to ride and offers the rider a good low-cost alternative to the high-priced Japanese bikes.

Specifications

Price: \$499

Sizes: 53.5, 55.5, 58.5, 60.5cm

Colour: Royal blue with gold overspray on rear stays

Frame: Ishawata SAE 4130 Chrome moly tubing. Cast dropouts and fork tips Box welded fork crown. Fully chromed forks. Braze-ons for two water bottles, chain hanger, gear and brake cables and gear levers.

Head tube angle: 73 degrees

Seat tube angle: 73 degrees

Bottom bracket height: 260 mm

Fork offset: 45 mm

Wheelbase: 1015 mm

Chainstay: 415 mm

Rims: Sumo alloy aero type 700c

Hubs: K T alloy small flange Q/R

Spokes: 15 gauge chromed

Tyres: Cheng Shin CST Super HP 700 x 25

Brakes: Formos alloy with Q/R

Levers: Formos alloy with rubber hoods

Pedals: Taiwanese alloy

Crankset: SR Custom cotterless 52/40 x 170 mm

Chain: Shimano Uniglide

Freewheel: SunTour Gold 14/24 6-speed

Derailleurs: SunTour ARX

Levers: SunTour Microlite top-mount

Head set: Alloy black finish

Handlebars: Jaehwa alloy

Handlebar covering: Dimpled red plastic padded

Stem: Alloy recessed bolt 100mm reach

Saddle: Hsin Cheng with red dimpled covering

Seat pillar: Alloy micro adjust

Seat pillar bolt: Allen key type

Accessories: Toe clips and straps

Frame and forks are guaranteed for the lifetime of the user. Parts for three months. Distributed by Southern Cross Bicycles (02) (02) 450 1816.



Repcos Sydney to the 'Gong Bicycle Ride

Sunday November 23

The Repco Sydney to the Gong Bicycle Ride is Australia's big one-day fun and fitness ride. All you need is a trusty bike and the willingness to take the challenge and ride the 85 km south to the city of steel. At the end of this year's ride the Festival of Wollongong awaits.

Every year in late November thousands of people mount their bicycles and pedal down the magnificent coast road to Wollongong as part of our big event: the Repco Sydney to the 'Gong. This year's ride will take place on Sunday November 23 and will push off from Belmore Park adjacent to Central Railway Station at 8 am. The Lord Mayor of Sydney Alderman Doug Sutherland will officially start the ride and a big day of activities is planned.

This year the ride will terminate at the Festival of Wollongong carnival which will be held throughout the day in McCabe park near the city centre. Food, drink and entertainment will be available and one of the highlights of the carnival will be a bicycle exhibition located in a hall adjoining the park.

The 'Gong Ride ride is well supported with vehicle crews to attend to mechanical breakdowns and help you out in the event of an emergency. A large number of volunteers will help at places along the route to ensure that you have a trouble free ride. Members of the Motor Cycle Riders Association Tourers will assist the organisers with marshalling and communications and the St Johns Ambulance will also be on hand just in case.

A movable feast

Leaving Sydney at 8 am on Sunday morning through the southern suburbs is



easy going and in no time Royal National Park is reached. At Audley we provide you with morning tea consisting of a generous chunk of fruit cake and cups of tea, coffee or cordial. From Audley the ride ambles along Lady Carrington Drive through the beautiful forests along the Hacking River to the lunch stop at Red Cedar Flat.

You will probably have guessed by now that a lot of time is spent devouring food. Bike riders need to refuel and to assist we have arranged caterers at the lunch, afternoon tea, and finishing points. As the ride gets bigger our forward planning becomes more important. This year we have arranged through professional caterers to supply lunches at Red Cedar Flat.

You will need to pre-order your lunch so that we can organise our catering in advance. There are shops along the route but as the lunch stop is in a remote part of the National Park you will have to ride on to Otford if you don't pre-order lunch. Lunch this year will be similar to the popular packed lunches provided to riders on the Great Victorian Bike ride.

The lunch pack costs \$3.00 and includes a wholemeal roll with filling, a piece of fruit, a bite sized piece of vegetable, snack pack of dried fruit and a Tetra Pack of fruit juice.

In the afternoon you will leave the forest and ride the magnificent coastal road down to Wollongong. An afternoon tea stall will be arranged once again in the grounds of the Coledale Public School and if you have time you can have a swim at the surf beach nearby.

On arrival in the 'Gong you will receive your cloth patch and a small certificate of achievement at Flagstaff Point. Once you have caught your breath and admired the fabulous views from the Point its on to McCabe Park where the Festival of Wollongong is in full swing.

The Lord Mayor of Wollongong and Local Member of Parliament Alderman Frank Arkell will be on hand to welcome riders to his city. Presentation of prizes will take part at the carnival during the afternoon. From there its a short pedal to the train station from where the all-electric SRA will transport you and your bike back to Central. What a day!

The 1986 ride is the fifth annual ride and already over four thousand people have successfully completed the journey. Join in this year's ride by filling in the entry form on these pages and send it with your ride fee to *Freewheeling* post haste.

The \$8.00 ride fee entitles you to a fully illustrated guide book - a great souvenir of the event, morning tea at Audley, commemorative cloth patch, achievement certificate plus heaps of well organised support. Your fee also covers additional expenses such as a National Park service and postal han-

dling charges. Your entry package will be posted to you and should reach you one to two weeks prior to the event.

Return travel arrangements

Rail travel must be booked when you enter as accommodation will be strictly limited. The SRA is getting into the spirit of the ride this year and have accepted the challenge to transport up to 1400 riders and their bikes back from Wollongong to Central throughout the afternoon and up to 100 riders from Wollongong in the morning. This year the SRA will be arranging our travel by up grading existing services. Because of our large numbers and the need to plan ahead you won't be able to travel the Illawarra line on the day unless you have one of our special rail passes. Space is strictly limited on the trains so make sure you book when you enter.

Entries close on November 8

Entries must be posted and returned to the *Freewheeling* mailing address no later than the first postal delivery following November 8th. We will begin posting from that date so please be patient when you do not receive your riders package soon after you enter. Our processing is done in batches and you can help us speed things up to others and your self by posting early.

Riders this year will receive their ID as part of the guide book which will need to be carried with you and presented along the route to claim services.

Due to difficulties that regularly occur with the postal system at this time of year we will be establishing collection boxes at the following locations: Sydney city, Clarence Street Cyclery; Sydney Inner West, Inner City Cycles Glebe; Outer West, Blacktown Bicycle Centre; Sydney North Shore, Cranks Bike Shop Roseville; Sydney Southern suburbs Rockdale Cycles; Wollongong, Spearman Cycles.

These boxes will be collected after the end of trading on November 8. After that date you may register and pick up your riders kit personally at the *Freewheeling* office in the city from November 15 onwards. This is considered a late entry but you are more certain to get rail seats if you register in this manner.

Late Registrations

This year we will be accepting late registrations on the day. Late rego's will cost \$9.50 and you may have to queue up to get your riders package at Belmore Park. Please note that on-the-day registrations will only be available at Belmore Park. Desks will be set up and operating from 7:00 am onwards. Late entrants should make their own return travel arrangements and not expect rail tickets

REPCO Freewheeling TO THE 'GONG

OFFICIAL ENTRY FORM

Use one per person, photocopy additional forms or phone (02) 264 8544 for more.
I enclose the following amount as entry payment and /or rail-bus fares, lunch etc.

- ☐ Ride fee \$8.00
☐ Rail (adult) \$4.55
☐ Rail (conc) \$2.65
Concession no.

- ☐ Ride T-shirt \$10.00
☐ Shirt size

- ☐ Lunch \$3.00

Total enclosed _____

Entrants first name/surname _____

Entrants address _____

Entrants locality/Postcode _____

Entrants contact phone number business hours _____

Accompanying adults name and home phone number _____

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

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

Signature of parent/guardian _____

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Declaration: (1) I, the undersigned, in consideration of and as a condition of acceptance of my entry in the 1986 Repco Sydney to the 'Gong Bicycle Ride (herein after known as the Event) for myself my heirs executors and administrators hereby waive all and any claim right or cause of action which might otherwise have for or arising out of loss of my life or injury damage or loss of any description whatsoever which I may suffer or sustain in the course of or consequent upon my entry or participation in the Event.

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

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

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to be available on the day. If in doubt call in at the Freewheeling office before Friday 21st. Bookings can not be taken over the phone.

Pre-ride overnight accommodation

We are always asked by riders to make suggestions on suitable hotel or motel accommodation close to the start of the ride. This year we would like to recommend the following establishments for your overnight pre-ride accommodation: The Rooftop Motel 146 Glebe Pt Rd (approx 10 minutes ride from Belmore Park) (02) 660 7777. They offer undercover parking for bikes but you should bring a lock as well. Room only costs \$39 single or \$44 for two persons.

Further 'up-market' is the Central Plaza Hotel in Railway Square (two blocks from Belmore Park). Their rooms cost between \$74 and \$89 single or \$84 to \$99 for two persons.

You should make your own bookings well in advance telling them that you are participating in the Repco Sydney to the 'Gong Bicycle Ride. You may be allowed to keep your bike in your room but this will depend on the condition of your machine (is it clean?) and the size of room you have been allocated. In any case undercover bike parking is assured but remember to bring your own lock.



Prizes

This year we will be awarding cash prizes to the best team of four riders and bike gear to the runners-up. The Lord Mayor of Wollongong's prize for the best decked out individual rider will be supplemented with a new award for the best decorated bike. If you've got a weird or wacky outfit then grab your friends and come along you could win. Full details and prize list will be published in the guide book.

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

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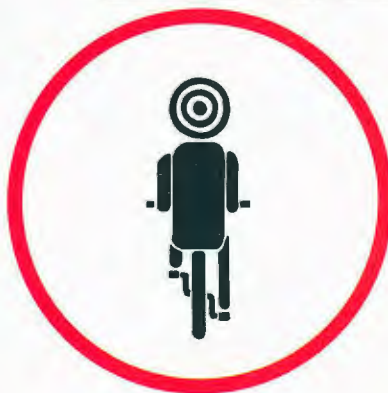


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PAGE of the UNKNOWN ROADSIGN

by Phil Somerville



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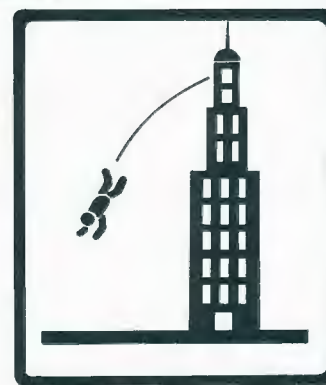
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An American in Paris

Tour de France 1986

At the end of last years Tour de France five time winner Bernard Hinault said that he would help his team mate, American Greg Lemond win the 1986 race. True to his word Hinault did help but only after Lemond had proven himself the better rider.

This years Tour de France proved to be one of the most exciting on record. Billed as a 'climbers race' because of the excessive number of alpine stages it failed to live up to prediction. Instead it proved to be a struggle between old and new: a battle to see who would wrest the crown from the per-

Greg Lemond (left) and Bernard Hinault ride side by side to the finish line in the exciting stage to l'Alpe d'Huez this years tour. Below: The Tour is renowned for its alpine stages offering spectators some of the best scenery in Europe.



son who has dominated the race for almost a decade.

The Tour is without a doubt the largest sporting event in the world. For an Australian it is hard to imagine. The race is conducted in daily stages and winds its way around France for almost four weeks. Twenty one professional teams of ten riders each competed making it the biggest yet. The large field was blamed for a number of falls which relegated many riders to the sag wagon.

In the end when the peloton finally arrived on the Champs-Elysses 78 riders had quit. The victor on the podium for the first time was an American and there at his side was his compatriot and leader of the La Vie Claire team Bernard

Hinault. A year had passed and the two had traded positions.

There were 26 stages in this year's event. An early casualty was Laurent Fignon a past winner who retired with a temperature and retired to his home in Paris. By the half way point Hinault had taken over the race leader's yellow jersey and looked like steam-rolling his way through to Paris. It was on the 13th stage that Lemond's star began to emerge when he won from Panasonic's Robert Millar. Millar a recognised climber was one of the favourites for the tour but he and other mountain men like Columbian Luis Herrera and Spaniard Pedro Delgado failed to consistently show results.

Millar's team mate Phil Anderson eventually finished in 39th place. Phil missed the first part of the season due to an arthritic condition and was not up to peak condition for the big race. Nevertheless he rode a good race and participated in many of the tactical battles that characterised the 73rd Tour.

Lemond's stage win staked his claim on the yellow jersey. Hinault, following an earlier break, arrived at the top of the final 17 km 1820 metre climb to the ski station at Superbagneres to save his lead by only 40 seconds.

In the three transitional stages between the Pyrenees and the Alps Hinault held to the lead but on the 17th stage Lemond made his move. The stage



culminated at the dizzy altitude of 2400 metres with Lemond finishing third behind Spaniard Eduardo Chozas and Swiss Urs Zimmerman. Lemond in the leaders yellow jersey took his place in the history books as the first American ever to wear yellow in the Tour and the media had a field day.

The real turning point of the Tour came the following day when Hinault and Lemond staged a spectacular finish at l'Alpe d'Huez riding side by side to the finish line a full five minutes ahead of their nearest rivals. This display of camaraderie amazed the cynics who felt that Lemond could have easily won the stage on his own but in the world of pro-

fessional bike racing lone breakaways are almost always absorbed by the pack. At the days end the Tour had gone to La Vie Claire. Lemond looked like a winner but Paris was still five stages on.

As it turned out Lemond lead all the way from l'Alpe d'Huez though Hinault gave plenty of warnings that he would not allow the yellow jersey to be lost from his team. Lemond had to earn his victory the hard way and the continuing war of nerves between the 31 year old Breton and his 26 year team mate kept the media and the television viewing public on the edge of their seats.

In the fourth last stage, a time trial, Hinault proved that he hadn't lost touch

with his specialty and won from Lemond but only by the small margin of 1:16. An outright win for the American at this point may have produced rioting in the streets as the French are extremely chauvinistic about their bike race.

A victory in the final time trial gave Hinault his final glory as from here on the race was all sewn up and Lemond only had to reach the dais in the Champs-Elysees to claim his prize.

As the strains of the Star Spangled Banner drifted out over the crowds lining the streets during that summers day there were no riots in spite of the fact that for the first time an English speaking rider had taken the Tour. Back home in the USA though the event was reported few Americans grasped the significance of the Lemond victory. His triumph was hardly reported in some areas and after all cycling is still a relatively minor competitive sport. Even so Greg Lemond has done more for cycling in his country in under four weeks than many others have done in decades. Officials of the USCF expect their ranks to swell as many young people are drawn to the sport.

For our local hero Phil Anderson who finished in 36th position the final result wasn't all that bad. He was never in a position to do his best and his recent injuries kept him out of his usual place in the top ten for the entire race.

Even the Price is Right



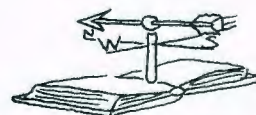
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THE FAT TYRE FANATIC

"King Wally" in a Walk

Fat tyre news

The current Australian mountain bike champ Werner "Wally" Wohlrab continued on his winning way with a decisive victory in the 3rd Annual Hunter Valley Mountain Bike Championships held near Paterson NSW in July.

by Bob Jones

The championship was the featured event of a weekend of mountain bike activities, centred around the rugged hillsides of the historic rural community. The event embraced an observed trials a downhill time trial and a big off-road race.

A fine weekend was marred by a petrol strike throughout the state which reduced the expected number of entries from outside the Hunter district. Nevertheless what the field lacked in numbers was more than made up for in the quality of the assembled competitors, with at least four of the top six placegetters from the recent Australian titles in attendance.

Saturday saw a dozen competitors testing themselves over a series of arduous trials traps and finishing the day with a hair-raising drop down a local landmark known as Hungry Hill. This proved an apt name as the descent devoured several of the riders and their bikes. After mercurochrome and puncture patches had been applied to men and machines the day's winners were found to be Dave Upton in the trials and

Sydneysider David Kitchen who was the downhill victor by a margin of just 2 seconds.

The field expanded to 18 for the Sunday race, held on a large nearby cattle and logging property, consisting of two separate circuits with just about every aspect of off-road riding skills tested thoroughly during the race.

All riders started together and after completing the first circuit, a gruelling 9km figure-eight course, officials sent the first half of the racers as they came through the turning point on another lap while the remaining riders were let through on to the second circuit which comprised about 3km of faster but still varied terrain. This second group became in effect the B grade and this method of seeding riders had the advantage of clearing the trail of the slower competitors. It also meant "B" grade riders were able to watch and cheer on the "aces" as they came on to the second

circuit where they again completed two laps.

"Wally" Wohlrab had established his lead right at the outset, riding up steep ascents where others ran or walked (or crawled) and stretching his lead as he flew down the narrow, rabbit-holed, tussocked and eroded descents. Behind him, Dave Upton and Terry Porter battled for second place while others in the field either suffered mechanical failures or simply blew up, victims of the fast and perilous pace being set. Terry Porter managed to draw away from Upton on the second part of the course.

In the B grade local road racing exponent Tony Bytheway and race organiser Bob Jones arrived on the second circuit together and had a close struggle all the way to the line with Bytheway just taking first place.

Wohlrab, however, had the luxury of a seven minute lead at the finish which allowed him to virtually stroll home, being the only rider on the day to finish looking almost as fresh as at the start.

The major sponsor of the weekend was John Veenstra of Europa Cycles' Newcastle branch and generous support was also provided by Rob Hadley and other local bike shops.

Dave Upton amassed the best points tally for the weekend which entitled him to a fine road-racers jersey again provided by Europa Cycles.

The weekend consolidated the Hunter Valley's growing role as the mecca of mountain bike racing and competition as the district has already played host to four such races over the last two years with more already planned for the rest of this year alone. The enthusiasm being generated is of course in no small part due to having the National Champion in residence but is also enhanced by the number and variety of suitable courses. Organiser Bob Jones promises to be back next year with another testing version of what has become a must for devotees of this growing sport.

Wal Walrob crosses the finish line in the Hunter valley race.



Results

Observed Trials

David Upton 1st
Aladdin Jones 2nd
Grahame Upton 3rd

Downhill Time Trial

David Kitchen 1st
David Upton 2nd
Bruce Richards 3rd

Off-Road Race A Grade

W. Wohlrab 1st
T. Porter 2nd
D. Upton 3rd
S. Lowe 4th
- B Grade -
T. Bytheway 1st
R. Jones 2nd
R. Van Wooten 3rd

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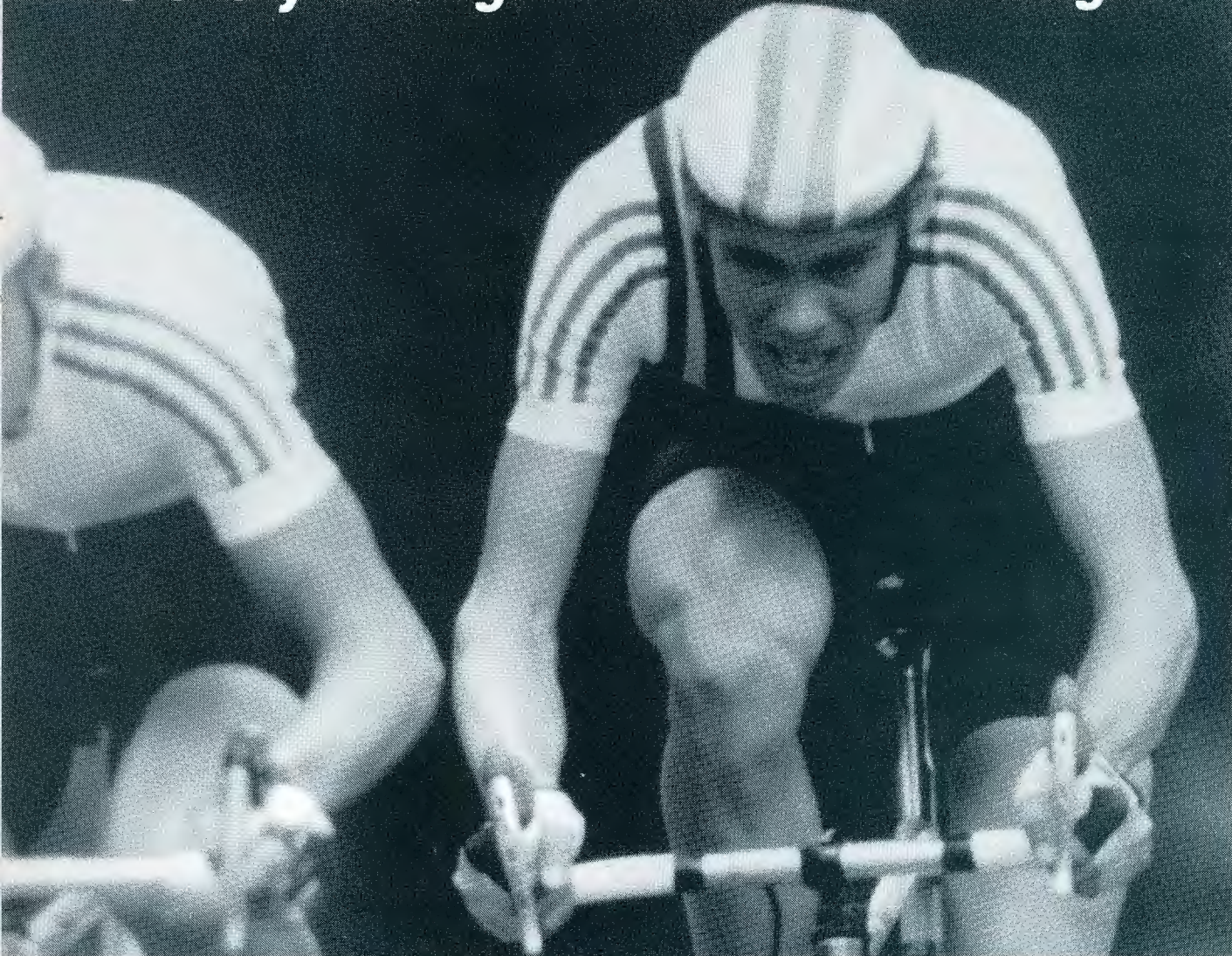
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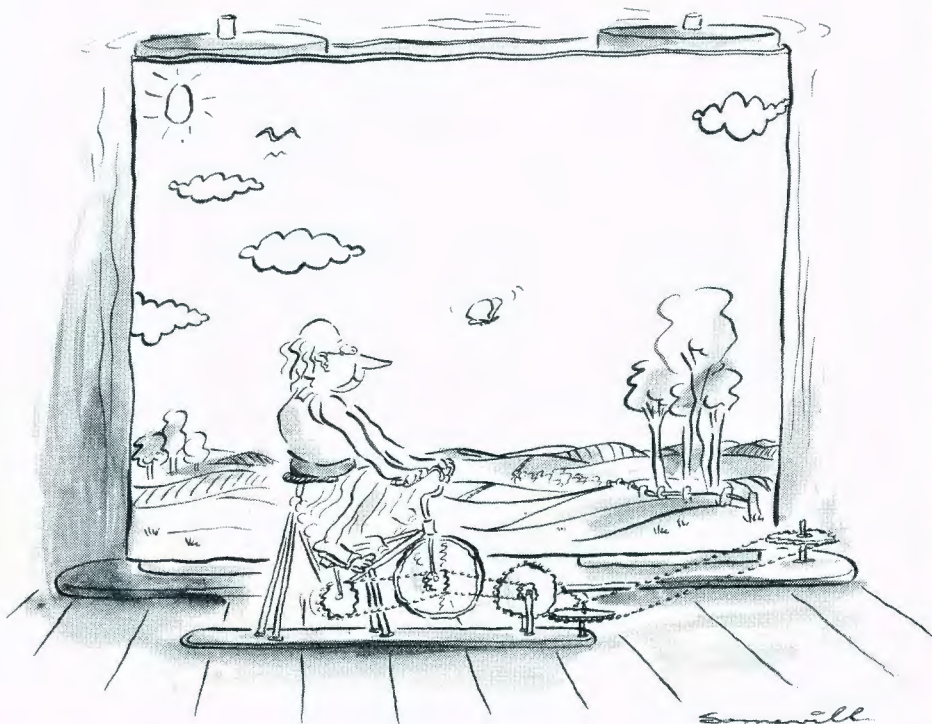
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Exercycle

Fitness

Pushing away the hours on an exercise bicycle is not as dull as some may claim. You can learn a lot about the mechanics of pedalling a bike in the comfort of your own home as this article points out.

by Joe Martin

Fifteen thousand and eight hundred and thirteen kilometres, or so the clock says. It's not the sort of thing that Guinness would think worth recording, but, at half an hour daily and at about fifteen kilometres a day it represents a practise going back for several years. It's really not very interesting, riding an exercise cycle, so I don't suppose the record books would be interested.

I find it very boring — and benefitting. "So what? you might ask. "What milage is there in riding an exercise cycle when you could be out in the fresh air getting some real benefit?"

Even the old bloke in the bike shop who sold it to me said it was a waste of

time. "Why an exercise cycle?" he said. "Why not a set of rollers?"

I fall off rollers with the greatest of ease. They make more noise and interfere with the bloke talking on the tele. And, what's more, I can go into day dream mode much more easily on an exercise cycle.

Come to think of it, why cycle on roads at all? Especially on wet days, or when you are down in the dumps, the mumps or only the flu? Any excuse "to get off our backs" and malinge to our hearts content would seem a more logical approach.

Of course cycling is good exercise — everyone will say so and so you will go out and buy the lightest and fastest bike with the mostest gears to make the exer-

cise easier, or you might even venture out to admire the scenery, tucked into a bunch with one eye looking out with one eye looking out for conflicting wheels and pot holes, racing along imagining that there is extra mileage: that "harder the better" approach.

My elders would tell me that cycling makes me strong in the legs and weak in the head. How right they were?

Or, they would also say that cycling was a flash way of running. How wrong they were. It is definitely not that even though one can sit and freewheel downhill comforting oneself that what goes down must climb up.

But exercise cycles are different. No up hills, no down. Just a sustained boring grind and it is that sustained grind that can be so good for you. One can reach a desired level of output and hold it for the half hour (or whatever) daily and notice the day to day improvement/variation without having to allow for anything but the minimum number of variables. This way you become hooked.

For instance, some thousands of kilometres back, when I was younger and could watch the clock without the aid of spectacles, I discovered that my conceit was misplaced; my pedalling action was lousy.

On an exercise cycle I could pedal in bare feet on those knobbly rubber pedals, and, whilst my feet were still in the tenderfoot stage, feel the back pressure of the pedals as they turned through a full cycle.

My up going foot did so mainly because the down going power stroke was lifting it.

Oh yes! After years of pedalling with toe clips, straps, and blocks on my shoes and endless self-counselling about pedalling technique, I had two passengers, my port and starboard legs for part of the cycle. A conscious lifting of my legs and my exercycling speed increased without striving.

But there is no great shake in this revelation for the lifting muscles of the legs are poorly developed and given to loafing.

Try this: take your exercise bike and switch off the loading devices until the action spins easily. Lower your saddle until you can turn the pedals with the toes under the pedals and you will see what I mean. If you can make a hundred turns without dislocating your knees, unswivelling your hips or have your back disintegrate, I would be very surprised.

Sitting on the exercise cycle, for want of something to think about, it is easy to visualise the pedalling action as a lengthening and shortening of the distance between one's arches and the pedals as the feet follow the pedals around. Rather reminiscent of the action of those oscillating steam engines that powered the early paddle steamers. A

single acting steam engine, in fact, if one is to acknowledge the paucity of effort from the up going stroke of the legs. The necessary evil of the knee and ankle joints is apparent for our legs don't concertina like a piston rod, but have to bend in the most inconvenient places to follow the pedals around.

On the plus side you might argue that with just the normal action found in walking we can walk the pedals past the top and bottom dead centre positions and, so, we are better placed than the oscillating steam engine which is limited to, almost, a sinusoidal output in its action. But don't get too excited about it because one has only to try wading ankle-deep along the beach to see how little forward and backward thrust our legs really develop. (Another hint?)

And I wouldn't get too excited about the power plus portion of the stroke either.



If whilst sitting on the exercise cycle we ponder the oscillating steam engine proposition, we will observe that we get the greatest leverage from the cranks when they are almost horizontal. In fact at about right-angles to the seat tube which explains the crank positioning marks I had on my Thetic oval chain wheel, fifty years ago.

Stopping our exercise cycle in this position, we can observe the neat kink in our legs. Now try getting off the contraption and walking across the room with our legs kinked in this position and see how hard it is. Oh! For telescopic legs!

As our legs straighten up, we approach the position for which they were designed but unfortunately, the effective length of the crank is decreasing, trigonometrically, and a lot of the thrust is absorbed.

I tried lowering the seat for a period and the results were illuminating. It took me several weeks before I got back to my output level. My scheme was to exercise the appropriate muscles as they came up to the position of maximum output. I found the results disappointing. On my normal bike, instead of my knees complaining at about two o'clock, they complained at the four o'clock position suggesting that saddle height might be only a

matter of what one gets used to. For most of my life I rode with my saddle $\frac{3}{4}$ " too low, according to some recent research, and when I readjusted it, I flew — until my legs readjusted to the new conditions.

But perhaps it's better not to ponder on this stuff too much.

Perhaps my ideal exercise cycles would have some form of watt meter which would allow me to monitor my power output regardless as to whether I was pedalling slow and hard, or fast and easy, but, on second thoughts, I think my existing Schnozzle Control is a better proposition. There are no magic numbers to


chase and the system adjusts itself to my day to day state of well-being (or lack of).

Doesn't cost anything either. The rationale is this. Nature intends that we should be able to perform at about 70 to 100 watts. Nature intends that we should be able to work breathing through our nose, therefore, if we pedal, push or run within these limits, we should be able to do it with our mouths shut. If we want to go harder and so generate more horsepower, then we have to open our gobs and gulp in bigger and bigger mouthfuls until we are forced to resort to Glottal breathing, as does flautist James

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Galway when he wishes to avoid the necessity of breathing through his ears.

Breathing through the snoring organ has advantages additional to its power output monitoring. The air going into the lungs is filtered and conditioned as nature intended it. The outdoor scents of nature (and the stinks of man) are more obvious. And the air going out moistens the nasal passages in preparation for the incoming sniff and so the body moisture is utilised to some extent instead of being gasped out into the environment. I have found that this cuts down the dehydration rate which is often over-emphasised, especially where cycling is concerned.

Of course, breathing through the nose loads the musculature actuating the lungs and so develops the "pump engine". It also contributes to the action of the lungs in absorbing the incoming oxygen whilst keeping it separate from the outgoing smog.

It is not generally appreciated that the factor which eventually pulls a lot of us to halt is not so much the lack in volume or the efficiency of our oxygen uptake but the actual feeling of discomfort one feels in the lung actuating muscles which fatigue just like any other muscle.

Running books tell us to "train, not strain" but seldom warn us against the sort of arrogance which accompanies us when ever we approach the Physical. When I discovered Glottal breathing my times went down, and down, and down until I tore a calf muscle five miles from home on a lonely country road. Arrogance? Exuberance? Ignorance? It hurts! And a long walk home.

I came to the conclusion that "training, not straining" meant keeping within my actual capabilities and it wasn't sufficient just to apply the talk test or do those fascinating pulse readings.

Some of those exercise kilometres were done on my back. After a long run/cycle, I lie on the floor with the contrapti on between my legs and turn the pedals with my heels. Nice and lazy like to let the legs drain.

Then of course, there are the kilometres I do sitting astride the rig, on the floor, with my legs stretched out on either side whilst I turn the pedals with my hands because, like runners, cyclists are a bit short on exercise of the shoulders and in both games, suppleness is a very important attribute.

The present bee in my bonnet is to do my half hour daily stint with the brakes turned off so that my legs can swing up to whatever revolutions per minute are comfortable. I find that by the end of the half hour, the muscles are starting to feel the bind (even with no load) and this must be providing something. I'm waiting with baited breathe to see what. The present cadence rate is 100 revs plus; will the limit rise to an astronomical level, or will my legs unscrew at the joints?



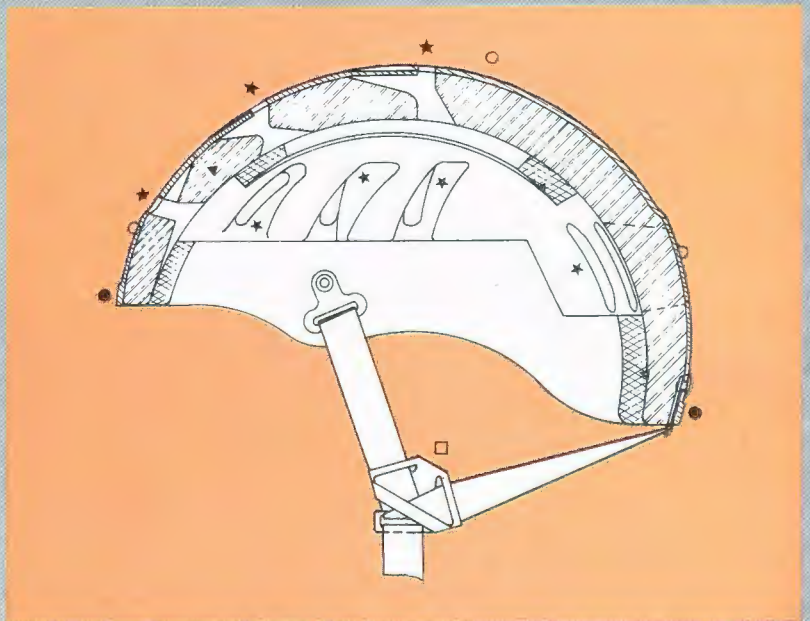
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Hills — the great levellers

Bicycle Touring

For all bicycle travellers hills are part of the challenge of long-distance touring. In this story two South Australians find lots of these in their trip through the western Snowy Mountains.



By Bill Fitzgerald
Photography by Grant Tode

Our week-long tour through the western foothills of the Great Divide began simply with names on a map.

Not for us specialist knowledge, cycling tour guides, or even a nodding acquaintance with anyone who had traversed the route by car, let alone bicycle.

As we rolled out of the Wangaratta Railway Station, feeling decidedly second-hand after a 16 hour train trip from Adelaide, we had only the vaguest notion of what our Autumn outing would entail.

Hills, of course, but of their size and number we were ignorant.

On that warm, absolutely still Sunday afternoon in April we knew simply that we had a week off from work, that great mountain vistas were to be had, and that our needs were few — good roads and good pubs.

The roads, almost as many bad as good it turned out, were to take us through Beechworth, Tallangatta, Jingellic, Tumbarumba, Batlow, Tumut, Wee Jasper, Canberra and Yass, where we would join the *Spirit of Progress* just before one o'clock on a Sunday morning.

In time those names were to become a litany, a mantra even; certainly their recitation had a calming effect upon us after we had passed them by!

But, as might be expected, names which were either missing or which figured only slightly on our motor club map took on an even greater significance. Thus Granya Gap, Coppabella Pass and Buccleuch State Forest, three natural hazards to be avoided by all except the hardiest.

The first was simply a long hill in the middle of what turned out to be a disastrously long day; the second a long, steep, rough dirt hill; and the third an even longer, rougher series of ups and downs. The ride was like that — great ups and great downs, on the road and psychologically.

Wangaratta to Beechworth was pre idyll — a balmy blue day (as all but one of them were to be), a light pinch into the historic gold mining town, a beaut steak and bottle of wine at the Nicholas Hotel, and a very comfortable bath, bed and breakfast at the Empire Hotel.

Day two began well enough with morning tea buns from the Yackandandah bakery, an icecream at Kiewa, and lunch on the town lawns of Tallangatta. But by mid-afternoon with Granya Gap and 70 assorted other kilometres behind us, we began to run out of legs. And with no ac-

The author climbs Coppabella Pass one of the many hills 'discovered' along the way.

commodation available between Tallangatta and Jingellic, a distance of some 90km, we simply had to keep pedalling.

It was an error born of over-confidence. Weekend cyclists rather than experienced long distance riders, we set ourselves the task of covering 140km plus of north-eastern Victoria in one day, by no means an impossible feat but for us an onerous one.

We reached Jingellic sure enough — two hours after sunset, totally exhausted (we lay down on the verge of the near deserted Murray Valley Highway twice to recover our composure), and too late for the publican.

At 8.15 on a Monday night, and with no other customers in sight, he had shut up shop. It was beyond our belief but the man refused to provide either a meal or accommodation, though he did consent to phone his colleague at the Walway Hotel, six km away, to say that we would call there — and to seal us potato crisps and Mars bars to prevent us from fading away.

Never has a beer tasted so good as at wonderful Walwa, nor country pub hospitality felt warmer.

The next day, Walwa to Tumbarumba, up the Coppabella, was a challenge of a different order; only 51km in total but up as good a country dirt road, with wave after wave of corrugations, as you're likely to encounter. We simply reminded ourselves of the basics — use your gears, this is not a race, one pedal after the other.

The afternoon downhill run into Tumbarumba — right to the front door of the Union Hotel — was a screamer.

Day four can be described briefly — up and down. Up some great sketches to the long, almost flat ridge above Laurel Hill into Batlow and then, after lunch and a short snooze, down several especially fast drops onto the river flats leading into Tumut.

North-east of Tumut lies the Black Range, where on day five we faced exquisite kilometres of climbing into Buccleuch Forest. Locals, including Forestry Department road workers, warned that the road ahead was rough.

Blooded on the Coppabella, we made light of their comments. But not for long. The road through the forest, and later down serpentine twists to Wee Jasper was, to be polite, a bugger. In parts, the corrugations were so bad and the flints so sharp that we could do no better than 5-10kph. Miraculously, and thanks in part to the Kevlar-based touring tyres, we suffered only one puncture. Only the huge clusters of roadside blackberries, easy to reach and almost jam on the vine, compensated.

Our last full day in the saddle took us over the low bits of the Brindabellas, down one particularly vicious piece of

dirt (read "stone") road to Uriarra Crossing on the Murrumbidgee, and thence along what seemed a near faultless piece of tarmac into the National Capital.

Our late afternoon leg into Yass the next day — a Saturday — was memorable if only for the speed, and the occasional stupidity, of the hundreds of cars which streaked past us on the Barton Highway.

Yass was certainly a welcome sight for that reason alone. But also because of the staff at the Commercial Hotel who made us feel like members of the family as we waited through a long evening in the guests lounge for our Melbourne connection.

The highlights of our seven day tour, almost a quarter of which was on unsealed surfaces, had as much to do with the people we met as with the views (like those from the platform of the Mt Tumorrumba fire observation tower, approx 1400 metres above sea level), the downhill surges, and the country bakeries.

Several pleasant encounters stand out — at Batlow, the orchardist who refused our money and gave us four, huge crim-

son Delicious apples; at Tumut, the tourist information officer who rang Wee Jasper to book accommodation for us (and took our cheek with good humour); at Walwa and Yass, publicans who needed no reminding that hospitality towards travellers, even on bicycle, is just as important as beer sales.

Little things, to be sure, but without doubt the stuff that memorable tours are made of. In short, it was a great ride. We got more than we had bargained for, but probably what we deserved, considering the circumstances.

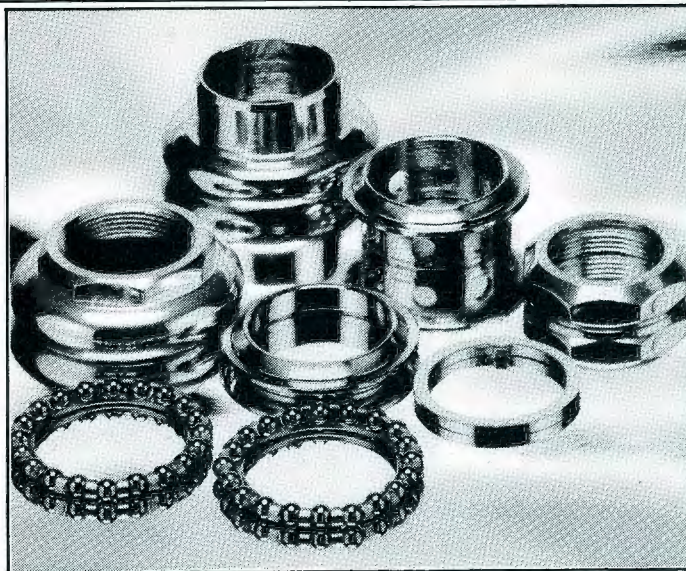
At the time of writing, we were still recovering!

Since the return to Adelaide and completion of the story, my dear friend was involved in an accident, whilst participating in a cycling event. Two days later Bill passed away, leaving me with memories of his enthusiasm for cycling and always a smile when I needed some moral support.

Grant Tode

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Yugoslavia

Bicycle Touring

The Adriatic coast of Yugoslavia is a place where the ancient and modern combine to offer two-wheeled traveller a wonderful alternative to the hustle and bustle of western Europe.

by Phil Pearce

From the lofty mountain road, the first sign of the old city is awe inspiring to say the least. A mass of red tiled roofs, with the occasional domed steeple rising above, enclosed by a high stone wall with massive round buttresses. The tiny harbour full of small boats, forms an inlet of the surrounding blue sea, its reflection presenting a double image on this still morning. I'm tempted to roll down for a closer look, but decide to keep heading south, knowing I will return.

This is the land of the Southern Slav on a sunny late September day. Having missed the final end-of-season direct ferry from Greece, I have arrived via Bari, Italy. Fortunately, making a connection the same evening and sleeping on the boat, saving on one night's accommodation. From here, I should be following the coastline to the north, but although understanding little of the written description, on the reverse of my German maps, the pictures are incentive enough to send me riding off in the opposite direction.

The barren mountains of the Montenegro Coast have been scorched by a recent bushfire, which has crossed the road to the sea in some places. I am thankful for the long downhill, as the road turns inland, to emerge on the coast at Herceg-Novi with its magnificent old cathedral. A minor road winds its way around the still waters of the outer Boka Kotorska or Gulf of Kotor and while enjoying a welcome swim at Banic I am reminded of the somewhat indifferent regard for conservation in this country as two fellows, displeased with the contents of a large can, drop the lot off the stone pier!

A narrow passage forms the entrance to the large butterfly shaped inner gulf and as one enters and begins to ride around its grandeur is overwhelming. The enclosing steep, rugged mountains on which sit two old monasteries on tiny

islets leap from the dark waters. Despite the backdrop it's a flat traffic free ride of 40kms on the water's edge through the villages of Risan and Perast to Kotor itself. The old city is closed to visitors for restoration work but the remains of a Turkish fortress up the cliff side brings me to another halt. My time consuming circuit has meant an overnight stop with a great view on the opposite side of the passage.

Awakening to early morning sunshine there is a gleaming white ocean liner cruising past my front door — such are the surprises of cycle touring! Past the walled city of Budva, built over a small island connected to the mainland by a short causeway, is my turn around point, Sveti Stefan. A local artist who speaks English tells me it was an old fishing village that has now been converted to a hotel of small detached buildings. Evidence of the 1979 earthquake that hit this coastline hard can be seen in the collapsed sections of retaining wall.

Retracing my route back and arriving at Tivat I have a choice of either boarding one of the two shuttle ferries across the passage or riding once more around the Gulf. Because the first time around was so enjoyable I decide on the second option. This time around an old Catalina flying boat is making repeated passes over the water, scooping up some of the still water and bombing the remnants of a fire on the mountain top opposite. A little further on I stop for a chat with two men who recognise the flag on my sleeping bag cover. Once leaving the sea those long downhill seem to be longer uphill and at the finish of the day I am grateful to find a campsite in a dry creek bed knowing that old Dubrovnik, like other great sites, will look even better in the morning light.

Perhaps it's because things assume larger proportions when you are cycling but the high outer walls are even more imposing from the road below. Leaving the bicycle to proceed on foot I decide that this my kind of city, devoid of any noise or pollution from motorised

vehicles, although it would be different to cycle around these narrow streets, some stepped steeply and others crammed with people. From the open city squares of white stone slabs, worn smooth from centuries of footsteps, magnificent old buildings can be seen in all directions.

I have to circuit the small boat harbour at the end of a long, thin inlet before set-

The medieval town of Dubrovnik with its narrow streets and tiled roofs is one of the many towns along the Adriatic which seems to have escaped the ravages of the twentieth century. Towns like this provide a good excuse to explore on foot.



ting off on a high winding route with the sea always below. Past the long green peninsula of Peljesac, running parallel to the mainland, the narrow canal between takes on the appearance of a 'fjord'. Off its end is the similarly shaped island of Korcula the birthplace of explorer Marco Polo. A long climb and descent brings me to the fertile river delta of Posrednica so different to the mountain terrain behind.

Turning inland at Opuzen the scenic flat road, follows the tree lined River Neretva. The fast flowing torrent is a joy, as it is some time since I have seen a river with water. I stopped at the old Turkish village of Pocitelj. It is a short climb to the fortress ruins on the cliff top. The carpet of golden leaves in Camping Buna

this evening reminds me that I must press on as the weather will be against me soon.

The ride into the city of Mostar, with jets flying overhead from the nearby air-base, industrial pollution, traffic, noise and cobbles, give me an unpleasant feeling of deja vu as I am reminded of my departure from a large city in Southern Italy. The presence of the Turks here is evident in the Mosques with tall, slim minarets. The old city on both sides of the river linked by a stone footbridge, is a quiet refuge.

Back on the coast the road is climbing and dropping and I pass several lakes in deep depressions. The shoreline is much indented and there are many small villages on the water's edge below me. At

the beautiful little harbour of Makarska, I ride onto a ferry for the half hour crossing to the island of Brac and after an overnight stop, make the long, winding descent to the town of Bol. A ride through a shady grove of conifers, brings me to a beach of smooth pebbles, with the unlikely name of Zlatni Rat and there are many late season visitors enjoying the sunshine. The cold water is refreshing and I swear the Adriatic is bluer and clearer than the Mediterranean!

In the evening I am treated to one of the attractions of this country. While dining al fresco on the waterfront, a filling meal with a pint of beer served on a silver trolley by a waitress dressed like an airline



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stewardess, is a ridiculously cheap 615 dinar (A\$3.20)! Another example of low food prices is the "Zupermarket", the Yugoslav contribution to self service shopping and although some are rather spartan with a limited selection, absolute bargains can be found.

Inland the local people are cutting and storing firewood for the coming winter and between the predominant white rocks, even the smallest plots of soil are growing grape vines. There is no ferry from Postira on the opposite side of Brac so I leave from Supetar and, bypassing a stretch of the mainland, has meant I have had to give the old town of Omis a miss. From the water, the large city of Split looks like a modern metropolis, with its many high rise apartment buildings and I waste little time leaving it behind.

It is a flat ride to Sibenik and I am grateful too for the light volume of traffic and being here out of season, more by chance than good management. Indeed the "Jadranska Magistrala" is closed to cyclists from mid June to mid September. Also a change to be given a wide berth on the road, by the Germans and Austrians, without the annoying beeping from behind. Sometimes intimidating are the noisy, square-nosed beasts I have dubbed "bad guy trucks" as they need only a large red star on the door, matching the smaller one on the licence plate, to complete the image! Although I have spent more time on this major route, all road surfaces have been good.

Passing Zadar and turning inland I take the minor road from Posedarje and 'island hop', beginning with Pag, the first in the chain. Crossing a bridge over the deep canal, its white cliffs and hills, look like an iceberg in the fast fading twilight. The many small fields bounded by stone fences, are themselves covered with stones, with not a blade of green grass to be seen. I cannot see the purpose of this, unless the species of mountain sheep here, thrive on a diet of high quality limestone! Strangely, 30kms to the south is the island of Losinj, covered in tropical vegetation.

While waiting for a ferry connection to the island of Rab, I meet two cycle tourists headed in the opposite direction, towards warmer climes. This has been the case with others I have met on the road and perhaps there is a message here for me? Rab has a lovely small boat harbour and the new resort hotels on the opposite side of the inlet do not detract from the charm of the old Venetian town, with its tall towers, remains of a Roman temple and stone walls overgrown with vegetation. Contrary to prior information, I am too late, in early October, for a ferry to the island of Krk, but after making a deal "mit der Kapitan", find that a touring bike can be taken on the Hydrofoil for a must faster crossing and for less than one

third of the cost of a small boat passage. A pleasant ride through the forests of Krk brings me to a massive double bridge at the end of the island, and a return to the top of the Dalmatian Coast, before Bakar.

Following a lengthy shaded climb around a mountain, the undulating road, tree lined in parts, passes vineyards and green fields, reminiscent of the south of France. Yugoslavia really is a country of contrasts!

The well-preserved ampitheatre at Pula resembles the Roman Colosseum and is evidence of the Roman civilisation in

On the road to Makarska. The landforms of the Adriatic coast offer spectacular riding. Often the road falls away to the sea on one side while cliffs tower up ahead.

these parts. In the afternoon, I stop at the hill top village of Bale, its ancient streets of large stone slabs almost impossible to cycle on. Some of the houses are falling into decay and I sit for a while to savour the music of an organ, pouring forth from a small monastery. There is a real medieval atmosphere here and although I know nothing of the town's history, the carved stone relief over the courtyard arch opposite, is of a "winged lion holding an open book", a sign of the Venetians.

Despite the warm days, I now have to wear all the clothes I can find, to keep out the night cold that invades my 'summer' tent. Tomorrow I cross the border. My three weeks spent travelling this land, have been an experience I will long remember.



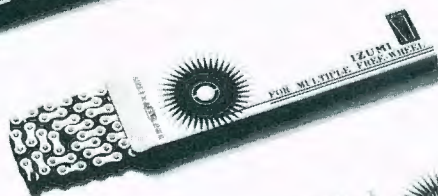


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The Pacific Bicycle Route

Bicycle Touring

After almost ten years of research and development Australia's first ever long-distance bicycle trail, the Pacific Bicycle Route, will be launched by the NSW Minister for Transport in October.

The Route guidebook and map set will be released at a special function to be held in Sydney's Martin Place on Monday October 13 as part of NSW Bike Week celebrations. The Minister for Transport Ron Mulock will release the Guide on behalf of the NSW State Bicycle Committee who have generously provided the funding for the project.



The days of the grand adventure are far from over. In this present epoch of high-speed transport the bicycle is coming back into its own as a practical way of experiencing the countryside and its people. Long distance journeys on two wheels are generally beyond the means of most people and it is only the very experienced who set out to cross the continent and to visit new places.

In Australia where the people are friendly and welcoming (especially to two-wheeled travellers) it is the landscape and the vast distances that provide the most formidable challenges. This and the lack of reliable information are the main deterrents.

In the past ten years the bike riders themselves have become more aware of these problems and with almost missionary zeal have initiated a number of projects to get more information into the hands of the two-wheeled traveller. In the last two or three years a number of these touring guide books have begun to appear and many of these have received generous support from State Governments willing to encourage cycling as a healthy alternate form of travel.

To date there are published guides covering the Sydney region, Canberra and surrounding districts, Tasmania and the Geelong and Melbourne regions. As well there are map sets covering most of Victoria and South Australia.

One of the most ambitious and oldest information gathering projects of them all is the Bicycle Australia National Bicycle Routes Program. The aim of this scheme is to document a system of recommended bicycle-safe rural routes throughout the continent that would take bicycle travellers through the most scenically attractive areas in the land.

The scheme was begun in 1977 by Freewheeling publisher Warren Salmon and a group of touring enthusiasts from the Bicycle Institute of NSW. Warren had been impressed by what he had heard of the Trans America Trail from returning Australians who had ridden the route as part of the US Bicentennial celebrations in 1976.

His initial aim was to find a similar route that between Sydney and Brisbane that would avoid the Pacific and New England Highways but would still provide a direct and mostly sealed surface. Every road on every available map was assessed until a suitable route began to evolve. Then rides were organised to

The Pacific Route offers riders a mixture of terrain from coastal river plains to mountain ranges. This picture shows two riders heading south with the Macpherson Range and Mt Lindesay in the background. The mountain with its distinctive 'wedding cake' shape is a feature of the route where it crosses the Qld/NSW border.

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prove the roads as suitable additions to the overall route.

To publicise the idea and gain increased feedback from bicycle riders Warren published the preliminary route guide in a series of articles in *Freewheeling* from 1979 through to 1981. Since then possibly thousands of people have hit the trail riding all or parts of the recommended route.

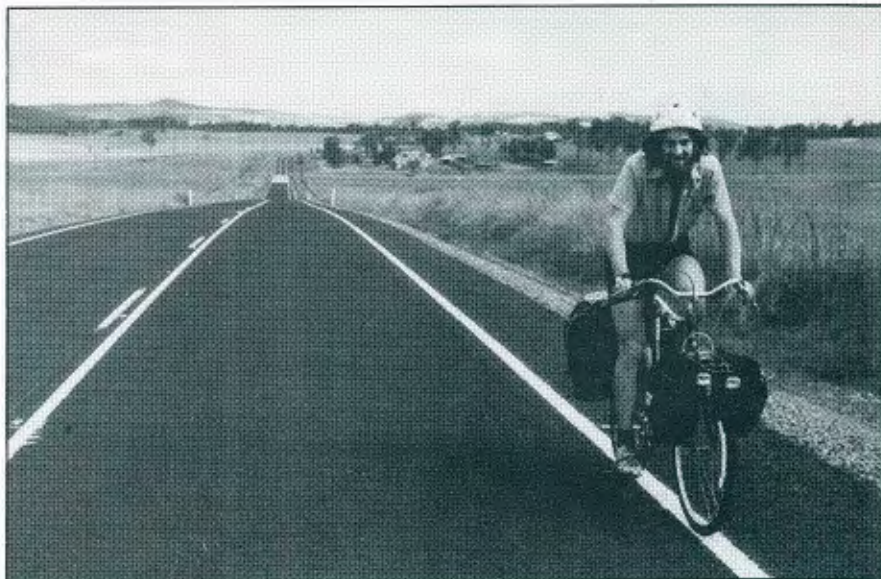
Around about the time when the last section of the Route was being written and researched by Michael Burlace the Bicycle Australia organisation was formed to carry the work into other areas. At the moment research is proceeding on developing new routes across the Nullarbor and from Cairns to Cape York. Preliminary guides are being prepared from information collected over the last two years to provide basic documentation for routes linking Melbourne to Adelaide and Brisbane to Rockhampton.

With the release of the Pacific Bicycle Route guide book the work that Bicycle Australia has been proceeding with quietly for a number of years will be made public and placed firmly into the hands of the waiting public.

To say that the new Guide book is the result of nine years work is not entirely accurate. The production of the book and full colour map set has been carried out by a small team of five working with a massive amount of data collected by numerous helpers since the trail idea was born. The project received a big boost in 1984 when a Federally funded Community Employment Program scheme sent three trail researchers out onto the preliminary route to collect as much information as possible that would be required for the publication of the final guide. The results of that scheme provided the raw data for the production of what Warren Salomon believes will be one of the world's best guides to one of the world's best bicycle routes.

The production team for the current (and first) edition of the Route Guide Book was: Heather Nesbitt, David Wrathall and Warren Salomon who all did the writing, editing and final detailed research; Suzanne Powell who produced the gorgeous full-colour route maps; and Liz Mackie who produced the text illustrations and the cover drawing.

Heather and David are both town planners and found their university training in geography to be more than an advantage. Suzanne is a graphics designer who was also one of the earliest contributors to bike route research and has ridden most of it though only in smaller chunks. After spending literally weeks rendering the beautiful naturalistic coloured map backgrounds and hill shading she feels that she now knows



The Pacific Bicycle Route uses mostly sealed secondary roads like this one south of Ipswich in SE Queensland.

every hill, creek and town along the 1170 kilometre route.

Warren, who has co-ordinated the production of the guide book in between producing issues of *Freewheeling*, says that he was thrilled to be able to see the whole scheme through to its current stage. "Its good to see years of dreaming and hard work combine to become something that will benefit many people in years to come", he said.

"Even though we are not able to use this route for rides in the Bicentennial year it is important to realise that it is the trails that will benefit bicycle touring in this country long after the Bicentennial is forgotten". As a means of developing, promoting and launching its National Bicycle Route Network Bicycle Australia in 1983 put forward an ambitious scheme for a series of Bicentennial rides to be run along its trails in 1988. The plan was to mount a similar operation to the successful Bikecentennial rides held in the USA during 1976.

Early this year after years of frustrating and fruitless negotiation with the Australian Bicentennial Authority the group withdrew its proposal claiming that the Authority had dithered for too long and that there was not sufficient time left to advertise to potential overseas participants let alone build the infrastructure necessary for running the event.

The loss of the Bicentennial project after so much work nearly wrecked the fledgling organisation but Warren Salomon now believes that with Guide Books becoming available the group has regained its original direction and has settled down to the work of quietly and efficiently producing high quality guides and information for local and foreign two-wheeled travellers.

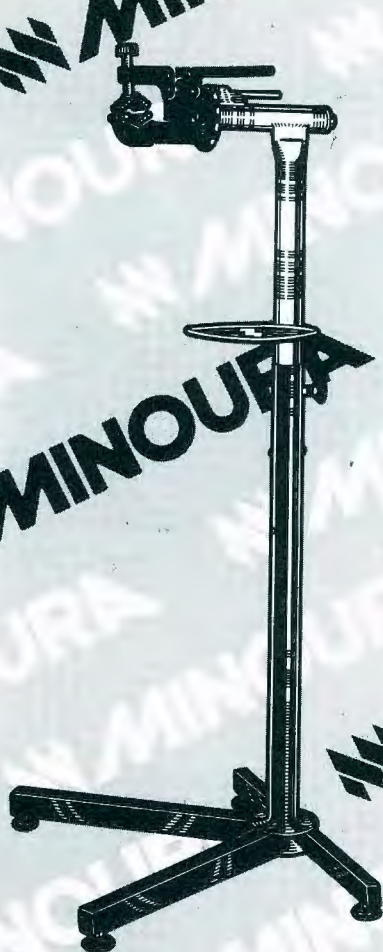
The money from the sales of this guide book will fund future route guides and the next project in line is the Southern Cross Route (Sydney to Melbourne) with its summer alternative through the Snowy Mountains.

To launch its first ever full-scale trail guide the touring research organisation Bicycle Australia will be conducting a publicity ride down the 1170 kilometre trail from Brisbane to Sydney via the trail heads of Ipswich and Windsor. Eight riders will join members of the guidebook publications team and will call in at all the major centres along the route to publicise the trail.

The guidebook will provide detailed information on the route and will include information on accommodation, points of interest, local history, geology and land forms as well as a comprehensive description of the route. Included in the guidebook package is a set of sixteen full colour maps providing a complete coverage of the route. The maps are detachable from the book to allow for their use in bicycle touring handlebar bag map cases. Extra copies of the map set can be ordered direct from Bicycle Australia in the event of the originals becoming damaged by use in the field.

Route descriptions and information are provided on a map by map basis to allow for easy cross referencing. The maps themselves are printed with the mostly north-south trail running across the page. This innovation allows the maps to be easily read regardless of the direction in which the trail is being ridden.

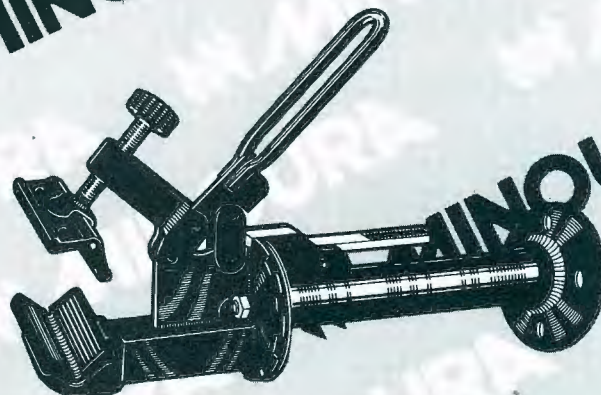
Copies of the Guide Book will be available from bicycle shops and selected bookshops in mid October or by mail order (postage included in price) from the publishers at PO Box K499 Haymarket NSW 2000. The book and map set will retail for \$15.00.



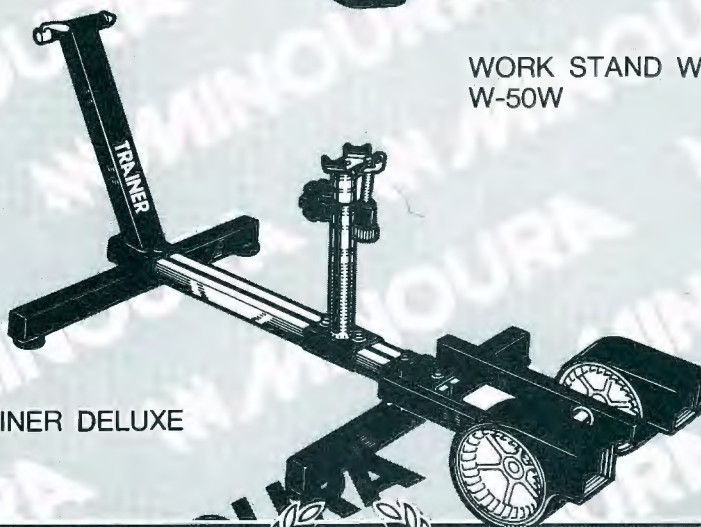
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Victorian government commits \$40 million to complete Melbourne Bikeplan

Bicycle Safety

The final report of Melbourne Bikeplan has now been released. In the following articles we examine its contents and present the views of two prominent Melbourne bicycle advocates involved in the bicycle safety area.

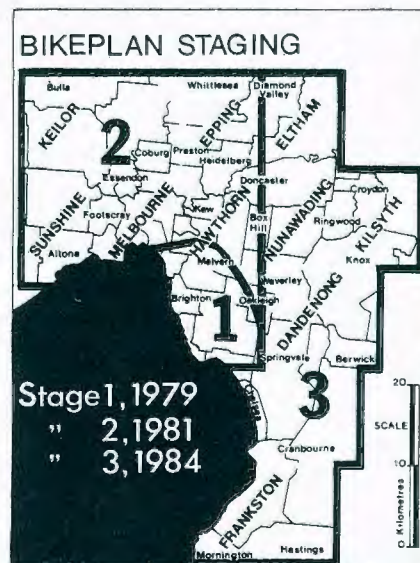
The Melbourne Bikeplan is now to be implemented by 1996 instead of 2016. The Victorian Minister of Transport, Tom Roper, recently released to the public the final report of the Bikeplan which provides for a total expenditure of \$4 million per year for ten years. Four government transport agencies will work with local government to put the plan into effect.

The Final Report overcomes the great weakness of previous Bikeplan Reports which ignored the task of defining exactly how the transport departments should cooperate and act as a team for the benefit of cyclists. The latest Report completes the work done over seven years to produce the first second and third stages of the Melbourne Bikeplan and updates the costings in the previous reports for the transport authorities shown in the table.

What makes the Final Report unique is that it translates a realistic multi-disciplinary planning philosophy into a practical multi-agency plan that will make cycling safer, more enjoyable and a practical transport option. The Report states what needs to be done and why it needs to be done, so that the funding estimates are more accurate than previous plans. The Plan is expected to be approved by the Victorian Cabinet in the coming weeks.

The main recommendations of the Final Report are as follows:

- **The Road Construction Authority is to make main roads safer for cyclists.**
- **The Road Traffic Authority is to fund councils to make local roads safer for cyclists and to build cycle paths.**
- **Metrail is to encourage bicycles as a feeder service for public transport.**
- **State Transport Authority to provide bicycle touring service.**

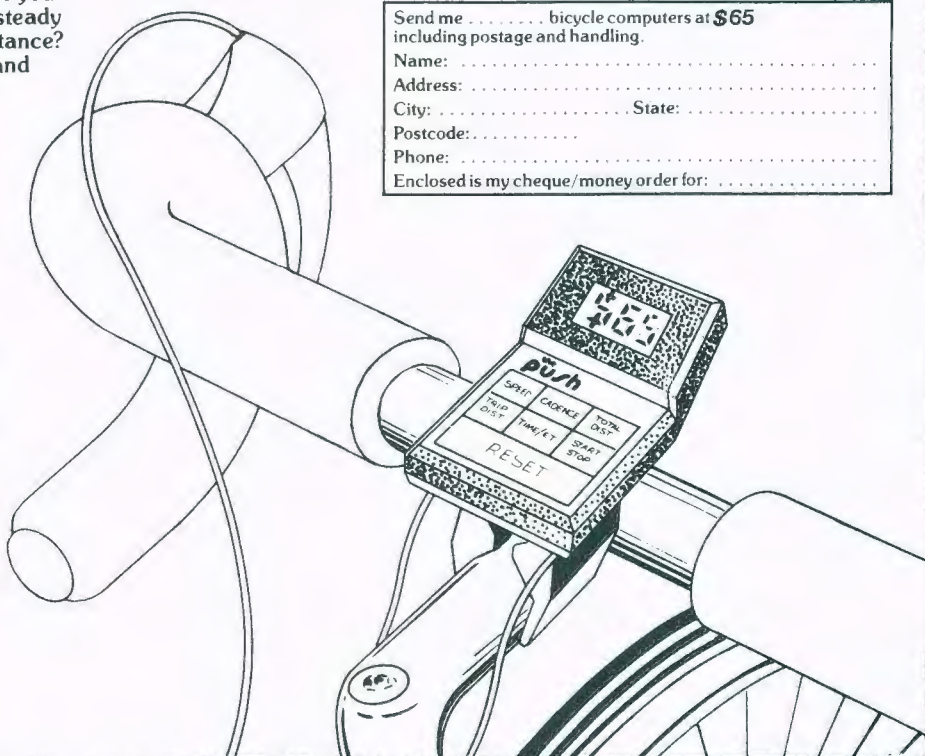


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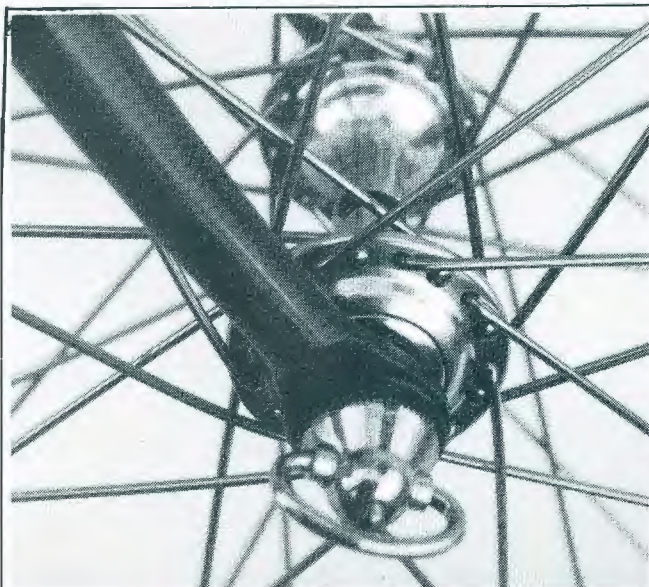
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Table A ANNUAL IMPLEMENTATION COSTS OVER 10 YEARS
MINISTRY OF TRANSPORT AND TRANSPORT AUTHORITIES

COST \$000'S 1986 DOLLARS

FACILITIES AND PROGRAMS	MINISTRY OF TRANSPORT (MOT)				
	SBC	RCA	RTA	MTA	STA
ENGINEERING Declared Roads (Main Roads), Other Roads (Mostly Local), Shared footways/Bikepaths Bicycle parking/dual mode	25	559	1204 B 1447 C	50 ^F	25
EDUCATION Bike-Ed Program. Other Programs.	292 96		D A		
ENFORCEMENT	79				
ENCOURAGEMENT	113				
COORDINATION Management, operations, monitoring and research.	164				
SUB-TOTAL:	770	559	2651	50	25
MOT TOTAL CONTRIBUTION:	4057 (Minus unpredictable contributions B and C) = 2,600 Approx.				

Footnotes by Author - Not the MOT.

- A = Not possible to estimate cost to RTA of programs yet to be developed.
- B = Local government contribution to this program is not predictable.
- C = Commonwealth Employment Contribution to this program is not predictable.
- D = The non-recurring cost of reaching 80% of children in the age group with this program is at least \$1 million.
- F = Latest data from Metrail shows this figure should be doubled.

©AAP

● **State Bicycle Committee will continue to advise the Minister on bicycling issues and monitor the implementation of the Bikeplan.**

The Bikeplan Final Report also sets out what needs to be done by the Melbourne Metropolitan Board of Works, (MMBW), the Ministry for Planning and the Environment, the Department of Sport and Recreation, the Education and Police Departments but no funding data is provided. Presumably this further commitment from other departments will come after future negotiation.

The report further recommends that:

- **Children of all ages should receive traffic safety education and be taught to ride safely.**
- **There should be a police presence on streets so that children obey bicycle traffic laws.**

● **Bikepaths and multi-purpose trails should be constructed along the urban creeks and waterways.**

● **Town planning ordinances and regulations should be amended so that bicycle parking is automatically provided like car parking in new buildings.**

● **New measures should be undertaken to combat the problem of bicycle theft.**

● **Bicycle commuting should be encouraged.**

The complete set of Melbourne Bikeplan Reports is over 1,000 pages long. Specific tasks are defined in detail; for example the job of making roads safer is spelled out in a computer print-out of 3,000 items of road maintenance and construction. The key back-up documents are the Stage 1,2 and 3 Bikeplan

Reports and the Melbourne Bicycle Route Maps which show both local government and the MMBW quite clearly what needs to be done.

It is this detailed list of recommendations made to various Government agencies which sets the Final Report apart from its predecessors and it is the all-encompassing nature of these proposals that has produced the almost unanimous support of the cycling advocate groups.

Now that the Minister has released the Bikeplan on behalf of the government the work ahead of the Victorian State Bicycle Committee will be to progress, chase, monitor and evaluate the work being done by all the transport agencies and to liaise with the other government departments to ensure that they firm up their own action programmes to implement the Bikeplan.

In the past the RTA has tended to disregard the SBC and has been able to hide the lack of real progress in getting the Bike-Ed programme into schools. If the Bikeplan is to be properly implemented it will be necessary for the various advocate groups such as the Bicycle Institute to ensure that the SBC's monitoring programme has teeth.

The BIV's supporting role will be to lobby several Ministers to ensure that their departments will be properly involved in implementing the Bikeplan and to expose potential bureaucratic obstructionism before it becomes a problem. A lot more work has to be done to firm up the commitment from other sources, in this sense the Final Report is not final at all but a new beginning for the SBC in the area of inter-departmental liaison.

If cyclists want the report implemented they have to act

Melbourne Bikeplan

By Alan Parker

Now that the Final Report is a reality bicyclists should not sit back and think that it is easy riding ahead. This document was produced as a direct result of trying to do something about three related problems. Firstly, the need for a Final Report of

this type was set out in my *National Cycling* article on the Adelaide Bikeplan in 1981. Even though the SBC had agreed on the need for a final report SBC staff were not working on the proposal.

Secondly, Stage 3 of the Melbourne Bikeplan was complete in April 1984 and the BIV was fed up with bureaucrats delaying the production of the Final Report so it was obvious that the SBC had lost the will to do anything.

Thirdly, the BIV knew that nothing was being done by the RCA and RTA to make the main bicycle routes shown in the Bikeplan route maps safer for cyc-

lists and that these agencies would need to be directed by the Minister before anything would happen.

When the Vice-President of the BIV and I started pushing for the Final Report of the Bikeplan to be completed we insisted that each and every government department should know exactly what they should do. Furthermore we were able to get the Minister Tom Roper to issue directives to his transport agencies to implement the Bikeplan on the roads or lands that they are responsible for.

The predictable response of the RCA, RTA and MTA was to ignore the direc-

tives issued in January 1986 and all kinds of excuses were put forward for ignoring the Ministerial directives. Such bureaucratic obstructionism is commonplace; however Tom Roper intended that his Ministerial directives would be complied with.

The BIV is confident that this will happen but we still don't know if we will get all the funds we wait in the next ten years. However we do have a final report that sets out the case for increased funding and the transport authorities are at last preparing their Bikeplan implementation programmes.

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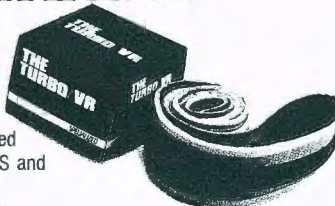
Top rider Mike Secrest agrees: "The Turbo/S's were the fastest tires I've ever ridden. I'm still riding the same front tire I started out with for the 19854 RAAM. I rode coast to coast without a flat!"

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through in the line is our new wire-beaded Turbo S/LS and Turbo/LR. Both these clincher feature the same spectacular casing construction of our Turbo/S and Turbo/R and the same TS2-racing and slick tread patterns of or V Series.

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Turbo/S	Kevlar/TS2	180
Turbo/R	Kevlar/Slick	180
Turbo/LS	Wire/TS2	205
Turbo/LR	Wire/Slick	205

A view from the saddle

Melbourne Bikeplan

By Ron Shepherd

The Victorian Government has agreed to spend two and a half million dollars a year for bicycle programs from now until 1986. Most of this money will be spent either on creek-side footpaths or on repairing roads, it seems.

It's not really very much money. 2½ million dollars is about one-thousandth part of the Victorian transport budget. Putting it another way, the State Government is spending \$3 per bike rider. Compare that with the \$200 per motorist spent on road construction alone.

The Minister for Transport, Tom Roper, announced this plan at a little ceremony on the Yarra Path in August. Some details of the programs are given in a glossy 43-page booklet called *Melbourne for Bikes*. The report was written by Tony Adams who, until recently, worked for the Victorian State Bicycle Committee.

This final report has lists of jobs for various Government Departments — Transport, Education, Police Sport and Recreation, and so on — to do to provide for bicycle riders. As well as the 2½ million dollars from the State Government, local councils are expected to chip in another 1½ million, to make a grand total of \$4 million a year. Most of this is to be spent as follows:

Off-road engineering \$1,764.00 p.a.
On-road paths \$1,447.00 p.a.

The paths are planned to go along all of Melbourne's creeks, to link up into a radial network right across the metropolis. It's far from clear just what will happen on the roads. Will there be any bike lanes? How about wider kerb-side lanes? The report doesn't say. The only clue is from a sample list of 'works', which suggests that the money will be



First of all, parking is "seen as local government responsibility", yet in the back of the report the provision of bicycle parking is listed as a task for the Ministry of Planning and Environment (with no funding allowed for). The one definite promise is for an amount of \$50,000 p.a. for the Met to put in secure bicycle racks at rail stations. Let's hope that they are secure, because the report doesn't expect

My other two items don't rate a mention. The Victorian Government decided in 1984 not to bring in bottle recycling legislation, and the glass on the roads is

At least this Bikeplan is a courageous attempt to say what should happen. There are so many different agencies which can do things to help or hinder bicycle riding that it will always be difficult for a Government to get its bicycle act together. That's why we need a strong, vigilant State Bicycle Committee, and preferably one that seeks the opinions of bicycle riders.

A black and white cartoon illustration of a monkey riding a unicycle. The monkey is depicted with a large, dark body and a lighter-colored face and chest. It is sitting on the seat of a unicycle, which has a large front wheel and a smaller rear wheel. The monkey's right arm is raised, holding a diamond-shaped sign that reads "BE THERE". The monkey is looking forward with a slight smile. The background is plain white.

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

SEPTEMBER

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).

Saturday 11 - Tuesday 21 Commonwealth Bank Cycle Classic. Australia's biggest and most successful road race will start at the Carindale Shopping Centre in Brisbane and will travel down the coast via Sydney to end this year in Canberra. The world's top amateur riders will be participating in this spectacular race.

Sunday 12 - Sunday 19 NSW Bike Week. A full week of activities around the state including Ride to Work rides in Sydney and Newcastle events for schools. Safety display in Martin Plaza during weekdays. Contact Bicycle Institute (02) 212 5628 or Newcastle Cycleways Movement (049) 52 4403 for details.

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.

Sunday 12 Cycle Down From Dungog. Dungog to Newcastle via Clarencetown. A Bike Week tour organised by the Newcastle Cycleways Movement. \$12 fee

covers transportation costs from start of ride in Newcastle to Dungog plus morning and afternoon teas. Contact number for NCM see above.

Monday 13 Pacific Bicycle Route launch. The Bicycle Australia guide book to the PBR will be officially launched by the NSW Transport Minister Ron Mulock in Martin Place during a lunchtime ceremony. The minister will also welcome riders who will have ridden the trail from Brisbane QLD to publicise the route. For information call 02 264 8544.

Wednesday Sydney and Newcastle Ride to Work Day. Have breakfast in a park with cycle commuters at the end of this ride. Call BINSW and NCM for details of Sydney and Newcastle rides.

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 sign posted through Sydney's outer urban areas. Contact Russell Moore (02) 608 1125 or BINSW (02) 212 5628.

Sunday 19 Cycle for Youth. A Cyclethon on a course starting at Lambton Park in Newcastle. Prizes, music, activities. Registration forms in the Newcastle Herald.

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 1. Victorian Penny Farthing Championships. To be held in the seaside resort of Mornington the events commence at 12.30pm, finish at 5pm and will be followed by a fireworks display. A pre-race dinner will be held on Friday night at the Grand Hotel. For entry forms and competition details contact the race organiser Phil McDonald on (03) 735 1000. The event is being hosted by the Vintage Cycle Club of Victoria.

Sunday 2 Inaugural Hunter Valley Twin Century This day ride/event starts in Maitland and uses good roads in the beautiful Hunter Valley region. 100, 160 and 200 km courses available. Contact John Veenstra (049) 24 240 (BH) (049) 32 5497 (AH).

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.

TOUR MATES

Tour Mates is a service to readers wishing to find companions for bicycle trips and holidays. **Tour Mates** is 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

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. Entry forms from bikeshops and in this issue of Freewheeling. Now is the time to get your friends together and plan for this year's big event which will finish at the Festival of Wollongong carnival in McCabe Park. Morning tea and excellent support all inclusive. Return rail travel for riders and bikes in conjunction with State Rail. Rail bookings a must with entry.

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.

MARCH

Sunday 29 Melbourne Autumn Day Tour 100 km and 50 km routes for riders of all abilities. This fully supported ride is organised by the Melbourne Bicycle Touring Club. Phone (03) 836 0440

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) during 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) 754 4069. **Eastern Bicycle Touring Club** (03) 762 7928. **Victorian Pedal Clubs** provide fun and training in bike handling skills for children of bicycle riding age. Call for information on a club near you: (03) 337 6399. **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. **Racing** The Australian Cycling Federation 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. **Vintage Cycle clubs** Vintage Cycle Club of Victoria (03) 527 5759. **Southern Veterans** (Sydney Vintage Cycle Club) (02) 587 8017.

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.

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Moulton bicycle green. Genuine original made in Nottingham. Good condition \$750. Phone (059) 62 3001 (A/Hrs).

ACCOMMODATION

Would you like to meet other bicycle tourists and have free accommodation when you tour? If so,

Classifieds

Rambling

By Michael Burlace

Ah, Spring and a young cyclists' fancy turns to ... MAGPIES! The season is upon us and the bird is on the wing and on the cyclist.

Perhaps it was the owner of a Volvo who was stopped at the bottom of a steep hill in Wiseman's Ferry on the Pacific Bicycle Route north of Sydney one day. Two keen cydlits ran into the back of the wagon, making quite a racket and jolting the car. They then fell over. At this point, apparently the driver looked in the rear-view mirror and saw nothing. Moments later, two nameless cyclists freed themselves from toe straps and stood up.

The fuss that's going on about the smell of unleaded petrol is a bit over-ripe. There have been complaints and advisory council meetings about the rotten egg smell produced by some cars. In a recent petrol strike, unleaded petrol was unwanted – people queued for hundreds of metres to get super while the unleaded pump went unused even when there was plenty in it. After the dispute was sorted out the refineries produced super, then, once every tank and service station was full they made unleaded. They and the government are not exactly rushing to encourage people to use it, nor are most drivers very keen on the stuff. Looks like we'll continue to eat more lead than a low-down, two-bit rustler facing John Wayne in Main Street USA. Tokenism strikes again.

RAKING THE CLIPPINGS...

● According to the Evening Standard, "At weekends Rosemary cycles 'usually to Portsmouth'. What does she do when she gets home? She strips and overhauls her bicycle." That's the first time I've heard of that one, and I bet she doesn't do so in winter.

● The Western Morning News reported: "During the past few days three bicycles have been stolen from Exeter streets. The police consider a bicycle thief is at work." It's a good thing they've got the right approach.

● Hawaii, the paper reports that "the troupes of monkeys are guaranteed to keep patrons laughing, riding bicycles and balancing on huge balls". We could add that to our bicycle encouragement programs and really get some people interested.

● Women's Illustrated figures there are uses for old tyres and tubes: "To prevent a little girl's hair-slide from constantly slipping, put an elastic band or a piece of bicycle valve tubing round the under arm, opposite the teeth."

The arrival of warmer weather means my thermal underwear can go back in the cupboard (closet) for a while. It's all right, folks, he's not about to get too tacky. Thermal underwear made from chlorofib or polyamide doesn't keep you warm, as much as keep you dry. It is made of a fibre which doesn't like water (in the chemical sense of "like"). So any sweat which you produce is transmitted to the next layer of clothing where it doesn't make you cold. Because of this water-repelling quality, the thermals dry quickly after washing and don't take up dirt and sweat. They don't swell when they get wet, unlike many other fabrics. They are non-allergenic, produce an electrostatic barrier between you and the thermals (dunno what that does, but it's there) and they are light in weight. Mostly they come in dark blue – Henry Ford's spirit lives. This is presumably to keep the washing to a minimum, but

since they are easy to wash, why not produce them in designer colours like everything else, including food these days? With all these advantages they do cost a bit more than a set of ordinary warm underwear, but then again they must be a product of the space race or the last non-nuclear war – they sound better than Teflon, the last great product. Camping shops are the best source.

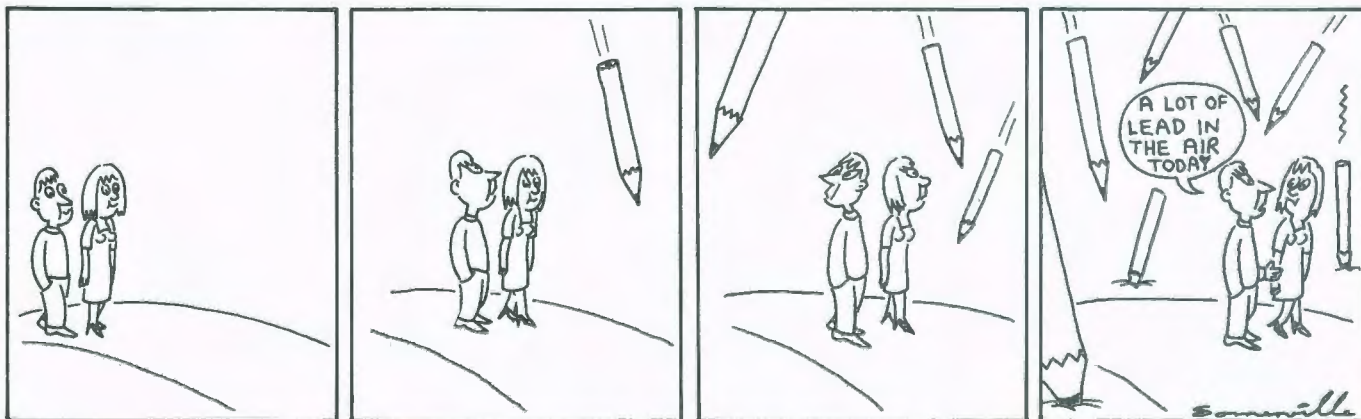


"Hey, cut it out. I thought thermal underwear wasn't supposed to get hot and sweaty."

A nice little malapropism which I read recently went: "He went off at a tandem...." Had it been a car driver, maybe it wouldn't have been a mistake.

In Berwick-on-Tweed a sign which will scare the jogging shoes off pedestrians reads: "NOTICE – no cars or cycling on these footpaths is prohibited."

As I slave over a hot word processor to bring another Rambling to completion, Aussies are winning gold in Edinburgh. Cycling is yet again doing us well. Things have changed on the Australian cycling scene over the past few years – we have some very strong competitors now, and not just in amateur events. Things have changed a bit in the bicycle press a bit too. This magazine once boasted "No computers here, folks!" Ah, they were the days. Just which days I'm not sure.



Cartoons by Phil Somerville

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.

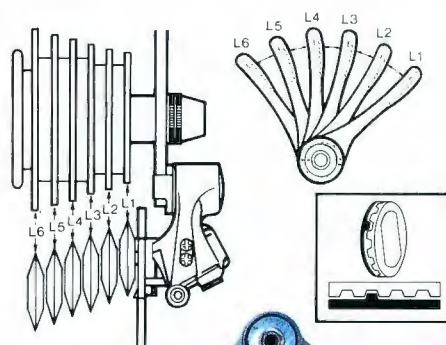
On the other hand, with SIS, changing gears is just like tuning that same radio with pushbuttons. One touch and you've got it.

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

Write for a free brochure to:
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