

THE AUSTRALIAN BICYCLING MAGAZINE  
NUMBER THIRTY EIGHT SEPTEMBER/NOVEMBER 1986 \$2.50

# Freewheeling

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## BIKES

ATB's explained

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## CYCLE TOURING

IN SA, NQ, VIC AND OS

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**FAT  
WHEELS**



# Freewheeling

THERE'S BOUND TO BE A  
POSITIVE SIDE TO THIS?  
GIVE ME A MINUTE AND  
I'LL TRY TO THINK OF ONE!

## FREEWHEELING 38

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## DEPARTMENTS

<b>BIKE EVENTS</b> .....	80
<b>CLASSIFIEDS</b> .....	80
<b>DON HATCHER</b> .....	5
<b>THE FAT TYRE FANATIC</b>	75
<b>PHIL SOMERVILLE</b> .....	15
<b>PRO BIKE DEALERS</b> .....	21
<b>RAMBLING</b> .....	65
<b>SUBSCRIPTION DEPT</b> .....	3
<b>THE WORLD AWHEEL</b> ...	6

## SEPTEMBER/OCTOBER/NOVEMBER 1986 CONTENTS

### FEATURES

<b>TECHNICAL Q &amp; A</b> .....	22
A new technical section for bicycle users	
<b>WHAT MAKES A MOUNTAIN BIKE</b> .....	29
A basic guide to mountain bike technology	
<b>NEW ACCIDENT COMPENSATION LEGISLATION</b> ....	59
Will cyclists be left out?	
<b>MOTORISTS SHOULD WEAR HELMETS</b> .....	63
Thousands of lives could be saved	
<b>COMMONWEALTH BANK CYCLE CLASSIC</b> .....	81
Pictures from this year's big ride.	

### TOURING AND ADVENTURE TRAVEL

<b>RIDING TO THE CENTRE</b> .....	18
Two Americans discover the 'red heart.'	
<b>WHEELS THROUGH SOUTH AUSTRALIA</b> .....	34
Our account of the SA 150th Ride	
<b>A TROPICAL BICYCLE HOLIDAY</b> .....	44
Our publisher takes a break in the Deep North	
<b>ADVENTURE TRAVEL HOLIDAYS</b> .....	55
Where to find and book your next holiday	
<b>CLUB RIDING IN THE UK</b> .....	68
The Brits have been doing it for years!	
<b>MURRAY VALLEY ENCYCLITIS</b> .....	70
Touring in the Murray Valley region.	

### BICYCLE THEFT

<b>BICYCLE INSURANCE</b> .....	66
A new loss scheme which offers third party cover too.	
<b>LOSS</b> .....	77
Wounded bike rider bursts into verse.	
<b>SOME CREATURE STOLE MY BICYCLE</b> .....	78
Keith Dunstan has his bike stolen.	

### ROAD TESTS AND REVIEWS

<b>RICARDO LE TOUR</b> .....	57
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Our cover this issue shows some of the eighty riders who took part in the inaugural SA 150th ride between Hawker and Adelaide. The riders are shown here in the hills south of the Barossa region. Photography by Warren Salomon. The cartoon on this page is by Don Hatcher who is a self confessed fat tyre fanatic.



# THE WORLD AWHEEL



## Arms ... and legs ... for Guatemala

A team of 40 keen enthusiasts gave their arms, legs and every muscle in their body, in a marathon 2,750 km bike ride from Adelaide to Brisbane, to raise \$30,000 through sponsorships, for Bible portions for Guatemala, South America. The ride commenced in Adelaide, Sunday, September 14th, and finished in Brisbane, Saturday, October 4th.

Amongst their number was a blind cyclist, John Ansell, and three women cyclists. Queenslander, Ron Heathorn, who bought his first bike for last year's ride also participated.

Each rider aimed to raise \$1,000 in sponsorships. Projects in Guatemala to benefit from this ride will include the provision of graded new reader booklets for 700 literacy centres. The booklets develop reading skills and also introduce people to the Bible's message.

The event called BIKE FOR BIBLES was co-ordinated through the Bible Society in Australia offices in each state. This was the third BIKE FOR BIBLES organized by Bob Forerst of Yowie Bay in Sydney.

In 1984, Bob Forrest, his son David and Wayne McCamley rode from Sydney to Melbourne to raise \$2,000 for Bibles and portions, for Indonesia. Six cyclists travelled the same 900 km route in 1985,

to raise \$10,000 for school children in India.

This year three riders rode from Adelaide to Brisbane. They are Geoffrey Bond of Mt. Gambier S.A., John Richards of Kogarah N.S.W. and Nathanael Smith of Hebersham N.S.W. John Richards also rode in last year's BIKE FOR BIBLES.

## Bike info 'on line'

John Williams the Editor of the US bicycle safety and planning journal *Bicycle Forum* has recently started the worlds first computer bulletin board. For the cost of a phone call (to the USA) you can call up Bikenet on your personal computer and gain access to the 14 message boards on different topics.

Bikenet operates 24 hours a day and seven days a week and also has a news section with the latest US bike news including a racing section from the sports paper *Velo-news*. Articles from journals and magazines can also be downloaded onto your computer but you will have to become a subscriber to gain access to this section.

John, who self publishes a bicycle safety newsletter *Bike Ed* using his Apple Macintosh, says that his bulletin board service has had few enquiries since it started earlier this year but as more people gain access to personal computers he expects demand to increase.

Aussies who are interested in 'logging on' to Bikenet should find out first about the intricacies of international computer communications and make sure that their equipment (hardware and software) is suitable. Bikenet's US phone number is (406) 549 1318.

## Overlander extraordinaire

The spirit of the old time overlanders is not lost but it has been given an interesting twist by this present day traveller. The bearded gentleman in the picture has been travelling around the continent

with his interesting caravan since 1982. By now he will have returned to Sydney from where he set out in 1981 with the aim of seeing Australia.

## Justice done

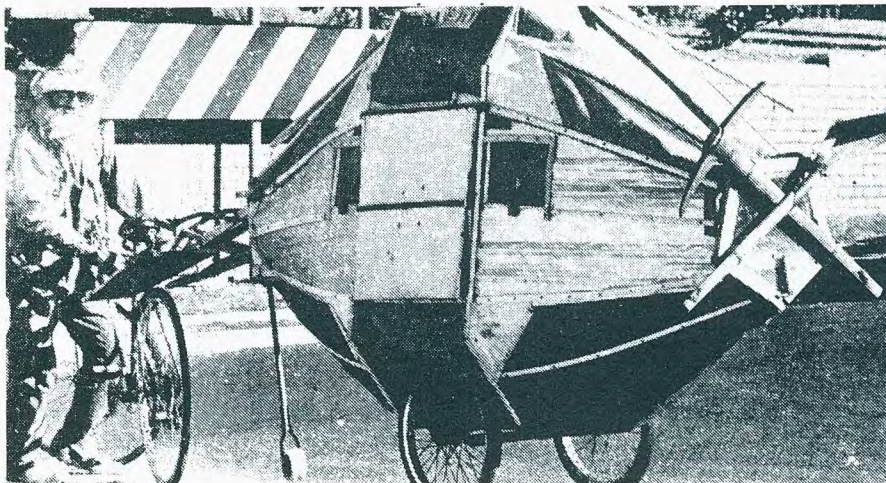
When a Sydney motorist was convicted and fined for dangerous driving recently a long drawn out battle between two cyclists and the bureaucracy was brought to a close. Alex Sprignall and Hugh Milner were cycling home after work along the Pacific Highway in Chatswood. Though they were not riding together they were both 'buzzed' by the same motorist who swerved dangerously into their path passing each rider with only millimetres to spare.

When the riders finally caught up with the driver at a set of traffic lights they were greeted with a torrent of abuse but they did manage to note the number plate of the vehicle and get a good description of the motorist and his vehicle.

A passing Police motorcyclist refused to stop so the pair called in at the Pymble Police station where they were told that details would not be recorded and that they should report the incident in a letter to the Assistant Commissioner for Traffic. After waiting a number of weeks for a reply to his letter Alex decided to contact his local member of Parliament who then made representations on his behalf to the Minister for Police.

Some three months after the incident he received notification from the Police that the motorist would be charged and some six months later justice was finally carried out. In his reply to the Minister the Police Commissioner Mr Avery expressed concern on the failure of the officers at the Pymble Police station to take details of the incident and gave an undertaking to pursue that problem.

The incident highlights the low priority given to bicycle riders and their problems by a traffic system heavily weighted towards motor transport. The stretch of the Pacific Highway where the incident took place has since been converted by





the NSW Department of Main Roads into a cyclists death trap with the installation of high speed 'S' lanes. The 'S' lanes are designed to move traffic around right-turning vehicles by routing through-traffic towards the kerb at intersection approaches.

The Bicycle Institute and the Newcastle Cycleways movement in NSW have made representations to the government on the danger to cyclists of the 'S' lane menace but like Sprignall and Milner they expect a long drawn out paper battle before justice on the roads is finally done.

Unfortunately most incidents involving harassment of bicycle riders by motorists go unreported. Any bicycle rider who is involved in an incident should note the number plate of the vehicle and report this with a description of the driver or other hostile occupants to the nearest Police station. You will need at least one witness and they should accompany you when you make your statement to the Police. In due course the Police should contact you to advise what further action will be taken. In most minor instances a visit from a Police officer will be sufficient to make the offender realise the stupidity of their actions.



**Phil McDonald pauses during a rainy and windy record breaking ride. Photo courtesy of the Lilydale Monbulk Post.**

### Phil breaks penny farthing record

A century old world record was smashed recently when a Lilydale, VIC businessman Phil McDonald rode around a shopping centre in Melbourne for 24 hours. He covered 513 km in the allotted time.

With any two to three minute breaks every hour from the strong winds and rain Phil pedalled on. The wet roads made cycling a hazardous activity on the high-wheeler but luckily Phil did not fall off. With twenty minutes to spare after breaking the world record Phil decided



**The NSW Minister for Transport Ron Mulock (Centre) launches the new bikeplan for Sydney's inner western suburbs. He is seen here flanked by the mayors of some of the municipalities participating in the scheme (L-R) Robert Kell Strathfield, Peter Fitzgerald Drummoyne, Lew Herman Ashfield and Peter Woods Concord. Ashfield, Burwood, Canterbury, Concord, Drummoyne and Strathfield councils are involved in the project which is estimated to cost \$4.9 million over a five year period.**

to keep on riding for the full twenty four hours.

Sid Patterson the former World Pursuit and Sprint champ congratulated Phil on his achievement and presented him with a trophy to commemorate his ride. Two days after the record breaking ride Phil's hands were still numb but he is feeling on top of the world.

### Fact-finders fault Feds

The American bicycle planning journal *Pro Bike News* in its August edition has reported on the recent visit to Australia of bicycle facilities experts Dan Burden and John Williams. The journal suggested that in many areas Australia leads the world in its bike safety programs and the provision of facilities. The publication praised the efforts of the State governments who are now spending on average \$1 million/year on innovative schemes such as the Bike Ed course in schools, helmet encouragement campaigns and engineering measures designed to integrate the bicycle into the overall transport mix.

In contrast they found the efforts of the Federal government to be, "unorganized, uncommitted and insensitive when it came to bicycling". They also claimed that there was a lack of uniform design standards, no national co-ordinator and a general disregard for long-range bicycling solutions.

Since the Bikesafe Conference in May little has been heard of the brave new

world for cyclists to be initiated by the Federal Government. *Freewheeling* will be pressing the Minister for concrete details of projects and programs over the next few months and readers will be kept up to date if any action ensues.

### New way to beat the thief

It is estimated that bicycle theft currently costs Victorians more than \$3 million a year with little chance of the stolen machines being recovered. Now, an innovative scheme recently launched by a Queensland company aims to prevent or reduce the loss to Australian riders from theft. Australian Bikefile is a computerised bicycle registration scheme which operates through the large network of specialist bicycle dealers through out the country.

The aim of the scheme is to make it difficult for the thief to dispose of stolen bikes by engraving a serial number onto each registered cycle and storing the description of the bike and its owners name and address on a central computer file.

According to Police the un-identifiable nature of bicycles makes them fair game to thieves who then have little trouble in reselling them. A registered bicycle is not only able to be identified but its owner can be located anywhere in the country. Lists of stolen machines are regularly circulated to all bike shops participating in the scheme and to the various State computer systems.





Bicycle industry heavyweights Michelin, Specialized and Avocet are trading punches over their new smooth tires. Respective advertising campaigns have a different game plan aimed at winning over cyclists seeking high-performance tires. In one corner, Specialized flaunts the ultra-narrow, ultra-light, low rolling resistance Turbo/R. In the other corner, upstart challenger Avocet introduced Model 20 and 30 tires in many sizes. Michelin sits in a neutral corner with its Hi-Lite Pro, notable for a unique layered casing design.

When the sparring is over I think that we will see smooth tires winning converts and tires with patterned treads and raised center ridges down for the count.

I've ridden more than 3000 miles (1200 of those miles in the Swiss Alps and the Italian Dolomites) on smooth tires, erroneously called "slicks." I think they are a noticeable improvement over the popular patterned-tread tires with raised center ridges.

Advertising extolling the virtues of smooth tires hammers away at the three themes - smooth tires have the best traction, lowest rolling resistance and longest wear. Typically, smooth-tire ads show a rider banked over at an impressively steep angle.

Let's analyze these claims one at a time. The first, and most controversial claim, is that bald tires have better road grip. Initially, like most cyclists, I was apprehensive about how a tire without grooves handled in the wet. After all, car tires have grooved treads to improve traction in the wet. Why not bicycles too? In car and motorcycle racing, pit crews frantically change tire when rain starts pelting the track. They have to switch from "baldies" to rain tires with grooves, or it's wipe-out time.

*Subjective tests have reached the conclusion that more tread does not always mean more grip*

My smooth-tire rides on foggy wet mornings in California's Santa Cruz mountains didn't present any problems with slipping. On the contrary, I was surprised to find that I had better traction in all conditions! Subjective tests have reached the same conclusion, but testing continues.

Jobst Brandt, a consulting engineer, explained that bicycle and car tires are two different beasts. "The car tire is wide and flat and regularly travels at more than 60 mph. Water needs to escape somehow from the large contact area. This is why a patterned tread is important for car tires on wet roads. But the bicycle tire has a round profile and is no more than a half-an-inch wide at the contact point with the road."

Brandt continued, "Tread pattern on a bicycle tire results in even less contact and traps water, which reduces traction. So the spaces between treads can properly be called voids. Just the bike tire contacting the road is sufficient to push away the water."

Brandt is largely responsible for bringing smooth tires to the forefront. For years, the mechanical engineer had believed a smooth tire would have the most traction, but was unable to convince the staid bicycle market. When Michelin became the first manufacturer to introduce a high-performance smooth clincher to the market, Brandt im-

# SMOOTH TRUTHS ARE GROOVED TIRES FIGHTING A LOSING BATTLE?

by Ray Hosler

diately began using them on his well-known rides in the Santa Cruz mountains, where he pounds his 10-speed over rugged fire trails. (Brandt has also ridden smooth Swiss tubulars in the 1960's with similar results.) Impressed with the tire, he took his case to Avocet and convinced the company to make a smooth tire and launch a major publicity effort. The fight was on.

The second claim is that the supremacy of smooth tires is clearly shown in rolling resistance tests. Yes and no. Rolling resistance is the measure of a tire's efficiency. The higher the rolling resistance the more effort is required by the rider to maintain a given speed. Specialized and Avocet both claim that their smooth tires have lower rolling resistance than any tire sold, including tubulars. Tests conducted by cycling engineers Chester Kyle and Paul Van Valkenburgh for Specialized, as well as tests by Avocet, confirmed that they are better than tubulars and most grooved clincher, however, the tire's tread pattern is not the primary concern in lower rolling resistance. It's the casing and rubber material, tire weight and air pressure that make the difference. The Specialized tires with the lowest rolling resistance have the finest casing (106 threads per inch) and lightest weight. Their recommended pressure is 115 pounds per square inch: higher air pressure means lower rolling resistance.

Given that smooth tires have low rolling resistance and superior traction and braking, should we abandon tires with patterned treads, even tubulars? Looking only at test results, you'd think so. Let's compare a cotton tubular with a smooth tire. Over the 40-kilometer USCF time-trial distance, a rider on the clincher would be 500 yards ahead of a rider applying an equal effort on the sew-ups.

Clinchers are finally making inroads among bike racing's elite cadre. Specialized provides support bikes and spare wheels equipped with Turbo/R's, and no one is complaining. While the members of the Winning Club women's team are enthusiastic about their Michelin Hi-Lites, clinchers still have drawbacks in the rim department. Clincher rims are heavier and not as strong gram for gram as tubular rims. Light wheels are critical for the rider who needs responsive handling and acceleration; on the other hand, wheel weight is slightly less important for maintaining a steady pace. But it is still faster to change tubular than replace a clincher tube.

Finally, do smooth tires wear longer? Avocet says its smooth tires wear significantly better than tires with raised center ridges. Rolling drum tests support their contention. Brandt used this analogy: "It's the same as when you use sand-

paper. The bumps are the first to go." He added, "The raised ridge squirms around on the pavement. It wants to be at the same level as the rest of the tire. Traction is reduced and wear increases."

Tire ads for raised center ridges have always made claims for longer wear because of the raised center. I've gone more than 1700 miles on the same smooth tires I used in the Alps with plenty of rubber remaining, but none of my tires with a raised center ridge lasted more than 1200 miles. The mileage you get also depends on the terrain and your weight. Riding in hills and on rough pavement or dirt increases wear. A tire's wearability has less to do with tread pattern, however, than the rubber composition. Softer rubber gives better traction and rolling resistance, but wears faster.

Jeff Loughridge, creative director for Specialized, said that smooth tire "have a place in the tire market." In fact, the company released a new line of tires that are smooth in the middle and treaded on the sides. There's still a small amount of tread because recent laboratory tests show that patterned-tread tires are definitely good for high performance," Loughridge noted.

*Wearability has less to do with tread pattern than rubber composition.*

"But performance changes radically in the wet. A treaded tire is a more consistent performer in all conditions."

By looking at photos and drawings of the earliest bicycle tires, one discovers that many manufacturers produced baldies. Smooth tires have been around through the decades, but they were considered obsolete after the myth that grooves increase traction in the wet was "set in concrete." There's finally enough scientific and objective test results to expose some large and dangerous cracks in that myth. If you're in the market for smooth tires, they are made for the standard 27-inch or European equivalent (700C), clincher or tubular, and 26-inch for the mountain bike. Most bike shops sell one of several smooth-tire brands, priced from \$10 to \$17. They come in widths from seven-eighths of an inch to 1.9 inches and are available in wire-bead and are available in wire-bead and folding models. Folding tires are slightly lighter and more expensive.

As tire manufacturers duke it out for a share of the market, we're left to judge which tire will be the winner.

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WINNING MAGAZINE



**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 and 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.



TIME TRIAL, CRITERIUM, ROAD and DURO. FasGrip offers the only complete line of smooth treaded tires.

\*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.



## The World Awheel

Registration of bicycles by Australian Bikefile is done by all specialist bicycle dealers displaying the triangular logo. As a further inducement Bikefile will replace any bicycle not recovered within 90 days. The ninety day period is necessary to allow a thorough investigation to be undertaken and for notification of the theft to be circulated.

Participating dealers engrave a specially coded number onto the bottom bracket of each machine and a Bikefile sticker is fitted to the top of the frame to announce that the bicycle has been registered. The name and contact details of the owner along with the serial number and a description of the bicycle

are then entered onto Bikefile's computer system. If the bicycle is stolen a phone call to Bikefile will start the nation-wide recovery process. Police and anyone finding a missing bicycle can phone to locate the owner. Purchasers of second hand bikes can also use Bikefile to check to see if the seller is the genuine owner.

Although Bikefile managing director Stephen O'Pray realises the system won't stop a determined thief he believes that his system will operate as a deterrent and make identification of lost or stolen bicycles possible on a nation-wide basis. The registration fee and replacement guarantee costs \$15 for the average bicycle and \$10 per year after that. Bikefile can be contacted on (071) 43 3112.

### Czech cyclist here to stay

Kvetoslav "Omar" Palov arrived in Australia today after defecting from Czechoslovakia in June this year. It's been a long road since Omar began plans to leave his country way back in June 1984 after meeting members of the Australian Cyclist Team.

The 23 year old cyclist is an excellent road rider, and is considered by many to be in the top 10 in the world. Palov will be a great asset to the road discipline of

cycling as this is where the sport lacks depth in Australia. The knowledge, skills, and experience are something he is only too willing to share with other riders out here.

"Omar" as his former Czech team mates call him, left his homeland for quite a few reasons. The main one being he didn't agree with the training methods. The Czechoslovakian public were unaware of the drugs in the sport "but they were there" he said.

He was almost fired from the national team for speaking to the United States riders. Omar was the only one in his team that could speak English.

The first race on the card is the Commonwealth Bank Cycle Classic running from October 11-21. Omar is a member of the Australian National Team sponsored by the Australian Sports Commissions, Fosters and Malvern Star. This is the first time the Australian Cycling Federation have entered a team into this classic event, and are indebted to the Australian Sports Commission for their support. The A.S.C. have been monitoring the progress of Omar's arrival into Australia and were very pleased to learn of his arrival today.

This year the Commonwealth Bank Cycle Classic runs from Brisbane to Canberra the base for the Australian Sports Commission, where all will be hoping for a good result from Omar Palov and the rest of the team.

# MAKE YOUR MOVE

# MIYATA

## WORLD-CLASS BICYCLES



## Apple and Pear Vets in Big 1987 Tour

The Apple and Pear Veteran Cyclists' Marathon Tour races will be staged again next year, with the main event to be a teams' race, (as well as incorporating individual age divisions) over 3,800 kilometres.

The total budget allocated by the Australian Apple and Pear Corporation for the 32 days (includes 3 "rest" days) Brisbane to Adelaide event (13th March — 13th April) and the planned 7 days, 745 kilometres, race in West Australia (16th — 22nd April) will exceed \$200,000.

The 1986 events sponsored by the Corporation and organised by Cecil Cripps, Director of Vetsport Promotions, achieved widespread press, radio and T.V. publicity throughout Australia and cost a total of \$155,000. These events were the 20 days/3,000 kms Geeveston, Tas. to Brisbane; 4 days/617 kms race in S.A., and 6 days/820 kms race in W.A.

Riders in the Brisbane to Adelaide event will be split into seven teams of four (six State teams and one from New Zealand) comprising two members each from the 50-58 years and 59 and over divisions.

Entry in the event will be by invitation, and most of the finishers in the



Organiser of the Apple and Pear Vets series Cecil Cripps takes a run with cycling great Sir Hubert Opperman.

Geeveston to Brisbane race will be starters in the 1987 race.

The oldest rider in the race will again be the New Zealander, Doug Kingsford,

who, when aged 70 years in the 1986 events, showed he is still a rider of exceptional stamina and talent. Doug won a World All-Round Veterans' Championship in Belgium about six years ago. In August this year, Doug finished a close 2nd in the 70 years and over World Veterans' Title at St. Johann, Austria.

The complete composition of the respective teams — with two former Olympians almost certain to be included — will be announced in our next edition, after the results of the 1986 National Veterans' Championships in South Australia are known.

Total cost of the events, including \$16,000 in prizemoney and trophies, will be over \$200,000. This also includes all accommodation, travel costs to and from the race start/finish and most food expenses.

Race Director and Organiser, Cec Cripps, who was judged 1985 "Veteran of the Year" when the Commonwealth Bank sponsored awards night was held in Sydney in May this year, found the task of carrying out the roles of Race Director and Organiser as well as competitor (though he finished with two 2nds, and one 1st, in the three big tours) somewhat exacting, and will not be a competitor as well in the 1987 races. (Cec was "Veteran of the Year" for his Pro-Am Open "Tour of the Riverland" win in S.A., "Sun-

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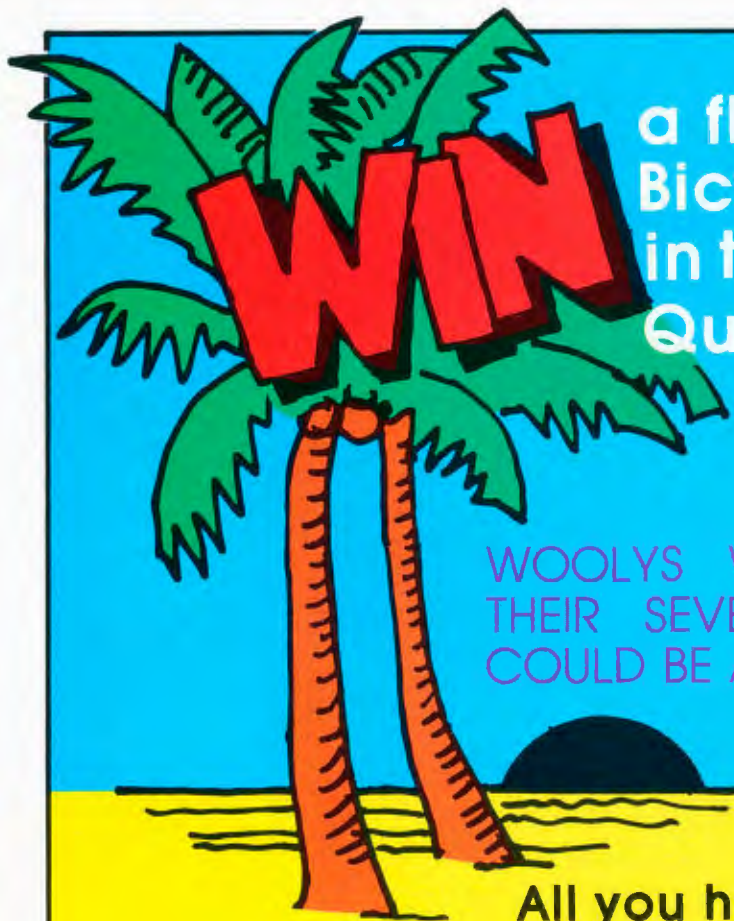
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- **3rd PRIZE** Bicycle equipment to the value of \$100 from Woolys wide range.

The winning coupons will be drawn on Saturday 27th December. Winners will be notified and the results will be published in the Sydney Morning Herald on Wednesday the 31st. All entries must be deposited in the Tropical Bicycle Holiday box no later than the end of trading on Christmas Eve (Wednesday, December 24).

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## The World Awheel

downer" amateur classic win in N.S.W., and 3rd placing in the 60-64 years, World Veteran Championship in Austria).

As well as race organisation Vetsport Promotions will play a role in the publicity and advertising part of the events although the main publicity responsibility for the race will be in the hands of specially appointed p.r. consultants.

The Apple and Pear Veteran Cyclists' Marathon Tour Races have won a deserved place of recognition in Australia's cycling calendar. And in case you haven't noticed it, the Brisbane to Adelaide event is not only the world's longest and richest race for veteran riders, but the longest race ever staged in Australia for riders of ANY age!

The Brisbane-Adelaide event will include Kriteriums in the apple growing centres of Queensland, Stanthorpe and Batlow, New South Wales. Clubs at Canberra and Stanthorpe (Toowoomba, Ipswich, etc.) have been invited to stage support races also sponsored by the Apple and Pear Corporation. A 31 kms teams' time trial stage will be raced between Lismore and Casino on the morning of 18th March with a return massed start stage from Casino back to Lismore to follow.

"Veterans generally, and particularly older veterans, I've learned are usually more reliable than youngsters when it comes to fulfilling responsibilities to sponsors. They also seem to have greater reserves of stamina — but perhaps that's just evidence of stubborn refusal to throw in the towel when the going gets tough.

"I was very proud of all the participants in the three 1986 events, and naturally gave preference to those competitors who either finished the races, or had very good reasons for retiring. They made my job easier than it could have been, and I've no doubt they will be just as reliable in 1987," Cec said.

"They're great examples to the general populace, and to young riders, and the best possible ambassadors for the sport," he added.



### Back home

A few readers have commented on the illustration that has headed this column since its inception: now the story can be told. The drawing was produced to commemorate the epic 73 005 km round the world journey by two Germans Wolfgang Reiche and Gudrun Brardt who have now returned to their homes in Bremen. Wolfgang and Gudrun passed through Sydney at the beginning of 1983 and a photograph of them appeared in issue 19. At that stage they had pedalled 22 920 km and were heading for Asia via Darwin.

Back in Germany four years and two months after setting out they have found it more difficult to re-establish their lives in modern Germany than to search for food fighting heat and headwinds and pedal their daily average of 100 km.

Wolfgang, who is currently working on a book about the journey, has been

well received at the many slide evenings he has conducted throughout Germany since his return.

The accompanying photograph shows Wolfgang on top of Anticona Pass only 135 km from the Peruvian capital of Lima. The picture comes from a series of colour postcards that commemorate their journey.

### California bikin'

Although California is usually thought of as the home of car culture it is a surprising mecca for bicyclists, too. Everywhere you go there are bicycle riders from toe-clipped european-style tourists, through BMX racers and mountain bike riders, to college kids aboard fat-tyre cruisers.

Riding in city streets in Los Angeles is easier than in Eastern cities — curb lanes are wide and motorists are remarkably



# The World Awheel

courteous – but why ride in traffic unless you have to? Why not go to the beach? It is possible, for instance, to climb aboard a bike here and pedal all the way south to San Diego, a distance of 200 kilometres, without losing sight of the Pacific for more than a short time.

And most of the riding can be done on asphalt-paved, government-maintained bike path that skirts the edge of the beach and which is off-limits to motorbikes, pedestrians and even the ubiquitous roller skaters.

For a cyclist visitor to any of the southern California cities, the path is a welcome escape for an hour's exercise, a day's outing or even a tour of several days length. You don't even need to bring a bike, for rental shops can be found in most beach communities. For instance at the Venice Bike Shop at the foot of the famed Venice Pier (in the Los Angeles area) a moderately good qual-

Our photo shows Police Officers Shea and Brown whose beat is the popular Venice Beach area in Los Angeles. The picture is taken from a postcard by Jeffrey Stanton.



ity 10-speed can be had for \$12 a day. The shop even provides a lock so you can leave the bike unattended for short periods.

Once onto the bike path you're in bikers heaven. The path is a two-lane roadway whose greatest hazards are pedestrians crossing it and the loose sand that occasionally piles up on the corners where the path winds around the bathhouses that provide convenient rest stops every few kilometres. Wear a bathing suit under your cycling togs and throw a towel in a backpack and you are ready to take a cooling dip in the surf or stretch out on the beach when you are winded.

The path, like most of this coastline, is blissfully flat, making for comfortable pedalling in efficient mid-range gears. Your rear will get sore long before your legs do. The only significant breaks in the path occur south of Redondo Beach to take you through the imposing Palos Verdes Hills, and through the Camp Pendleton US Marine Base south of Laguna Beach. In the latter case, however, bikers can take a military road little used by auto traffic. In the Redondo Beach/King Harbour area the path leads through parking garages and a charming shops-and-fishing-pier area called, imaginatively, the Pier.

Another interesting stretch is in Marina Del Ray, the worlds largest small-boat harbour, near LA. Here the path actually wends its way through numerous boat yards and marinas. It is conceivable, therefore, that a careless rider might be involved in a collision with a boat – not your everyday cycling hazard. Marina Del Ray is also one of the most frequently used on-location areas by the television industry. Thus, on two separate days recently, a bicycling correspondent encountered film crews for two separate shows.

Maybe you can pedal your way into showbiz!

Steve McKerrow,  
The Sun, Baltimore MD USA.

## Turn on, tune in, drop dead!

Miniature portable radio/cassette players have liberated music from the living room but for cyclists who use these devices the cost can be traumatic. More than any other road users bicycle riders rely on their hearing senses to interpret situations and assess danger. On approaching an intersection the alert cyclist can tell well in advance if there are cars approaching just by listening carefully. In most cases other vehicles can be heard long before they are seen. If the same bike rider is 'wired for sound' and is listening to music through miniature headphones all the audible cues that are necessary to sense danger are numbed.

Even at low listening volumes the headphones can distract the wearer and create dangerous situations.

## All over Australia

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FRANCIS BIRTLES, the overland cyclist, always rides Anthony Horder's Universal Bicycle on his long-distance journeys all over Australia. Pioneering a route round the continent—16,500 miles on the one machine—he demonstrated that the Universal Bicycle is the best bicycle built. Cyclists all over Australia ride the Universal Bicycle because it is a roadster that may be relied upon to give perfect satisfaction.

Universal Bicycle as ridden by Francis Birtles, with Dunlop Tyres, £12 10s. Stock Models or Built to any Specifications with Oceanic Tyres, £10.



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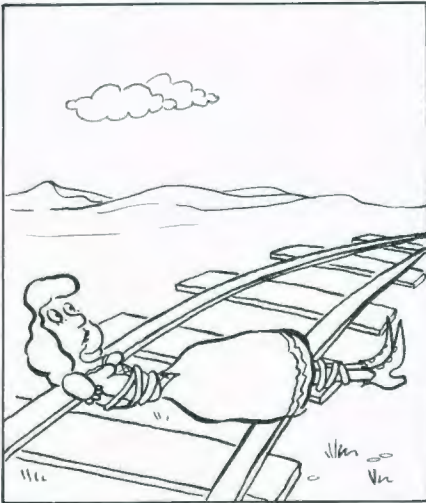
## Cycling history going fast

Aussie bicyclists are fortunate that more has been done here during the past decade to restore and retrieve a large part of our bicycling heritage than in most other western countries. Jim Fitzpatrick's marvelous book *The Bicycle and the Bush* did much to revive an interest in our past and the recent growth in the vintage cycling clubs is further evidence of this trend. Still, more work needs to be done. *Freewheeling* is looking for any old photographs and newspaper clippings concerning cycling in Australia and we would like to progressively share this with our readers. The 1913 advertisement on this page shows the famed overland cyclist Francis Birtles and was sent to us by a reader who copied it from a Tivoli Theatre (Sydney) programme.



*Somerville*

# RECYCLED PUNS



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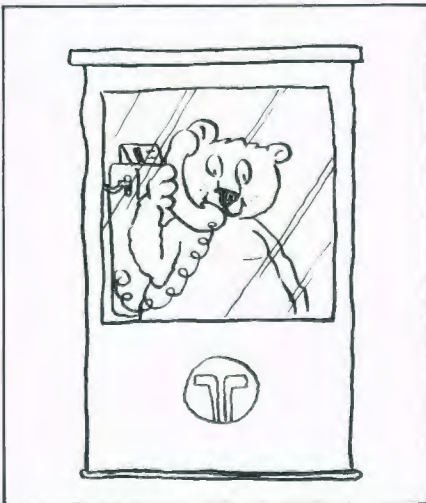
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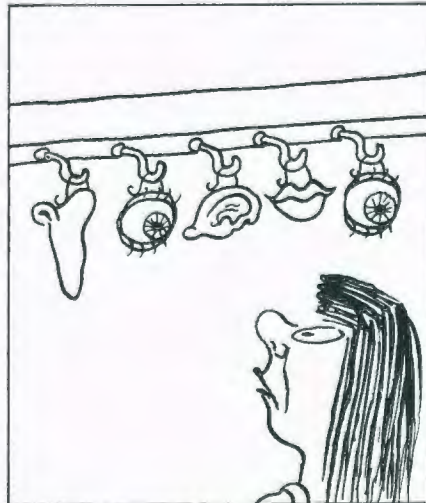
**PANNIER**



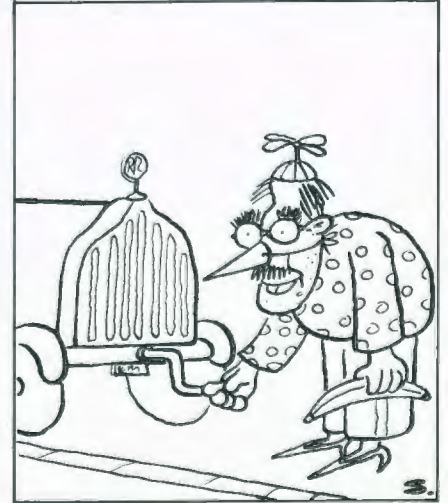
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## Write On

### Up the Merri Path

As a member of the Merri Creek Co-ordinating Committee and a keen cyclist (and organiser of that inaugural bike ride on the path) I think I need to set the record straight.

First of all this facility in suburban Melbourne is not a bikepath. It is the Merri Path – a shared footway which cyclists can and do use.

Coburg's section was constructed with CEP money. The wood chips were, admittedly, hard to ride on at first but over a period of time they have packed down into a firm, usable surface.

I am a conservationist and a lover of natural beauty; I have spent hours chopping weeds, planting trees, removing rubbish, running, walking and, of course, cycling in the Merri Valley. The most efficient surface for bike riding is Collingwood's broad brownish-pink concrete – but what a blot on the landscape! Give me Coburg's natural look every time.

My favourite surface, incidentally, is the granitic sand found in Brunswick, Thornbury, Preston and Fawkner: it has an attractive appearance, it is interesting to ride on because it is not completely smooth and it makes a marvellous scrunching noise under one's tyres. Come up and see it sometime!

Paul D Prentice  
North Fitzroy VIC 3068



### Danger on the Freeways

Following recent publicity given in your magazine to the decision to allow cyclists on two freeways, I decided to travel on the Princes Highway to Geelong.

Never again! Leaving Laverton, the road was good and the left shoulder sufficiently wide for cyclists. Past the Werribee turnoff that part of the road shoulder 'allocated' to cyclists narrowed to no more than half a metre of bitumen all the way to our destination – the Little River turnoff. I was riding with tubulars and, because the unsealed part of the shoulder was gravel-strewn, I could not ride further to the left for fear of losing traction and/or puncturing. All this with

trucks and cars whooshing by at or over 100kph.

I notice that this is for a trial one-year period. Results will then be evaluated. What a cynical exercise! Cyclists are obviously at risk here – unless the shoulder is sealed to the width existing from where the Westgate Freeway joins the Princes Highway to Werribee, someone will be hit.


No doubt those drivers who passed us must have thought we were either mad or a nuisance and I don't blame them if cyclists are only given a token proportion of the road to ride on safely.

J Quinn  
Richmond VIC

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# Riding to the Centre

## Bicycle touring

**W**hen Americans Melissa Davies and Marc Freedman started planning their world trip Australia was merely a blank space on their map. Now after cycling some of our toughest roads they recount their epic journey to the red centre. Pictures are by Marc and text by Melissa.

**W**e started hearing about the cycling in Australia from Australian tourists we met while we were cycling in Fiji. Our plan then, was to ride from Sydney to Alice Springs and then to Darwin. "It can't be done", they would say, shaking their heads. We got the longest lectures and best advice from people who had never even been up to the Centre. We began to believe that it was indeed impossible to bike to Alice Springs from Port Augusta.

We arrived in Sydney full of doubt but

willing to postpone making a decision on that part of the trip until we got there. We had a couple thousand kilometers to ride through and our own misconceptions about Australia to discover.

Our first surprise was the mountains. For some strange reason we were under the notion that Australia was flat. Well, not perfectly flat but not mountainous. Everyone is so awed with the vastness of the Centre that they forget to tell travellers about the mountains. We started our trip in the Blue Mountains

and after we had negotiated them we tackled the Snowy Mountains. In the first month of our cycling we went over the Great Dividing Range three times. Fortunately, we had put a very low gear (22 inches!) on our bikes and so we could push them, us and 50 pounds of camping gear and food, almost anywhere.

Our next misconception (and believe me I don't know where these come from!) was that it never rains. Somewhere, sometime, someone had told us, or we had read, that Australia is the driest continent in the world. We, in America, are always hearing about the drought. Even when we arrived we were hearing about the drought in Victoria, or the drought in Queensland, or the Northern Territory or South Australia.

It started raining on us in Rutherglen. It rained in Yarrawonga where they said the weather was most unusual and certainly wouldn't last. We got rain in Alexandra and in Healsville. We were happy we had installed fenders and mud flaps or we would have been colder and more miserable. We did get some clearing in time for us to see the penguins on Phillip Island but the cold weather was setting in.

Then it really started to rain. We sloshed past Torquay and along the Great Ocean Road, we hid under bridges and in toilets to keep dry. As soon as we crossed the South Australian border it got sunny and dry and even warm. We left it to take a side trip back to the Grampians in Victoria where we tested our sealed bearings in the rain, the mud and the sand.

Our third misconception was that as English speakers we would be able to understand the Australian tongue. We had to learn about a "cuppa", and "tucker", and the fact that "tea" wasn't just tea. The 'billy' gets boiled and the "swag" gets rolled out. Sentence structure was sometimes different as the time I embarrassed myself in a news agency when the clerk asked me if I needed any help. "You right?" he asked. I heard, "You ride?" I thought that to be a strange question to ask a customer. I asked him three times, "What?" and each time he repeated exactly the same way as the first. He finally gave up on me when I started telling him about our trip that day.

But Australian city folk are clearly responsible for our riding the 1256 kilometres from Port Augusta to Alice Springs. It seems that they have such a mystique for their great central desert that the thought of even braving it in a car is worse than having to drive the Hume Highway.

In Adelaide we went to the RAA to get the latest information on the Stuart Highway road conditions. We casually told the woman behind the counter that we were going to ride pushbikes to Alice



Springs. She promptly went to her supervisor who proceeded to solemnly lecture us on the seriousness of our endeavour and advised us against the trip. We went back for an update a few days later and this time a different woman began hysterically giggling when we told her what we were doing. We stopped telling people where we were going.

Other cyclists have braved the corrugation highway before us. We have heard stories of sunburnt Japanese carrying their bikes to the top of Ayers Rock. We have also heard rumours about bikes ahead and especially about all the people behind us from the friendly motorists who passed us. Unfortunately, the romance is soon to be removed from the Stuart Highway as South Australia seems to be scrambling to pave the last remaining sections of dirt.

As I sit here in Alice Springs listening to the rain on the roof of the Hostel, I can only think that my partner and I have experienced the end of an era for bicycle travel in Australia. Of course, Alice Springs is still a long way from anywhere making travel to it, even on the bitumen, a challenge. Fair dinkum!

The challenge of riding through the Center can be met with a minimum amount of hazard and discomfort if you have a maximum amount of preparation.

First, you should know when to go. We think our trip was made easier because it was very cool by the time we reached the desert. During the winter months frost at night is not uncommon and it can be cold and windy during the day. It's easier to warm up on the bike than to cool down, and the wind keeps the flies off.

Second, you should know your route. Our maps were relatively accurate. We had more than one so we could compare them. You need to know how far roadhouses are where you can get food and water. Try to find out which ones are well stocked.

Third, you must be able to carry enough water for those long spots when you won't be near a roadhouse. We were on mountain bikes and we noticed right away we were quite a bit slower than a regular skinny toured touring bike. You should know about how many kilometres you can travel in a day. We had a 23 litre capacity apiece. That was enough to last us three days.

Our only problem with water came in the stretch of road between Pimba and Coober Pedy. We had planned to refill our water bags in Glandambo and we had enough water for almost two days. We breezed into Glandambo with empty water bags to find that the water there was unfit to drink. None of the establishments there were willing to sell us any water! We spent the rest of the day begging water from passing motorists. Not one refused and we soon had enough for the ride to Coober Pedy.

One great thing about the cooler weather is that you don't need to drink as much water and fresh food lasts longer. Fresh food is impossible to get at most roadhouses so be prepared.

It goes without saying that your bike should be in top running condition and you should be able to fix most common problems. Also have a maximum amount of physical fitness yourself. We were glad we had close to 2000 kilometres on our legs before we hit the headwinds on the Stuart Highway. Even when the highway is covered in bitumen riding up the Center will be an advantage for the most experienced touring cyclist. Take its hardships seriously and plan ahead.

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# Technical Q & A

## Bicycle mechanics

In response to our many requests for information about the technical aspects of bicycling we introduce this new Freewheeling feature. Readers are invited to submit their questions to our panel of technical experts. The questions for this issue were compiled from a number of letters we have received over the past six years and the answers were provided by Paul Farren and Warren Salomon.

**Q** I have this irritating noise in my crankset or pedals. It is a dry creaking sound that occurs in time with my pedal stroke so I assume it must be inside my pedal. My bike is relatively new so I am amazed that it is packing it in so early in the piece. What can be done about it?

**A** The noise you describe may not come from inside the pedal. The creaking or clicking bottom bracket/pedal complaint is one of the most commonly occurring problems that bike mechanics have to deal with apart from flat tyres. The first thing you have to do is to locate the problem by running a series of tests.

Begin with the bottom bracket. Often the cause of the complaint is a loose fixed cup. This is often overlooked because the cup is hard to get at behind the chainwheel set. You can test this by gripping the cup so that your fingers cover

the joint between the cup and the bottom bracket shell. If the cup is loose you will feel movement when you push the right hand crank inwards to the down tube. You will have to take the chainwheel set off its spindle to tighten the cup.

If the bottom bracket itself is properly adjusted you should next check to see that the pedal spindles are tight in the cranks. You should also check to see if the chainwheel bolts are properly fastened. Each test should be followed up with a short ride to see if the problem is not one but a combination of causes.

The best way to check for a clicking or creaking pedal is to swap it with another. If the noise stops you have found the culprit.

Many problems on modern bicycles are caused by the wearing of dissimilar metals. Cheaper pedals should be checked over and all pressed and riveted cage joints checked for movement. A loose joint of this type can be fixed by careful tapping with a riveting hammer.

With expensive pedals a closer look at the bearing internals is recommended and some adjustment may be needed. Noisy bearings on cheap alloy pedals can be silenced in the short term by working in a heavy bodied oil. This remedy can be used with effect on bearings but is no substitute for a properly tightened fixed joint such as the pedal spindle onto the crank. In the case of fixed joints oil will temporarily remove the symptoms but not the underlying cause.

**Q** I recently replaced my worn chain. The problem is that the new chain runs rougher than the old one. It continually jumps out of gear especially on the middle two cogs of my five-speed rear freewheel. Is the chain faulty and should I take it back and get it replaced?

**A** Your problem is not entirely the fault of your new chain. The real culprit is most likely your old freewheel. The meshing of freewheel sprockets and chain is possibly the area of greatest wear on a multi-speed bicycle. Not only does the chain 'stretch' but the pitch of the sprocket teeth is also increased.

The pitch of a sprocket is the measurement of its teeth from centre to centre. This corresponds to the distance between the links in a chain. A modern derailleur chain is  $\frac{1}{2}" \times \frac{3}{32}"$  (old imperial measurements are still widely used). The length of each link is half an inch and its width is  $\frac{3}{32}"$ .

A chain is made up of many small parts. When each of these small parts becomes worn the chain becomes loose and appears stretched. As the chain wears the length between each link is increased and this in turn places greater stress on the freewheel sprockets.

If you tend to favour a couple of gears the corresponding sprockets on the freewheel will become worn and their pitch will be increased to correspond with the stretched chain. As long as you continue to use the original chain/freewheel combination you will have no difficulties.

When your new chain was fitted the mismatch of chain link length and sprocket pitch on your most worn cogs caused the chain to 'jump' in those gears. This 'jumping' is not caused by the chain deflecting to a lower gear.

When the new chain is fed onto worn freewheel cogs from the rear derailleur pulleys it will tend to become displaced the lives of three chains and to enable the chains to wear evenly you have to change them over every few months.

Using this method you will get about three or four runs through of each chain



in turn and you will find that the life of the freewheel can actually be increased.

**Q** I recently bought a second-hand lightweight racing bike. Its original owner sold it to me with a self centring headset feature. I now believe that this so-called feature is of dubious benefit to me and I am curious to know if headsets are actually made this way or whether I have been sold a lemon.

**A** Whether you were sold a lemon depends to a large extent on the rest of your componentry and most importantly the frame. Your headset was not designed to be 'self centring' and is displaying the distinctive characteristics of wear for this type of bike component. What has happened with your headset is that the upper and lower bearing surfaces have become pitted or worn in corresponding places so the ball bearings notch into a particular position and give the impression of a 'click' stop mechanism.

This type of wear can occur from continuous use on good roads. The gyroscopic force of your spinning front wheel acts to prevent your steering head from turning so generally you direct the bike at speed by leaning into a curve. Only at slow speed is the headset allowed to rotate freely. Often a sharp bump at the wrong time at high speed will force the steel ball bearings to bite into the bearing surfaces creating small dimples.

This can be often induced by insensitive tightening of the headset bearings during installation but in the case of your bike it was most probably caused by excessive wear. Tandems are very susceptible to this type of headset complaint due to the huge stresses placed on the front end by the weight of two riders.

This type of headset damage is often referred to as 'brinnelling'. The Brinnell test is a hardness test for metals where a controlled force is applied to a ball bearing and the hardness of the test metal is measured by the impression made in it by the ball.

The only real remedy for a brinnelled headset is to have it replaced. Some suggest rotating the upper and lower bearing surfaces to offset the dimpling but a worn or damaged headset is really a menace and should be done away with as soon as possible. Headset replacement requires some specialised tools so you should consult your specialist bicycle dealer.

**Q** I keep getting punctures in my Araya red label one inch high pressure rims. Each time the puncture seems to be on the inside of



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the tube. As the spoke heads are well below the inside surface of the rim and the rubber rim tape is sound I am baffled as to what could be the cause.

**A** Your problem could well be caused by your rim tape. Rubber rim tape is not recommended for use on high pressure modular section rims like the Arayas you are using. You need a thick adhesive type similar to Velox rim tape. The reason for this is that under high pressures the rubber rim tape will be forced down into the spoke head recesses of the rim and often subjected to greater wear and heating.

Of course a sharp spoke end will sometimes work its way through the rubber tape and puncture your tube but more often the cause will be excessive heating from the rim in conjunction with the distortion of the tube over the spoke well.

The thick adhesive tape must be the right width for the rim. If wide tape is used it will interfere with the fit of the tyre by preventing the beading from properly bedding in to the rim.

If your problems indicated that you were getting punctures from more conventional causes then the new breed of Kevlar belted tyres may have solved your problems. These tyres have a layer of woven Kevlar (the material they use in bullet proof vests) between the casing and the tread. They are very popular with triathletes who have to fix their own flats because they are not allowed to have back up crews like road racers.

**Q** I've been using battery lights on my lightweight sports bike for years. My commuter/touring bike is fitted with generator lights but neither bike gives me enough illumination to see where I am going in the dark. Is there such a thing as a bike lighting set that allows you to see as well as be seen and why are all my existing light sets merely 'toy technology'?

**A** A good question. The reason for the lack of effective bicycle lighting systems lies in the fact that governments world wide refuse to insist on lighting equipment as part of new bicycle sales.

It seems quite absurd that in this country our Governments are pushing to legislate to make helmet wearing compulsory yet they can not enforce the law that requires all cyclists at night to have a lighting system fitted. A good bicycle lighting system will prevent accidents from happening while a helmet will only help save you when the accident occurs.

In the case of motor vehicles where

the lighting system is standard equipment there has been much technical development over the last decades. This development would not have taken place if cars were not required by law to have lights fitted.

The technology now exists to provide bicyclists with safe effective lighting systems to see and be seen but this technology will not be applied because few countries place a serious requirement on its use. At present there exists world wide a huge potential market for for just such a lighting system but until mass production techniques are applied riders

will have to content themselves with fabulously expensive imported models.

As for your remarks about toy technology the reason for this is that most battery lights for bikes are really modified torches. Torch technology is very basic and is designed to be mass manufactured for a very low cost for the purpose of providing portable lighting and consuming costly batteries.

One day some one will come up with an effective mass produced bike lighting system that benefits from the latest technology. Just don't hold your breath until it happens.



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**Q**

In issue number 35 you ran an article called *Ten Touring Questions and Ten Expert Answers*. I think you goofed because you omitted question number five. Did question five ever exist and if so what was it?

**A**

Though it may have looked like number five in the *Touring Questions* article was left out, the omission included the last part of question four and the first part of question five. The reason lies in the method now used to produce this magazine. Much of our typesetting is produced by converting articles stored on computer disk direct to the finished type. In the process of converting the *Touring Questions* article a sector of our disk was misread and consequently that section of the article was never printed.

The fault should have been spotted at a later stage but it wasn't and the article went to press with the third paragraph of question four reading:

*Clubs are good because they are interested and enthusiastic about bicycle touring and regularly organise rides. They can generally advise on equipment purchase and even hire to members expensive specialised equipment such as*

*tents and bike carriers for motive fuel, eating utensils (plates, mug etc) and a torch.*

The missing bits are located between the letter 't' and the letter 'v' of the non-word 'motive' in the second sentence. What the computer left out we reproduce in full with our apologies.

Clubs are good because they are interested and enthusiastic about bicycle touring and regularly organise rides. They can generally advise on equipment purchase and even hire to members expensive specialised equipment such as tents and bike carriers for motor vehicles.

For some people the club provides a social life all of its own centred on bicycle travel. The clubs often have a steady turnover of members as there are many people who only want information and prefer not to mix their social lives and their cycling.

You may not need to belong to a club to go cycle touring but they are the best source of personalised information on offer.

### 5. What equipment do I need?

It is often jokingly said that a toothbrush and a Bankcard is all that is needed to go ultra-lightweight touring.

The British with their efficient network of Bed and Breakfast hostels and closely settled countryside do it all the time in summer. You do need a change of clothes and of course protection from the rain. Small amounts of gear can easily be fitted in a single rear pannier or two small front bags fitted to the rear rack.

The most common type of touring in this country is weekend travel. If you stay in fixed accommodation (country pubs, motels or on-site caravans) all you will need is clothing a few spares (puncture repair kit, tools etc), wet weather gear, toiletries, towel, swimmers if it is hot and food to eat during the day.

If you camp and cook your food you will need tent, sleeping bag, stove and or cooking pots, cook stove fuel, eating utensils (plates, mug etc) and a torch.

On extended journeys more clothing is needed (don't forget to anticipate the cold as well as the hot weather. A bigger tool kit and a few essential spares like inner tube and gear cables are also handy to have and may be needed out-back. It is always important to have a good first aid kit as part of group equipment on longer trips away from civilization. A basic personal first aid kit is recommended on all types of tours.

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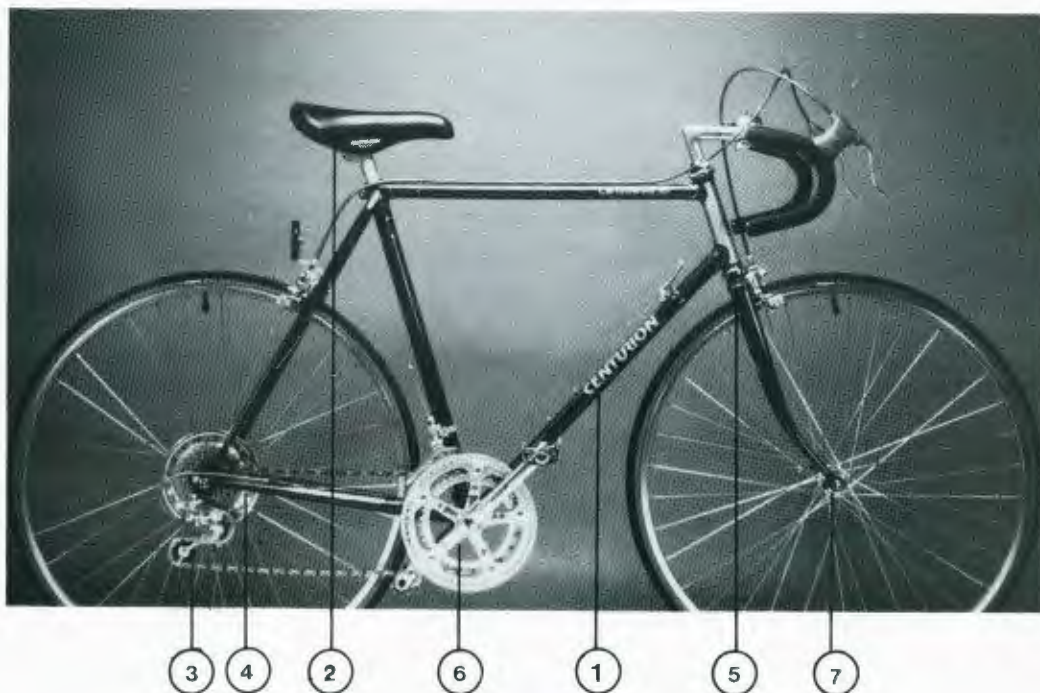
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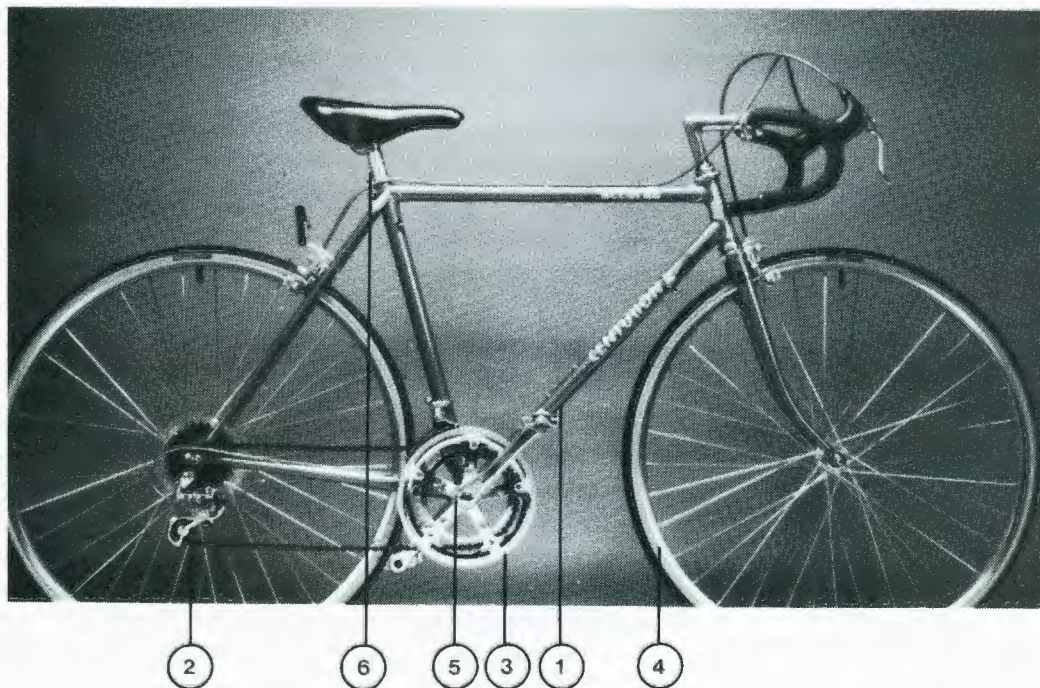
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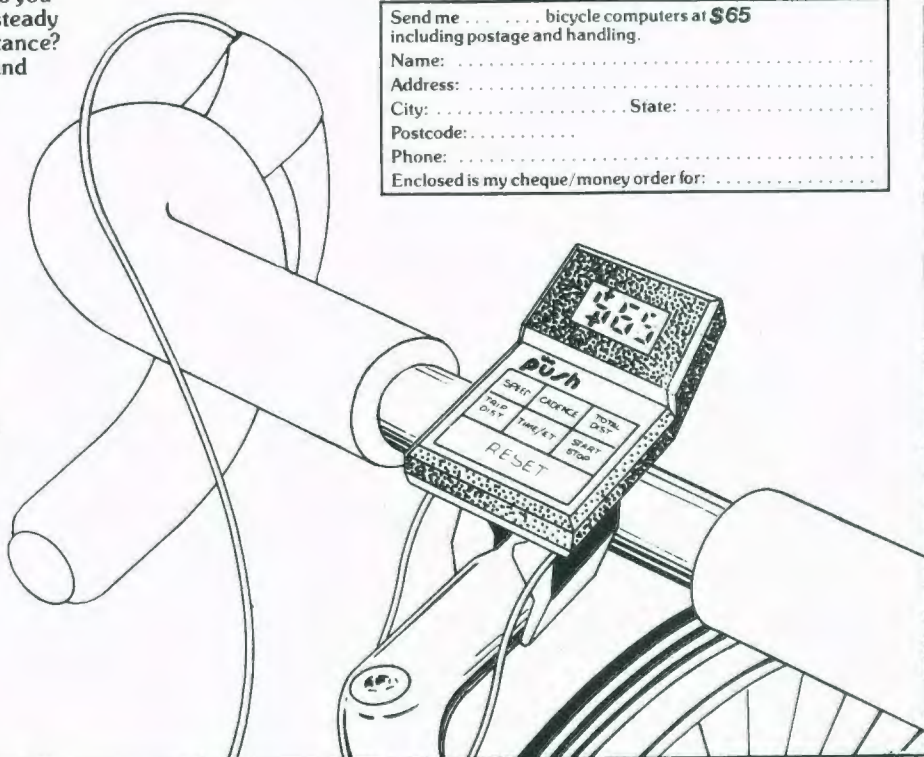


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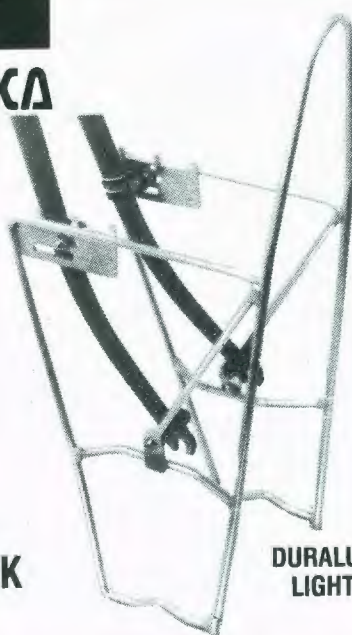
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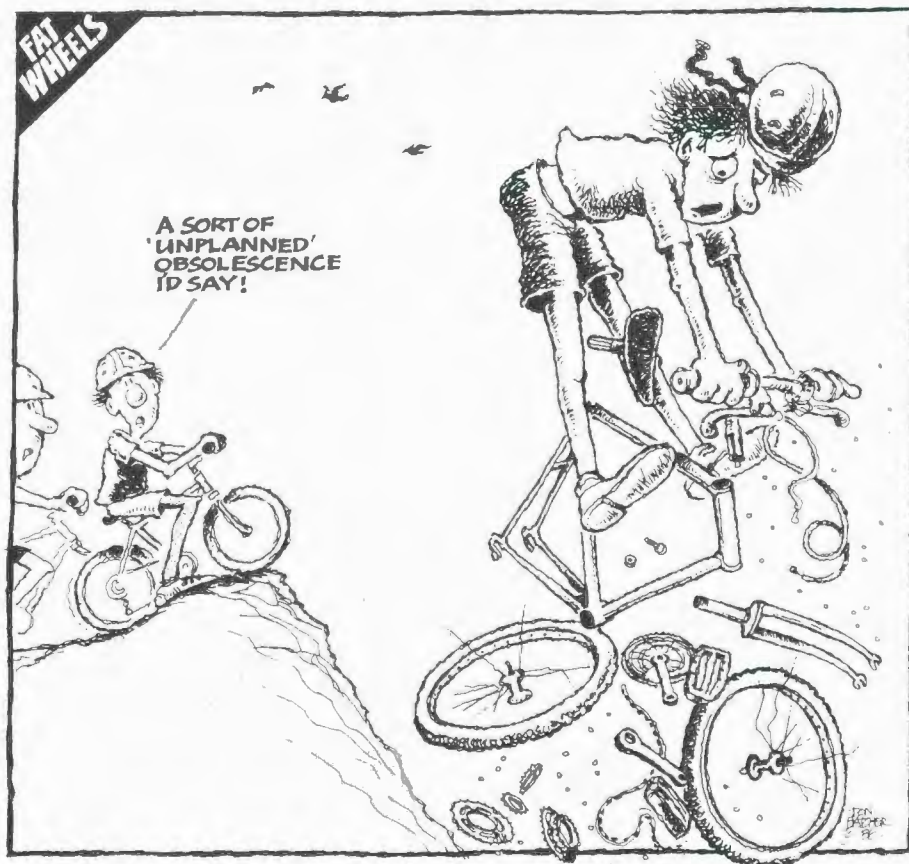
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# What makes a mountain bike?

**T**ouring bike sales are rapidly being displaced by the mountain bike. In overview of this new class, frame builder Wayne Kotzur, explains why these bikes differ from conventional skinny tyred machines..

## What is a Mountain Bike?

Despite the wide range of these bicycles they share a number of common traits: Smaller, differently designed and sized

frames; Alloy 26 x 1.75 inch rims with wide to extra-wide (ballooner) tyres; Upright seating position, usually with wide straight handlebards and specialised handlebar stems; Ultra-wide range gear-

ing, usually with a front triple chainwheel and handlebar mounted shifting levers. Many also feature sealed bearing components and claim to be 'heavy duty'.

Like all bicycles the mountain bike has been designed for a purpose, but its versatility and robustness has seen it creep from the hills to the roads and the streets. We can expect to see the distinction between expedition, touring and commuting to blur as more components become available. Perhaps even mountain bike tandems will appear. Let us now consider how the frame and parts compare with their conventional counterparts.

## Tubes

Most people who use mountain bikes are very happy with their puncture and thorn resistance. In some outback regions, it is impossible to ride off the main roads without immediate punctures on standard wheels. BMX or MB tyres seem to be immune. It is also very unlikely to experience stone bruises unless the tyres are seriously under-inflated. With the increasing popularity of the cruiser, small shop availability of the tubes will improve.

## Derailleurs

Wide range gearing has been available from European and Japanese manufacturers for nearly a decade, with long cages and slant parallelogram action. The mountain derailleurs look more chunky (none have opted for redesigned hub gears), but the basic working principles are unchanged. They may offer some additional strength but they are not a great leap forward.

The double spring or double parallelogram systems used by Suntour and Huret respectively do definitely make for easier shifting, although the extra introduced complexity will make them more vulnerable. The low hang of the rear derailleur has not been significantly addressed.

There appears to be a tendency to remove the barrel screw adjuster that is used for quickly removing cable stretch; it would be good to see these fitted, front and rear, to all derailleurs. Some wide range front derailleurs designed for mountain triples cannot interchange onto wide range touring triples as they are designed for smaller outside chainwheels. (Most are equipped with a 46 outer ring).

Unlike the derailleurs, the shifters have been improved greatly and they are beginning to appear on touring bikes. Thumb operated, handlebar mounted levers provide good control and safety simultaneously, with the hands always firmly in the bars. The adjustable positioning of the Suntour Microlite pair provides and edge over the paired Shimano levers, although they are both good.

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Sugino, and Shimano are major improvements over their conventional models and competitors. The use of two separate fixing positions provide for more rigidly braced chainrings and lower inner rings. Why didn't they do it years ago? To complicate matters, the cranks are often supplied in longer lengths favoured by bikers for their extra leverage. I'd suggest sticking close to standard lengths unless you have long legs or are only contemplating mountain climbing.

## Brakes

Mountain bikes are generally cantilever braked. These assist two short separate calipers, with pivots rigidly brazed to the frame, and connected by a straddle cable. They operate centre-pull style. The use of heavy duty cables, rigid alloy levers and the smaller amount of flex in the calipers eliminates a lot of the sponginess exhibited by other caliper systems. Quick release involves unlatching the straddle cable. The smaller cantilevers as used on touring bikes have tended to be hard to adjust. The new models offered by Shimano and Diacompe (and imitators) have cup and cone adjustment and allen key fittings that reduce this difficulty. Most also use larger longer pads to increase friction and to compensate for the higher wear due to dirt-laden rims and higher pad pressures.

Some form of protector should be fitted between the straddle cable and the tyre, as a loose anchor plate could cause the straddle cable to catch and bind the wheel. Most bike makers mount their reflectors in this position.

I have used internal drum brakes, and with quality cables and rigid alloy levers, they are trouble free. Wheel removal is difficult unfortunately, as none feature a quick-release reaction arm and cable. Tandem use indicates their potential, although heat build-up may mitigate against very long fast descents.

## Wheels

Wheels must survive the expected and the unexpected. The deep section rim and tyre fitted to the bush bikes should take care of all but the most EXTREME circumstances. The rims are incredibly strong due to their heavy alloy section and the smaller size. The crossing pattern of the spokes will have less influence, unlike the larger skinner rims, where tourists and racers beg to differ. (The three cross high flange pattern may be better for sliding sideways). Normal size spokes are quite strong enough.

Knobby, snake-belly, raised centre-ridge road and bald commuter tyres are all available, usually with the light skin wall. This means the tyres can be selected for the terrain, and provide good grip and wear, but with low overall weight. Many weigh only half as much again compared

## Mountain bike componentry

Gearing	Handlebars	Seat & Post	Tyres	Pedals
<b>Cross Country</b> — As low as possible usually triple, large 5-6 cluster thumb shifters	Very wide alloyed steel in the motor-bike style with one piece forward stem (or alloy wide) double clamping stem	Quick release light narrower seat	Knobby Tri-Cross 26x1.75"	BMX Style studded platform
<b>Touring</b> —As low as possible (as above) thumb or handlebar end mounted shifters	Alloy upright or randonneur dropped with a standard high stem wider than normal if expecting rough terrain frequently.	standard	Snake-belly centre-ridge road 26x1.75" x1.5"	standard or platform toeclips or halfclips
<b>City</b> —Wide range 10 speed thumb shifters	Either upright or drop bars, not as wide, standard stem	standard	centre ridged road 26x1.75" or 1.5" any of the above	

## Mountain bike frame characteristics

	Bottom	Chainstay	Steering	Frame Accessories
<b>Cross Country Expedition</b> Lots of fast rough downhill-ing with a very rearward seat position and a need for high speed manoeuvrability.				
<ul style="list-style-type: none"> <li>• Very long wheelbase</li> <li>• long front-centre distance</li> <li>• long rear-centre distance</li> <li>• long top tube</li> </ul>	very high (304mm plus)	long (60-472mm)	very laid back for low shock & high speed stability (67—68°)	Water bottle mounts shoulder strap mounts
<b>Touring</b> Wide range Gearing with pannier racks on a MB frame for tougher terrain and increased strength	High (279-300mm)	Long (460-472mm)	Intermediate with speed handling (70-72°)	Waterbottle mounts eyelet for mudguards and racks
<ul style="list-style-type: none"> <li>• long rear-centre distance</li> <li>• shorter front-centre distance</li> </ul>				
<b>City</b> Tough well braked bike for trouble free operation	standard 276mm	standard (430)	standard (72-73°)	Eyelets for guards & racks
<ul style="list-style-type: none"> <li>• Standard wheel base</li> </ul>				

to standard 27 inch tyres for their massive inflated size.

A slightly narrower 26 x 1.5 inch alloy rim is also available which fits standard frames for those keen on modifying their bikes.

## Bearings

**Headset** Mountain bike forks and frame are designed to resist higher forces than other bikes. The constant pounding and jumping expected in rough terrain will play havoc with most headset. The use of roller bearings, such as Galli and

Stronglite, with their greater bearing area and self alignment properties, will produce a headset that will wear out before it is destroyed. **Bottom Bracket** offered in steel and alloy, sealed versions are industrial shield ball bearings pressed into a threaded housing that threads into the bottom bracket shell. Industrial bearings are not dust or moisture proof, so that grit and water can penetrate through the bearing into the frame. (Inner casings are essential) where it can exacerbate corrosion.



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Entry forms: write to Box 450, Hawthorn, Victoria, 3122, for details.



The use of nylon or felt seals on the outside edge of the bearing and a full inner casing can protect the surfaces from abrasive damage.

Several old style bikes made in Australia had these plastic seals on full casings, and are surprisingly clean — almost in mint condition after ten years of prolonged use. Cassette type sealed bearings are hard to owner-service, and provide no means to remove the slop that will develop with abrasive wear. The concept of adjustable ball bearings well shielded by labyrinth shields or plastic 'O' rings, will, I feel, stand the test of time.

**Wheels.** Similar comments can be made on wheel bearings as on bottom bracket bearings. American experience indicates that heavy duty bolt-axles are preferable to the hollow quick release axles found on touring and racing bicycles, as they are stronger.

### Pedals

The use of spiked platform pedals pinched from BMX racing has provided mountain users with good grip and a useful substitute for toe-clips and straps. They don't slip very often, even in wet muddy conditions. Most quality pedals have chrom-moly axles for crash resistance, and the wide platform means you can use conventional footwear or boots. Most are of one-piece alloy (or plastic) construction and can take a lot of abuse without complaint.

### Frames

Mountain bike frames are very strong. The use of thicker, larger diameter tubing for the main triangle and the fork blades provide a generous safety margin in rough down-hilling, where front impacts are common and dangerous. The frame is small and very rigid; with the seat and handlebars coming a long way up out of the frame to meet the rider. This means the concentration one sees in expensive standard frames, for ultra-fine double butted alloy steel tubes, to achieve springiness and lightness, is not a necessity in a mountain bike frame. Good quality alloyed straight gauge steel tubing should be sufficient. The extra metal allows the use of weld as well as brazed joints, since it is quicker, cheaper and easier to prepare for spraying. Obviously, the lighter the tubing the lighter the frame, and the more crucial is the joining technique.

The frame sizing will depend on your usage. Selecting a frame two to three inches less than a normal frame will enable the rider to put their foot down for quick steadying in rough terrain. If used only on the road use a similar to conventional top tube height. As the bottom bracket height has been lifted, this will mean a smaller frame anyway.

Most mountain bikes designs are based on the experience of the Californian

downhill race scene with ultra-long wheelbase and very laid back steering. The adjacent table summarises the major divisions in frames (and suggested components). Most of the bikes available will correspond to the expedition/racing set-up in the tables. The Ricardo 'BushBike' is the only conventionally framed mountain/city bike made locally, whilst Malvern Star and others supply overseas manufactured mountain city bikes with similar characteristics.

The widest mountain bike tyres can interfere with several types of rear racks. Double chainstay attachments (with braze-ons or clamps) provide the most secure fitting. The Karrimor and Hiker-

Biker racks, in steel, are good, while the alloy Blackburn 'Expedition' is specifically strengthened for mountain bike use. The brake mounting Nagoaka alloy rack can be modified by removing the top rivets so that it can be mounted on the chainstays.

In several areas the mountain components have significant advantages over their conventional peers. We can expect to see more mountain bike componentry being used on conventionally framed bicycles and vice versa. The extension of wide range gearing, heavy duty wheels and frames into touring and commuting will hopefully lead to a comfortable all-purpose lightish robust two wheeler.



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# Wheels through South Australia

## Bicycle event rides

Recently over eighty bike riders from across the country converged on the tiny town of Hawker in the Flinders Ranges area of South Australia. They came to participate in a history making ride south to Adelaide as part of the SA 150th celebrations. Gaye Sprenglewski covered the first part of this event through to the Barossa and Warren Salomon takes up the story from there to the rides conclusion in Adelaide.

There was no actual pattern. The snores rasped evenly for a while but, just as you became accustomed to a rhythm and thought you might drift off, they stopped. Your eyes would fly open like roller blinds. In the deafening silence you wondered — a little hysterically — if the snorer had died. No, probably just rolled over . . . your eyelids dropped again. And then, shatteringly, would come a monster snore, a dam-burst of noise, a sort of phlegmy crescendo like a crash of cymbals. Your whole body reacted like a released spring.

The lesser noises of the hall seemed comparatively insignificant: the tramp of feet across wooden floorboards, the bang of the Gents' door, plastic bags rustling, and the fellow across the way who must have been sleeping covered with pots and pans. An armed forces dormitory? No, a mob of recreational cyclists taking part in the SA Touring Cyclists Association's inaugural Hawker to Adelaide ride.

I felt particularly sorry for the chap who'd unrolled his swag near the banging toilet door. "How did you sleep through the noise?" I asked him.

"Eh?" he replied, cupping a hand over his ear. He didn't know what he'd missed.

"We'll pitch our tent tonight," announced my husband Ted as we packed our panniers for the first day's ride from Hawker, in the southern Flinders Ranges, to Quorn.

Being on the bike was beautiful. The day was luminously bright with the faintest headwind, and the Flinders looked green as we'd ever seen them. It was easy to understand the first settlers' enthusiasm if they arrived to a comparable vision of plenty, all those seasons ago. Sixty-two kilometres later Quorn's silos appeared on the skyline heralding the end of the first day's ride.

Our group, having ridden the last forty kilometres together at a fast clip, consisted of Lil (a rider in her sixties who can beat the knicks off most people years younger), Phil and Ron, ex-racers, and a host of others tacked on the back. Phil declined to take a turn up the front, preferring to sit on Ron's wheel. "You've got five flies and Phil Thomas on your back, Ron," Phil informed him.

"So what's new?" replied Ron.

"The five flies," called Phil cheerfully.

The campground at Quorn was green and pleasant, and just across the creek was the showground where the Quorn







Two-Day Show was approaching its finale. We were invited to contribute to the Grand Parade, so fifty-odd sweaty cyclists obliged, promenading around among the horse-drawn sulkies and the vintage cars. Jim Gray on his penny-farthing drew cheers from the crowd. Afterwards we wandered about, eating baked potatoes with cheese and coleslaw, watched a sheepdog yarding display and laughed at the piglet-catching competition. As a country show it was a little light on the pomp and spectacle of the Royal Adelaide, and yet its atmosphere and old-worldliness charmed us.

The night in the tent proved even less alluring than the previous one in Hawker Hall. A very heavy dew collapsed the fly onto the inner so that our faces were lovingly caressed by the soft damp folds of the tent walls. A swift appraisal revealed that our sleeping bags and mattresses had suffered from the clammy touches of the tent, and would require airing during the lunch stop.

But this task, it seemed, would be postponed indefinitely.

The sky became mantled with cloud as we left Quorn and began climbing gently. A welcome wind sprang up at our backs. Conversation with a New Zealander was terminated by a thrilling, curling descent on loaded bikes that were initially a little perverse in handling. In no time we were swooping into the tea stop at Stirling North, swallowing sandwiches and hunks of fruitcake provided by the support van. Spots of rain touched coldly on exposed skin. Ahead lay the infamous Horrocks Pass.

Into a headwind now, we trundled along the Old Road, a narrow, patched and potholed thoroughfare requiring skilful bike handling. The penny-farthing suffered broken spokes and a broken saddle on this stretch, and the distant mountain range seemed never to get any nearer. Almost imperceptibly, however, the road tilted upward. We faced five conditions a cyclist loathes: headwind, uphill, heavy load, bad road, and the absolute certainty of approaching rain.

Horrocks Pass was a granny-gear job in a beating downpour. A bushwalker friend once said that the hills in New Guinea were like the women: topless; and so I thought was Horrocks Pass. But at last we crested the hill and sped down towards Wilmington where the local deli owner parted with his pasties as delightedly as we gathered them in. There is nothing like a bite of hot tucker and a cuppa to help one forget the cold rainwear clinging clammy to one's southern region.

Refreshed, we resumed riding. Our steeds fairly flew with a tailwind and slight downhill all the way to Melrose.

In a tree-dappled glade complete with babbling stream the Melrose Sporting Complex was a welcome sight indeed. In-

trepid ones camped outdoors, insipid ones indoors. We decided to be wimps, having first ascertained the whereabouts of the snorers. An interesting and unexpected entertainment was the appearance of naked men in the ladies' bedroom — not for any erotic reasons, but simply in the bigger room to towel dry. (Well, I'm giving them the benefit of the doubt.)

We overwhelmed the Melrose Pub that night, a hairy horde of invaders in knicks and dirty sneakers and travel-weary sweatshirts. Phil Thomas had lost his comb and resembled a startled cockatoo. Others had baggy shorts drooping to their knees, while Doug Kitchen was formally attired in tie and T-shirt. The hubbub was unbelievable, and so were appetites — the appearance of a basket of bread was enough to cause a riot. But at least even Big Doug's hunger was sated and we drifted off home to our hall.

Tuesday dawned with squally showers and a sky tumbling with impressive, towering clouds. We set off at a brisk clip towards Wirrabara, the tea stop, in the company of Joe Martin, a white-whiskered twinkling-eyed goblin of a man wearing a cap with eyes on the top (presumably to deter magpies). He chatted at length about saddles and exercise bikes and the natural tendency of the human spine to prefer drop handlebars — "not those sit up Come to Jesus things."

In no time we were at the Sticky Bun Stop, hoeing into long, buttered, raisin-filled slabs of simple carbohydrate topped with a runnel of pink icing sprinkled with coconut.

At Gladstone we waited unsuccessfully for a tour of the now defunct gaol while the wind picked up and the clouds coalesced overhead. Too late we set off for the final leg of the day's journey.

Two kilometres out of Galdstone we wore it. It was like standing in a horizontal waterfall. Two malnourished trees on the roadside, bent almost double, gave us the illusion of shelter as we crouched, backs to the onslaught, our parkas soaked. Finally we decided we couldn't get any wetter, so we might as well start riding before we succumbed to hypothermia. Big Doug thought his bike had already died of it.

It wouldn't be an exaggeration to say the next eleven kilometres were the toughest I'd ever had the misfortune to pedal. The road undulated into a gale which flayed us with icy needles of rain. My legs pumped up and down on a tiny gear and my fingers froze around the brake hoods. When the rain eased a little the welcome sight of the last climb, to the hill topped by water tanks, indicated we were near the Crystal Brook turn-off. We inched on. And then, just near the crest, another gale caught us. It literally stopped my bike, but walking was hardly any easier. Some riders disappeared into the grey mire ahead, others were behind and

below. I was alone for the last eight, agonising kilometres into Crystal Brook.

But even bad things end, and once at the Football Clubrooms, dripping onto the close-cropped, bright red carpet with steaming mug in hand, the intense subjectiveness of the experience faded like an old memory. Wet clothes clustered around the oil heater like disciples





venerating a holy man; conversation hummed into the air; generous chunks of fruitcake soothed hollow stomachs.

Nearby, the two St Johns men were entertaining some listeners with stories from their past. "The Keystone Cops had nothing on us," said Arnold, who had evidently once belonged to a Riverland C.F.S. unit, "We got lost one night and there we were, going back and forth, and by the time we found the fire it was a pile of glowing embers . . ."

Pity the weather wasn't like today's. They needn't have gone out at all.

\* \* \*

We were nearly done with fifteen kilometres of dirt road, heading towards

Burra and ripping along with a nice taily, when Lil called out "Puncture!"

The halt drew a small crowd of interested onlookers, including a young American guy whose bike and equipment, as one might expect, was immaculate. Someone took out Lil's wheel and someone else produced tyre levers. "Have you got a spare tube?" Lil was asked. She quickly produced one and the lad obliquely started to fit it into her tyre. Suddenly he stopped. "There's a hole in this spare!"

"Oh dear," said Lil, "Bob's supposed to have checked my things." Husband Bob, not available for comment, became the villain of the drama. "I've got another

spare!" Lil cried encouragingly, pulling a second tube out of the folds of rag.

We gaped wordlessly. The second tube had more patches than the Old Road to Horrocks Pass, and was shaped like a length of small intestine. The young American's jaw dropped open and stayed there.

Finally someone offered his own spare tube and the situation was happily resolved. "You may as well throw that thing away," Ted suggested to Lil who was still holding the antique tube. "No," she said, "I'm taking it home to wrap around Bob's neck!"

\* \* \*

Evening, Sporting Complex, Butta. Once again we arrived wet and once







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again we were dry, well-fed and warm. A few of us sat about yarnning, and out came the Mother-in-Law stories. It seemed everyone had one.

"Y'know, when Doss and I had our first Christmas together," began Phil, "My mother gave her a handbag. All went well until Doss looked inside and found a card that said 'Happy Birthday Ethel' and the date was ten years before. My old Mum never liked to throw anything out and I suppose she thought it'd make a nice present one day. Doss still hasn't forgotten that and it was fifty years ago..."

"We took MY mother-in-law to a real posh restaurant once... God, never again. She gets out a cigarette, see, and this waiter hovering nearby flashes over and whips out a lighter. Mother-in-law grabs the lighter out of his hand, lights her fag and drops the lighter into her handbag, and there's the poor guy standing there, mouth open..."

Into this flow of nostalgic trivia someone appeared with the Souvenir Guide Book, and could we all sign it? This sparked a flurry of autograph hunting as everyone dug out his or her Guide Book. John Gregory, the New Zealander, examined Lil's collection of signatures. "Funny how some signatures are so hard to read," he observed, "They can be so neat, and yet illegible. Look at this one here," he said to me. I looked: he was pointing at MY signature! "I did say it was neat!" he cried.

\*\*\*

Butta is a lovely little town, and we were loathe to leave it. In a second-hand shop the proprietor showed us a parachutist's fold-up bike, and in Polly's Cafe we enjoyed quiche and salad and "The Fureys". At last, at noon, we pedalled towards Clare into a light head wind. For some reason the forty-three kilometres (shortest ride of the Tour) were quite hard. We even struck some optically illusive grades which looked downhill but were actually uphill. Later, at Clare, many riders said they checked for flats or brakes jammed on.

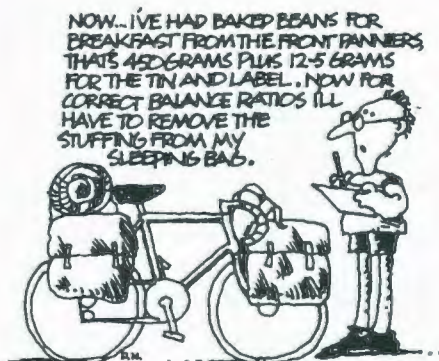
Once again we bedded down on short-cropped red carpet beneath the gaze of legions of macho football heroes and the shields they'd won in combat. There is a sameness about footie clubrooms which rivals that of Greyhound Bus Stations! Delicately, people waited until the known snorers unrolled their swags before seeking their places as far away as possible. Ted and I were OK, under the piano, but Lil this time drew the short straw, with snorers on either side. As the lights went out and the nocturnal chorus began I heard her say, "Oh Hell!" as she shifted camp.

Morning arrived with a frost which nearly finished off the tent folk, but which portended a sunny day. And so it came to pass — a day about as perfect as

a cyclist could ask for. A green, blue and gold day with a spanking tail wind. A day which sent our feet flying and our red corpuscles leaping like spawning salmon. A day when speeds previously unknown to a loaded touring bike seemed to break the sound barrier. A day which dissolved all those other days of uphill, head winds, cold and rain.

The arrival at Angaston marked the end of the tour for Ted and me. Reluctantly we left behind the copious breakfasts, the Sticky Buns (a term used so frequently it became one word: Stickibuns), the ambulance men, the Lil and Phil Show, Ron and John and Ian, Tom and Gwen and Susan, John and Marlene and Doug, Steve and Kath and...

Will we go again next year? You bet. Snorers and all.



Don Hatcher.

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# Barossa Valley to Adelaide

## SA 150th Ride

Warren Salomon takes up the story of the SA 150th Ride in Clare and follows the ride through to its conclusion in Adelaide.

We entered the Clare Valley just on dark and it did not take long to locate the bike riders. Eighty touring cyclists in a small town do not go un-noticed for very long. It took only one enquiry in town to find out where they were staying and by the time we caught up with them their tents had been erected and dinner was under way.

Many of the riders, especially those who were camping out were cooking their meals over small fuel stoves while others had gone into town for their meal. I caught up with a large group in a restaurant adjoining the towns largest

Repco Sydney to the Gong and the Caltex bike ride, are fully supported and make it easy even for the rank beginner. Others require a certain amount of experience. The South Australian 150th Ride organised during September by the South Australian Touring Cyclists Association provided experienced tourers with their first ever opportunity to get together on a large scale event ride.

The ride took place between Hawker in the Flinders Ranges and Adelaide over a nine day period. Eighty riders turned up and all had a fantastic time. The SATCA were marvelous hosts and ran the event smoothly. Though riders had to carry their own gear and food the organisers provided all breakfasts and generous back-up and support.

Many of the riders preferred to cook their own meals on fuel stoves while others sampled the many restaurants and cafes in towns along the route. By the time I had caught up with the ride in the wine making centre of Clare one very large group was already tucking into their food at the local hotel.

I was now in one of Australia's biggest wine growing areas so my hosts were keen for me to sample some of the Clare Valley produce.

any resistance and was doubly surprised when the food arrived to find that it was enjoyable as the wine. Over years of travel throughout Australia I have become resigned to the poor quality of food and drink from small towns in the east. During the three days ride from Clare to Adelaide I was most impressed with the South Australian attitudes to the inner person.

South Australia, like parts of rural Queensland and Victoria, seems to have escaped the ravages of the Americanized fast food mania which has molested taste buds in and around the major coastal cities. During the ride we ate well from local bakeries and restaurants and good food and drink could always be easily found.

After five days of rainy conditions I felt like the bringer of good tidings when my first day on the ride dawned clear and sunny. The State has had one of its wettest winters on record and was covered with a lush emerald green blanket of grass from horizon to horizon.

South Australia has a Mediterranean climate with most of its rainfall occurring in the winter months. By January the green will have faded and turned to



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gold and the creeks and rivers which were flowing so strongly in September will have all dried up.

Riding conditions that morning were almost perfect. Gentle rolling hills broke the monotony of the pasture lands and though the air was cool the sun shone warmly from a cloudless sky.

Half way to our midday destination we reached the small town of Saddleworth. There I was introduced to the delights of the SA 150th Ride morning tea stop complete with stickibuns.

As I soon discovered the word 'stickibun' was an all-purpose description which could mean any kind of bun from iced finger buns to jam scrolls. During my remaining days on the ride I was introduced to more kinds of stickibuns than I ever imagined existed. I still haven't been able to find out if this wide variety of stickibuns is a specialty of South Australian bakers but the ride organisers certainly knew where to find them.

The stickibuns were accompanied as always by a never ending supply of boiling water for tea or coffee. SATCA is a very well organised club and part of their equipment is a trailer and two gas heated urns. Later on down the road we would be passed by the support van as they raced off to the lunch stop, trailer in tow, with the steaming urns in back.

After the morning tea break we took of in near perfect cycling conditions to the old copper mining town of Kapunda. For almost twenty kilometres with a gentle tailwind I never needed to change gear. The roads were all sealed and had low traffic volumes – a difficult thing to get used to for someone who does most of his cycling in Sydney.

A large contingent of Victorians from the Melbourne Bicycle Touring Club rode the event and after we arrived at the finish were seen heading of to other destinations on an extended holiday. Some should be so lucky!

Lunch that day was spent by a pond in the centre of Kapunda. South Australian country towns all have interesting architecture and Kapunda is no exception. Its main street is magnificent and like Burra, the other old mining centre visited by the ride, it is a treat to explore on two wheels. The local museum is full of interesting relics of the past and is housed in a magnificent building. South Australians are very proud of their history and every now and again a well kept monument would pop up beside the road announcing the progress of some famous nineteenth century explorer.

That afternoon found the riders entering the Barossa Valley from the north through iridescent green countryside. Nuriootpa the major centre for the Valley is very up market and (car) tourist oriented so we stayed further on in the lovely old German town of Angaston.

Once again a hall at the sports ground was our resting place that evening and after seven days the more seasoned tourers has worked out who were the worst snorers and had positioned themselves at the other end of the hall.

The next days ride through the hills country to the east of Adelaide started with showery conditions but eased off during the late morning.

Our last evening together was spent in the gymnasium at Heathfield High School. By the time the last of the riders had arrived the mists had closed in and light rain chased all but the hardiest campers out of their tents and indoors. That evening we walked the short distance up the road to the sports club for our bar-b-que dinner only to find that the Aussie Rules football Club's teams had won their respective grand finals and we had unknowingly booked in for a meal right in the middle of the celebrations.

After a hilarious dinner we hurriedly adjourned to our school hall for the presentations. The SATCA had arranged certificates for all of us and the club President Evelyn Gray presented them to us in turn. As each riders name was called out it was interesting to see how many I had memorised in the past two days.

The best thing about a ride of only eighty people is that you do get to know more about your fellow travellers especially after a week on the road. On the 2000 strong Great Victorian Bike Ride last year I felt adrift in a sea of faces.

Both rides are great fun but the SA 150th with its smaller numbers offers a more intimate social atmosphere. The SATCA members who participated were exemplary hosts and provided heaps of help and support to the many riders from interstate and overseas.

Our final days ride consisted of a blistering downhill ride down the Mt Barker road into Adelaide and a triumphal procession at the head of thousands of runners to Glenelg. The ride down the hills would have been an enjoyable end to a wonderful weeks ride but the heavy rain made it just bearable. Still our spirits were high as we gathered with Adelaide cyclists in the centre of the city to hear Premier John Bannon congratulate us on our efforts.

At Glenelg we had our last cups of tea and coffee together not far from the first landing site of South Australia's first white settlers one hundred and fifty years ago. And after nine days of excellent cycling the most common form of farewell was, "See you next year".

Well done SATCA. To be continued.....

Photo — Martin O'Brien

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# A tropical bicycle holiday

## Adventure travel

**W**arren Salomon is no newcomer to North Queensland. In the first edition of this magazine he published his guide to touring North Queensland's Atherton Tablelands. With this issue he returns to the tropic tablelands as a tourist to find that the nicest way to travel there is on a fully supported bicycle holiday.

During the September school holidays he and his son Abe flew off to North Queensland to try a one week tour run by Tropical Bicycle Odysseys. This is his account of his latest adventures in paradise.

**W**e escaped from Sydney early with a full plane load of tourists on a direct Ansett flight to Cairns. For a change it actually felt like we were going on a holiday. The flight took three hours and once the food trolleys had been through we were able to settle back and feel the tropical ambience seep through into the cabin from the moisture laden sky outside.

We flew over thick cloud for the entire journey and descended to Cairns through huge puffs of fleecy whiteness. Below the cloudline a haze removed all traces of a horizon. The surrounding hills were an olive green colour with a hint of redness quite different to the colours of hills down south. I could also see the geometric patterns of the cane fields spread across the flat coastal plain and bordered by a sea coloured the most delicate blue. I hadn't even set foot on the tarmac and I felt that I had 'gone troppo' already. Must be holiday fever or something. Off the plane and the first

thing I notice is the high humidity. It all comes flashing back from my last trip here. The hills, the haze, the slowness of the pace are so different I could be in another country but inside the new Cairns airport terminal I couldn't tell the difference.

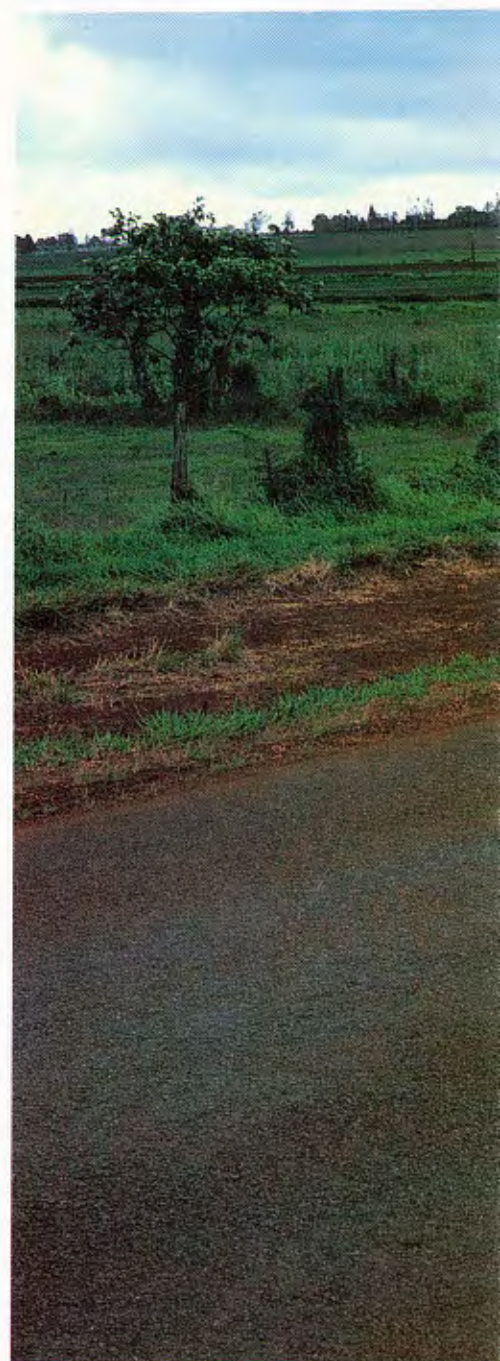
The airport is a busy place. The Qantas jets parked on the tarmac were visible proof of its international status. During our stay in the 'Far North' we heard many stories of the fantastic travel deals available to Americans flying direct to North Queensland. With an excursion 45 fare (45% discount) is the best way for Aussies to get to the Far North for a moderate cost.

We were met at the airport by Lesley Strickland of Tropical Bicycle Odysseys who welcomed us to Cairns with a big friendly smile and cheery conversation. Suddenly the airport became a welcoming and happy place and with our luggage deposited in the back of her loaded utility truck we headed off through

Cairns and up the Kuranda Range to meet the rest of our tour group.

On the way through town I saw plenty of bicycles. Cairns is a real bike city though I didn't see any safari suited businessmen pedalling the streets: mostly kids and teenagers. The modern teenagers preference for "racing bikes" was in evidence and I saw few BMX machines.

The Atherton Tablelands is a lush plateau situated in the tropics in the hills behind Cairns. Its origins are volcanic and its bright red soils contrast with the rich greens of the vegetation. This photo shows the TBO group outside Atherton. Pictures by Warren Salomon.





The town of Kuranda nestles into rainforest on the top of the range overlooking Cairns. In the seventies Kuranda was the North Queensland version of Nimbin in NSW: a hippy haven. Times have changed and hip capitalism is now the vogue. The town has moved more up-market and it has become very tourist oriented. Even so the main street still maintains its tropical ambience except when the tourist trains arrive from Cairns.

In Kuranda I decided to test the ability of the Far North to cater for the decadent southern tourist and went off in search of a cappuccino. I peered into every shop but finally had to settle on a

cup of flat white from a percolator. This only increased my cravings and my curiosity. Were there any cappo machines in the North? I would conduct a methodical search of the Atherton Tablelands to find out.

We stayed for our first night in a guest house hidden in the rain forest north of the town. There we met our travelling companions for the next week: Archie a marine surveyor from Sydney; Peter a technician with a TV station in Melbourne, Lindley a nurse from Sydney and Janette a teacher from Canada who lives in Adelaide. Our hosts Trevor and Lesley Strickland (who run Tropical Bicycle Odysseys) explained that we

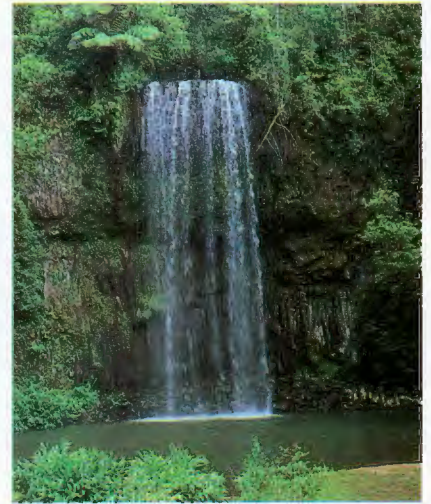
were lucky to be on the last trip of their 1986 winter season as our relatively small group would be taken to a few places not normally visited by the larger peak season groups.

Our accommodation that night was to be a taste of the delights to come. Frogs and crickets chirped outside our cabin and the sky was splattered with millions of stars visible through the opening in the canopy of trees. The rainforest worked its magic sometime before dawn when it rained lightly from out of a cloudless sky.

We were woken in the morning by a troop of Kookaburras close by who told each other jokes to herald the dawn.







**Tropical Bicycle Holiday**  
 from the top left: Riders pause for a well earned refreshment break at Peeramon Hotel. The Atherton Tablelands has many interesting old timber buildings all built around 1910. Coffee and port in twenties style at the Lake Eacham Hotel in Yungaburra. Though most of the original rainforest on the Tablelands has been cut down there are still a few remnants to ride through. Waterfalls are commonplace in the tropical north. Millaa Millaa Falls is one of the many visited on the TBO tour.

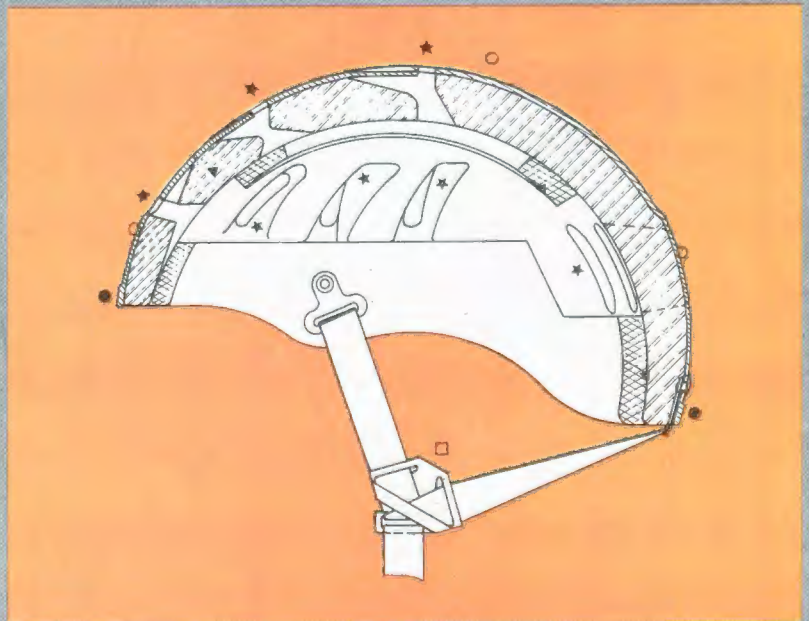


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Our first days cycling started with a hearty breakfast. Leslie and Trevor put a lot of effort into the meals that were to fuel our exertions during the next week. Breakfasts were always delicious and substantial and our picnic lunches and evening meals were fantastic.

After breakfast we were introduced to our machines: a range of original Repco mountain bikes – the bike of the year for 1983. The fifteen-speed gears on my mount still worked well though the cage on the SunTour Mountech front derailleur was scarred from numerous crunched gear changes. Hire and tour bikes used by beginners usually cop a hiding and it was good to see that this lot were still performing well after four years of hard work.

We started our first days ride in muggy cloudy weather and headed out of Kuranda following the railway line to the west. A few kilometres down the road the countryside began its transformation from cleared rainforest lands to dry eucalypt forest.

After a few hours of riding we arrived at Forest Oaks station a whistle stop in the middle of nowhere. Here we met Lesley with the TBO ute and trailer to take our bikes on to Atherton. The countryside from just west of Kuranda through to Tolga on the Atherton Tablelands is in a rain shadow and consequently is very hot and dry. At Forest Oaks we boarded the rail motor and travelled through to Atherton the major town on the tropical tablelands.

The train ride to Atherton found me caught momentarily in a time warp. The Ravenshoe train hasn't changed at all in the twelve years since I had last travelled on it to commence my tour of the Atherton Tablelands. It is still a two car rail motor and rattles along the track to Ravenshoe via Atherton and Herberton. The railways in North Queensland are amazing. The younger blokes have a lot of get up and go but the older the workers are the more laid-back and lethargic they become. They tell me its climate.

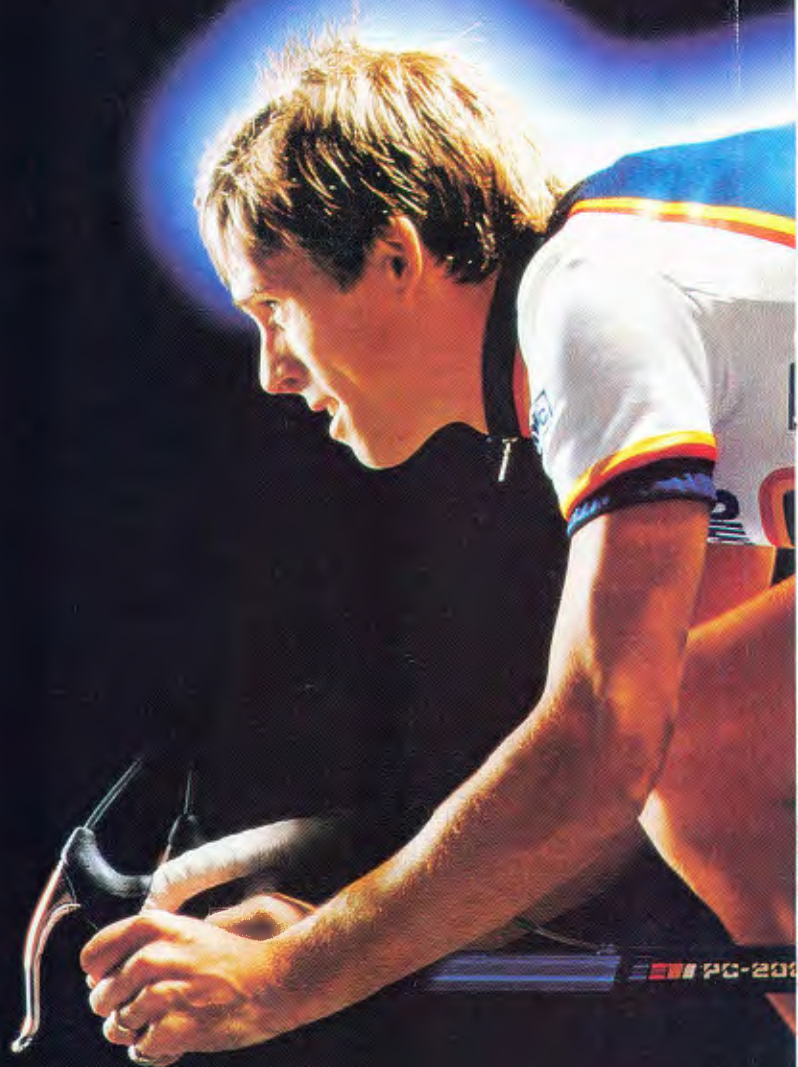
\* \* \* \*

Our arrival in Atherton was met with light drizzle but this did not dampen our enthusiasm for one of Lesley's superb picnic lunches. By the time we had found her a town park the table cloth was spread and covered with mountains of food. Giant sandwiches for giant appetites was the order of the day.

After lunch we rode to our nights accommodation at Yungaburra via the quiet little village of Pearamon. We stopped at the old timber pub for a drink and chatted to the locals who were amused to see tourists these days resorting to bicycles instead of busses.

We stayed that night in the charming old Lake Eacham Hotel in Yungaburra.





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This large timber building was built in the early part of the century and was renovated in the 1920's when tourists were beginning to discover the Tablelands. We had a delicious three course meal in its spacious dining room. After a second helping of Pavlova our group retired to the elegant sitting/lounge room with its huge log fire place down one end and the grand silky oak staircase up the other.

Our second morning on the road greeted us with the prospect of rain but any thought of putting on our wet weather gear was postponed until after breakfast.

Our host for the evening, publican Marie Livingstone, farewelled us as we set off heading south across emerald green rolling hills. Here on the tablelands the higher altitude produces a fine misty rain quite unlike the torrential down pours that occur on the coastal plain. Still, it can get very damp and a week of drizzle is not uncommon for this area.

Our destination that day was a country guest house by a creek near the little town of Millaa Millaa at the southern edge of the Tablelands. On the way we climbed a long ridge through lush pasture land to the Crater National Park near the headwaters of the Barron River.

On the way Abe and I met up with Lesley and the truck and had hot coffee and biscuits by the roadside while we waited for the others to catch up. With our group reunited we swooped down the last hill to a beautiful picnic area in a small rainforest clearing.

While our picnic lunch was being prepared we explored the graded track system in the park visiting the old volcanic Crater filled with water and the numerous waterfalls on the upper Barron River. The Park picnic area was populated by scrub turkeys and numerous other bird species. The male turkeys had pretty yellow ruffs under their necks and walked through the picnic area as if they owned the place.

After a warming lunch of jaffles we headed off up the Hugh Nelson Range through thick rainforest. Towards the top the forest gave way to cleared pasture land and the rain intensified enough to force our group to put on our parkas.

The shop at Evelyn Central is a strange but welcome place to come across in wet and misty conditions. It is stuck out in the middle of nowhere with only a few other buildings to keep it company. The women at the shop sold us hot tea and buns and the post box was used by some of our crew to send dispatches back to the big smoke.

After stocking up on life sustaining junk food we headed east through the rain and cloud to Millaa. Half way down the range we met up with Lesley and her unladen truck and the majority of our sodden group chose to complete the days journey by motor vehicle rather than to try for total saturation.

After a hot shower and a delicious meal of moussaka, salad and banana dessert with cream the discomfort of our rainy day was forgotten. The rain did not dampen our spirits but the following day with the weather much the same the crew were not interested in venturing outside for too long at a time.

Our rest day was spent in the warmth of our guest house reading, sleeping, catching up on post card writing and indulging in other types of indoor pursuits. In the afternoon a few brave souls set out between showers to ride the delightful Waterfall Circuit road east of Millaa Millaa. I must confess that by the

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**The Gillies Highway offers riders one of this country's classic downhills. From the lookout near the top our days destination of Gordonvale can be seen off in the distance behind the low ridge in the centre.**

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end of my week on the Tablelands I became quite blaze about waterfalls. Every where you looked creeks seemed to be plunging over rocky cliffs though some were more spectacular than others.

The next days ride started in light drizzling rain. No one wanted to move and once we finally got our selves up to the road we found that the sky was much like Tuesday when we arrived at Millaa. By time we had ridden the few kilometres into the village the sky had started to break up. We had coffee and fast food in Millaa and then headed off to Malanda.

Along the way our intrepid guide Trevor, who accompanied us by bike and fixed our machines when they needed adjustment, lead us to a secret place in Dirran Creek. There beside a pool strewn with huge granite boulders we watched with amazement as a platypus went about its daily business. I followed it upstream for a while watching it float along the surface breathing through its nostrils and then diving down to the bottom. A wonderful experience for someone who has never before seen such creatures in the wild.

Back on the road we had only travelled five or six kilometres when the sun burst through the clouds for the first time in three days. Its amazing how a change in the weather can pick up gloomy spirits. Abe, Arch, Peter and I

were together and by that stage it was time to put away our rain coats. For the remainder of our mornings ride we rode in warming sunshine but the clouds were still with us and as we neared our lunch stop at Malanda the heavens opened and it was raincoat time once more.

In Malanda Abe and I toured the town looking for a suitable place to shelter and low and behold we came across a cafe with a sign in the window reading, "Cappuccinos 11am to 2pm". We had found our El Dorado and fortunately we were there 15 minutes before the machine closed down. Our capps turned out to be all froth and bubble made with indifferent coffee grounds. At least they didn't follow the custom practised in South East Queensland where instant coffee is used in preference to beans.

Lunch that day was spent by the pool at the bottom of the Malanda Falls on the Johnstone River. After lunch we left town heading for Gordonvale and once again ran into rain just outside of town. Back towards Millaa the sky still looked dark and dank but to the north east the massive Bellenden Ker ranges were beginning to show their bulk through the clouds.

Our destination that evening was 'The Chambers' a holiday cottage in rainforest adjacent to Lake Eacham. When we arrived we met the owners of the place John and Pat Chambers. John

then took us on a very instructive walk through the rainforest giving us a running commentary. He also pointed out that their block of land was cleared pasture land up until the the second world war. There are smooth barked gum trees inside the forest showing that the forest is indeed regrowth.

Our final days ride took us past the two crater lakes Eacham and Barrine and over the eastern edge of the Tablelands to Gordonvale. The Gillies Highway down off the range is twenty two kilometres of pure pleasure. It is without a doubt one of Australia's classic down hills. It is well graded and decently maintained and would even make a comfortable uphill if the temperature were not excessive.

From your saddle on the way down you can see across to the mighty Bellenden Ker Range with Queensland's tallest mountain Bartle Frere away to the south. Huge slabs of blackened granite crop up beside the road and away to the east the sugar milling town of Gordonvale marks the end of our bicycle odyssey.

Our last evening meal was spent at our hotel in Gordonvale swapping stories and recounting the funnier moments of our week together. For me the trip opened my eyes to the world of supported touring. If you want a real holiday its the only way to travel.

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### Holidays in Australia

There are a number of professional operators offering tours within Australia. Some also act as agents for overseas operators so you can book all tours through them. All operators offer a mailing list service to clients and potential clients so for the latest information and brochures just drop them a line. This list is by no means complete as there are many, many more overseas. We have provided only a sampling and the Aussie operators and their agents will be only too glad to introduce you to more. The *Freewheeling* classifieds is also a listing source for tour operators and adventure travel agents.

**Tropical Bicycle Odysseys** PO Box 5092 Cairns QLD 4870 (070) 56 2100. Offers a number of tours in tropical north Queensland during the late autumn to early spring. Also summer tours through the Gold Coast Hinterland.

**Tailwinds Bicycle Touring** PO Box 32 O'Connor ACT 2601 (062) 49 6634. Agent for touring groups offering trips to NZ, Canada, China, Japan, India, USA, France, Scotland, Italy, Germany and Australia.

**Bogong Jack Adventures** PO Box 209 Wangaratta VIC (057) 21 2564. Tours through NE Victoria. National trust towns, Ned Kelly country fine wines and restaurants Their most popular tour has been dubbed the 'Gourmet tour of the NE' by enthusiastic clients.

**Bicycle International** 21/210 Toorak Rd Sth Yarra VIC (03) 241 0293. Agents

for tours throughout the world. Bicycle holidays are their specialty.

**Cycleology WASHop** 12a Downs Shopping Centre Bournemouth Cres Wembley Downs WA 6019 (09) 341 6266. Tours through West Australia's beautiful south west.

**Bicycle Australia** PO Box K499 Haymarket NSW 2000 (046) 27 2186. This group offers a number of low budget supported tours (no bike hire) in eastern Australia. Guide books for bicycle routes also available.

### New Zealand

**New Zealand Pedaltours** PO Box 114 Boronia VIC 3155. Guided tours with sag wagon support. Both islands.

**Bicycle Tours of New Zealand** PO Box 11-296 Auckland 5 NZ. Six major itineraries covering both islands. Special interest tours also arranged.

**New Zealand Bicycle Holidays** PO Box 23-215 Papatoetoe Auckland NZ. 15 - 18 day tours of both islands. Full support. Hotel or camp/cabins option available.

### North America

**Bikecentennial** PO Box 8308 Missoula MT 59807 USA. Supported and unsupported trips across the USA and into Canada. This group have published numerous touring guides suitable for DIY tours.

**Southwest Oregon Bicycle Tours** 31903 Edson Creek Rd Gold Beach, Oregon 97444 USA. Offers a number of short (up to a week) tours of coastal Oregon.

**Ride the Rockies Bicycle Touring Ltd** PO Box 6866 Stn D Calgary Alberta T2P 2E9 Canada. Guided tours through the Rocky Mountains. Self guided itineraries also available.

### Europe

**Bike Events** PO Box 75 Bath Avon BA1 1BX Gt Britain. The originators of the London to Brighton Ride and the Great British Bike Rides have a large program of rides both in the UK and mainland Europe. Their Grand Tour of Europe takes you from Paris to Florence over the Alps.

**French Country Holidays** M et F Beilby, Le Fief de la Baziniere, St Maixent de Beugne, 79160 Coulonges-sur-l'Autize, France. Mal and Florence Beilby offer accommodation in their small village near the Loire valley in Eastern France. The Beilbys are ex Sydneysiders and can arrange hire bikes and itineraries in the surrounding districts using their eight bed guest house as a base.



**Bicycle Beano Cycling Holidays.** Erwood, Bulith Wells, Powys, LD2 3EJ UK. Two-wheeled holidays in Mid Wales and the Welsh Border country. Camping or fixed accommodation available. 10 one-week 'beanos' available.

**Mountain Hut Cycling Holidays** Glencar, Co Kerry, Ireland. One week fixed-centre tours based on one of the loveliest valleys in Ireland. Tours start in Killarney and visit the Iveragh Peninsula.

**A number of US touring operators offer European trips. Some organise their own while others act as booking agents for independent operators based in Europe. Write to them for a colour catalogue and price list.**

**Gerhards Bicycle Odysseys** 4949 SW Macadam, Portland OR 97201 USA. Tours in New Zealand, Geneva to Venice, Bavaria, Austria and France.

**Euro Bike Tours** PO Box 40, DeKalb, IL 60115 USA. Tours in Ireland, France, Germany, Switzerland, Holland, Luxembourg, Italy and England.

**Country Cycling Tours** 140 West 83rd St, New York NY 10024 USA. Tours in NE USA and Europe visiting France, England Ireland, Holland, Belgium, Israel, China.

**Butterfield & Robinson** 70 Bond St, Toronto Ontario, M5B 1X3 Canada. European tours in France, Italy, England, Germany, Scotland, Southern Ireland and Spain.

**World on Wheels Inc** 650 Onwentsia Ave, Highland Park IL 60035 USA. Tours in England, Ireland, Denmark, Holland, Egypt, Israel, Iceland and Morocco.



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**T**o celebrate our tenth year of publication our publisher Warren Salomon will lead a grand Tour of Europe during the months of June and July 1987. Highlights of the tour are: London to Brighton Ride, a weeks touring in the UK, sightseeing and touring in Holland, touring in France and a look-in on the final stages of the famous Tour de France. Numbers are limited so register your interest now!

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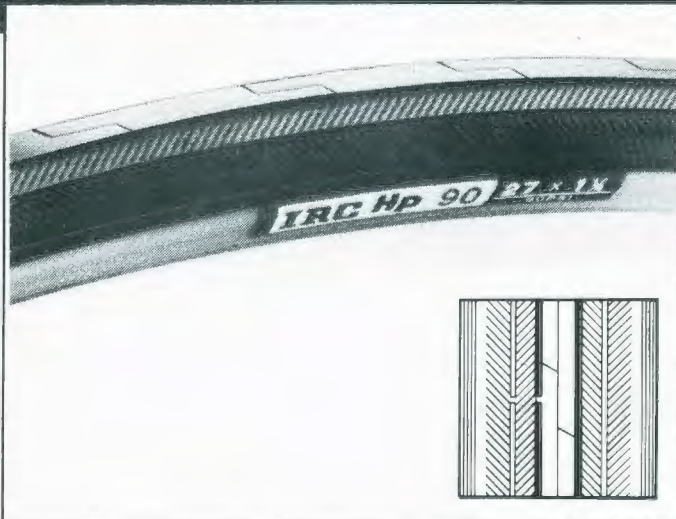
To receive our trip information, itinerary and special air and tour prices write to Freewheeling Tenth Anniversary Tour of Europe, PO Box K26 Haymarket NSW 2000. We will place you on our mailing list and send you details as soon as they become available.  
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27x1 1/4	Gum	HP-90	w/o 3 grommet wire 0.97mm	90 psi	500g	29mm	695mm

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# Ricardo Le Tour

## Road Test

**T**his well built sports touring bike uses an Australian made frame and features good quality equipment.



Since the advent of the mountain bike the touring bike market in Australia has experienced sluggish sales. Many people are opting for the fat-tyred bike as a general purpose bike to be used for city riding and touring. To some extent this is possible but anyone who has toured for long distances on mostly sealed roads will testify that there is no substitute for a good set of 1 1/4" wheels and a more upright frame.

In its current configuration the Ricardo Le Tour offers a good all round bike suitable for all types of touring and general purpose city use. It has mostly alloy equipment fitted to its Tange 900 chrome moly double butted frame. Le Tour has high tensile front forks and the normal braze-ons for cable guides and rack mounting.

It is a comfortable bike to ride and its 72 degrees parallel frame gives good handling even fitted with loaded pannier bags. the Le Tour comes fitted with a rear alloy rack bolted securely to the frame fittings. The Le Tour has reasonable clearance for mudguards on the front forks and close tolerances on the rear brake bridge.

The ubiquitous Sugino TGT alloy chainwheel set is fitted with the standard Japanese wide range triple gears of 52/42/32 teeth rings. KKT alloy pedals are fitted and are supplied complete with toe clips and straps. The transmission is controlled by Shimano L series 'light action' derailleurs and levers and work well to provide effortless gear shifting. The Shimano levers are mounted on brazed-on bosses fitted to the sides of the down tube.

Ricardo have thoughtfully provided thorn resistant Kevlar belted IRC Duro Tour tyres on the Le Tour's alloy Ambrosio rims. The 1 1/4" tyres are beefy and give a smooth comfortable ride on both sealed and dirt surfaces. Shimano

alloy quick release hubs are the choice for the hubs and 14 gauge rustless spokes are laced with a 3X pattern.

The Dia Compe alloy side pull brakes are good performers and are controlled with levers fitted with gum rubber hoods. Firm rubber handlebar covering is fitted to the Win alloy handlebars.

At \$609 the Aussie built Le Tour offers value for anyone wanting to buy a good touring bike that will serve as well for general use around town. The bike rides like a true touring machine and will carry you and your load comfortably across a wide variety of road surfaces.

## Ricardo Le Tour Specifications

**Price:** \$603  
**Sizes:** 53 58.5 cm  
**Colour:** Bright gold  
**Frame:** Tange 900 chrome moly double butted (main tubes). Forks Tange high tensile. Brazed on fittings for gear levers, brake cables, gear cables, and rear rack. Two sets of bidon mounts.  
**Head tube angle:** 72 degrees  
**Seat tube angle:** 72 degrees  
**Bottom bracket height:** 280 mm  
**Fork offset:** 55 mm  
**Wheelbase:** 1040 mm  
**Chainstay:** 445 mm

**Rims:** Ambrosio alloy 27 x 1 1/4"  
**Hubs:** Shimano alloy Q/R  
**Spokes:** Rustless 14 gauge  
**Tyres:** IRC Duro Tour Kevlar belted

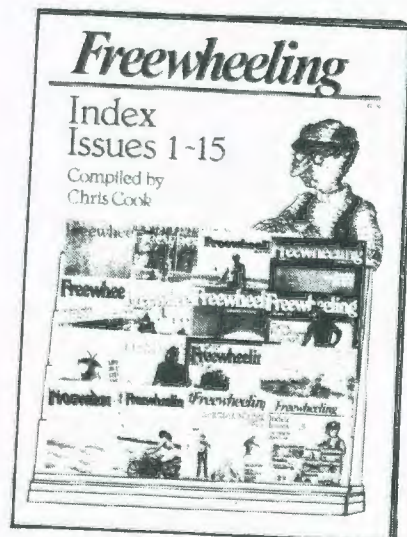
**Brakes:** Dia Compe 500N  
**Levers:** Dia Compe alloy with gum rubber hoods

**Pedals:** KKT Pro Vic II alloy with clips and straps  
**Crankset:** Sugino TGT alloy with 52/42/32 rings  
**Chain:** Shimano Uniglide  
**Freeheel:** Shimano 14/34 6-speed  
**Derailleurs:** Shimano L series  
**Levers:** Shimano L series

**Head set:** Tange MA 60  
**Handlebars:** WIN alloy  
**Handlebar covering:** Firm rubber sponge full covers

**Stem:** Win alloy 80 mm reach  
**Saddle:** Kashimax moulded anatomic  
**Seat pillar:** SR post type alloy  
**Seat pillar bolt:** Recessed allen key bolt type  
**Accessories:** Minoura alloy touring rack

Frame and forks are guaranteed for lifetime of purchaser. Parts for six months. Purchase price includes a free service within six weeks from your Ricardo dealer. Distributed by Leisure Cycles of Australia Pty Ltd (08) 268 9044.



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# New road accident plan should cover cyclists, too

**A.A. Parker for the  
Bicycle Institute of Victoria**

*The Age* recently had a two page advertisement proclaiming that a new Transport Industry Protection scheme would provide "fair treatment for everyone" involved in a road accident from January next year.

The advertisement stated that "anyone injured in a road accident will get fair compensation, for as long as they need it, as a matter of course. Proving fault won't come into it. If you are injured you need compensation. And you need it fast ... that's exactly what you will get."

?  
because it does not include cyclists in their own right. Cyclists can make a claim against a vehicle driver if they are run over, but, if the accident does not involve a motor vehicle such as crashing because of hitting a pothole, then the cyclist is not covered. This was also a fault of the previous scheme.

Even if the cyclist owns a car and is paying between \$150 and \$200 motor vehicle registration fees there is no coverage. Of the 1000 people injured on Victorian roads every week about 20 are cyclists who will not be covered by the scheme, which is about 1000 cyclists each year.

The bicycle is a vehicle in traffic law so it would be fair and equitable for adult cyclists who did not drive motor vehicles to be given the option of paying to join the scheme. Also, parents would feel more secure knowing that their children are covered fully by the scheme when riding their bicycles, just as they are as passengers in a car.

The institute proposes that the legislation soon to go through Parliament to put this otherwise excellent scheme into effect be suitably amended to make provision for all cycling accidents.

# Cyclists may get left out of new accident compensation legislation

## Bicycle safety

New accident compensation legislation is being prepared in Victoria and other states and cycling groups are concerned that their interests may not be served by the law makers. Alan Parker reports

What the above lead letter to *The Age* reveals is how cyclists are discriminated



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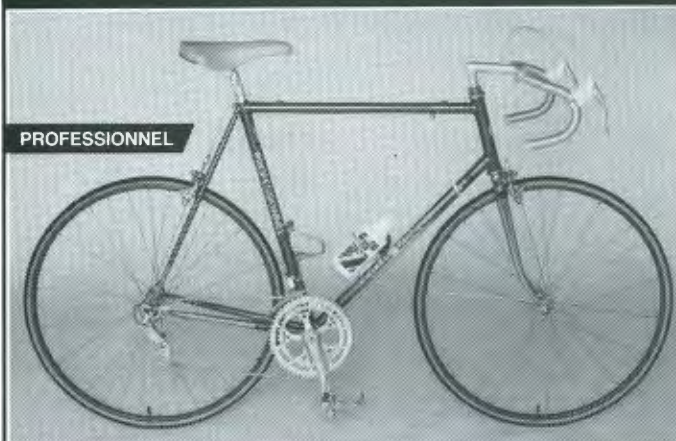
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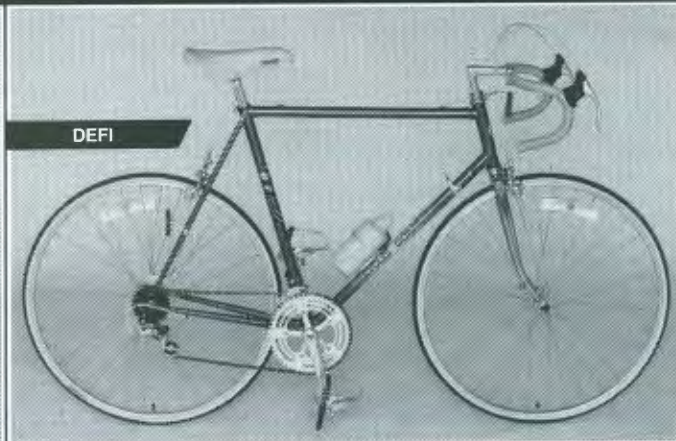
REC. RETAIL

#### FRAME

**Main tubes:** Reynolds 531C  
**Fork:** fully chromed Reynolds 531C  
**Special features:** Vitus Arcor Microfusion fork crown, B.B. shell w/Vitus cable guide, Vitus forged dropouts w/adjustors, Aero rear brake cable routing, Fastback seat cluster w/integral binder bolt, chain hanger, lever bosses, dual bottle braze-ons, reinforced brake bridge.

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Full Campagnolo Victory ensemble  
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**Tyres:** Wolber Pro tubular  
**Saddle:** San Marco Rolls.



DEFI

### PERFORMANCE

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#### 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.

### DEFI

**\$699**

REC. RETAIL

#### 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  
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Paddington, Woolly's Wheels, 331 2671  
Parramatta, Universe Cycles, 630 3143  
Penrith, Penrith Cycles, (047) 31 3522  
St. Mary's, Champion Cycles, 623 1157  
Turramurra, Turramurra Cycle Centre, 44 1479  
Adamstown, Hadley Cycles, 52 5959  
Erina, Parsons World of Wheels, (043) 676 499  
Mayfield, Hadley Cycles, 67 4600  
Coffs Harbour, Treasure Island Bicycles, (066) 52 5102  
Gosford, Erina Parsons World of Wheels, (043) 25 1834  
Griffith, Griffith Motorcycle Centre, (069) 62 4677  
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Ipswich, Johnsons Cycles, 202 4208  
Underwood, The Big Bike Shop, 341 7444  
Bundaberg, Federal Cycle Works, (071) 71 4258  
Cairns, Earlville Cycle Centre, (070) 54 3500  
Maroochydore, Cotton Tree Cycle World, (071) 43 5242  
Maryborough, Cycleworld, (071) 22 1394  
Townsville, City Cycles Hire & Sales, (077) 75 1686  
Toowoomba, Brian Page Cycles, (076) 38 2242  
Broadbeach, Bicycles Pacific Fair, (075) 38 2590

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Box Hill, Grays Cycles, 890 2308  
Boronia, Boronia Cycles & Sports Store, 762 1528

Cheltenham, Corsair Cycles, 583 1068  
Dandenong, Dandenong Cycle Centre, 791 3439  
Footscray, Beasley Cycles, 68 1954  
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Malak, Darwin, Malak Bike Shop, 27 9204

#### WESTERN AUSTRALIA

Morley, Fleet Cycles, 276 2389



against in the proposed Victorian and existing Motor Accident Compensation schemes.

There are 1000 cyclists hospitalised in Victoria each year who are not involved in a collision with a motor car and therefore not covered in the compensation schemes. About 3500 Australia-wide.

The types of accident are as follows:

1. Single vehicle bicycle collisions (potholes, loss of control etc).
2. Bicycle/Bicycle collisions.
3. Bicycle/pedestrian collisions.

In law "shared footways and bikepaths" are roads and that there are now 500 km which are in the Melbourne Bikeplan. A large number of bicycle/bicycle and bicycle/pedestrian collisions will not be covered on these facilities or on the roads.

The principal of law which must be recognised is that the rights of all serious road accident victims must be recognised not just those who own and use cars. This is a basic cyclists rights issue that must be pursued in all states.

#### AUSTRALIAN BICYCLE FATALITIES AND INJURIES NUMBER AND CONSERVATIVE COST

CATEGORY	NUMBER	COST \$ MILLION
FATALITIES	100	30
FULLY DISABLED	100	5
HOSPITALISATIONS	6870	13.4
MEDICAL TREATMENT	32,300	3.5
TOTAL ANNUAL TRAUMA COST:		51.7

Source: J.G. Mathieson:

'Gaps in Current Knowledge of Bicycle Safety and Effects on Countermeasures.' May 1986.  
BikeSafe Conference, Newcastle,

#### VICTORIA BICYCLE ACCIDENT COMPENSATION. THIRD PARTY INSURANCE PAYMENTS.

Financial Year	Total	Monthly Average
1981-82	\$2,971,000	\$247,583
1982-83	\$5,339,000	\$444,916
1983-84	\$8,871,000	\$739,250
1984-85	\$6,285,000	\$523,750

Source: State Insurance Office

#### Correction

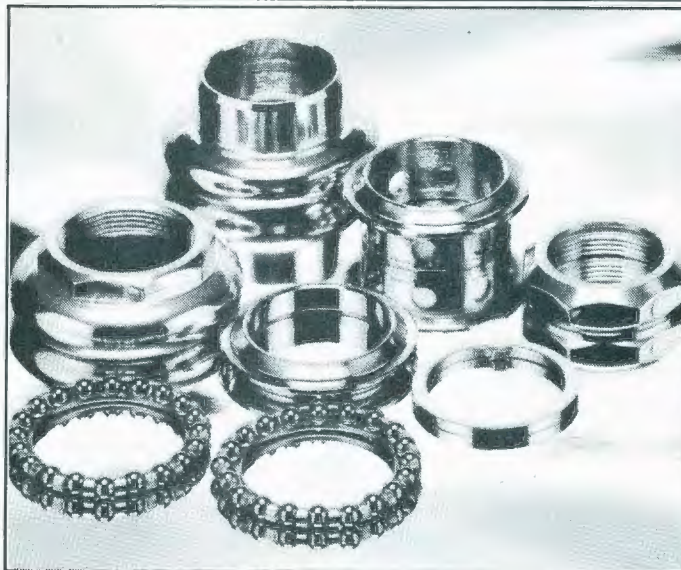
We apologise to Alan A Parker whose article entitled *Victorian government commits \$40 million to complete Melbourne Bikeplan* (page 75, *Freewheeling* issue 37) did not properly name him as its author.



Don Hatcher.

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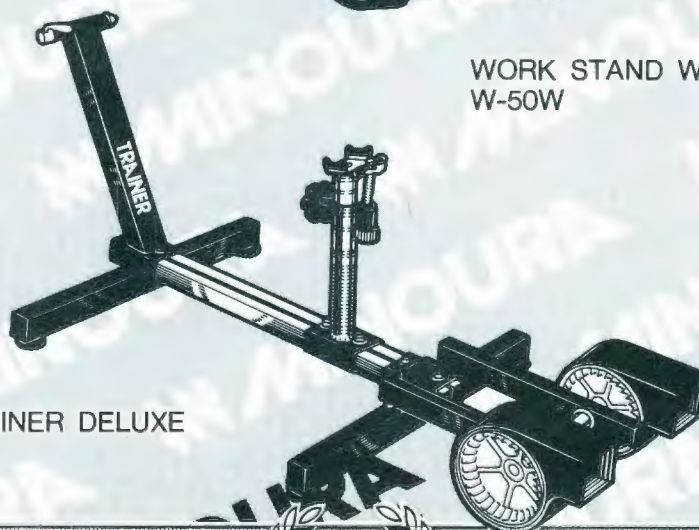
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# If politicians want to save lives they should make motorists wear helmets

## Bicycle safety

Politicians and bureaucrats are determined to make cyclists worship one of their sacred cows in the form of bicycle helmet legislation which they say will save lives.

By Alan Parker

Even if a miracle was performed and every cyclist wore a helmet it would only save 30 cyclists' lives a year in Australia. Meanwhile 120 children would die as passengers in motor car accidents through receiving head injuries that would be prevented by wearing approved helmets. Indeed, why not save 1,000 lives in Australia every year by making all motorists wear helmets complying with SAA Standard AS2063. This would reduce the future death rate as shown in the diagram.

What is ludicrous is that the existing standard has problems for the energetic cyclist in the heat of summer but is perfectly suitable for wearing in a car. Standard AS2063 makes the following recommendation in the forward: "Helmets which comply with this standard are considered suitable for activities where the wearer is likely to be thrown or fall from a height, particularly while mobile... Occupants of passenger cars seeking personal head protection might find helmets complying with AS1689 (Motor racing helmets) too heavy and bulky for everyday use, whereas helmets complying with this standard might well be acceptable..." Indeed, there is no reason why they should not be.

The real problem is that our modern way of life has created a physical environment with high speeds and hard surfaces everywhere. The human skull is a by-product of an evolutionary process taking millions of years, in a predominantly slow-moving and soft-surfaced environment. The ideal evolutionary adaptation would be thicker skulls, in the

meantime we will have to make do with protective helmets. What is happening is that these helmets are not being sold, promoted or used for what they are ideally suited for – to be worn in motor vehicles.

The death rate for falls for children 0-14 years in New South Wales as depicted in the diagram shows that a protective helmet could probably save child pedestrian lives. Indeed, about twice as many lives would be saved if children wore helmets when playing as pedestrians.

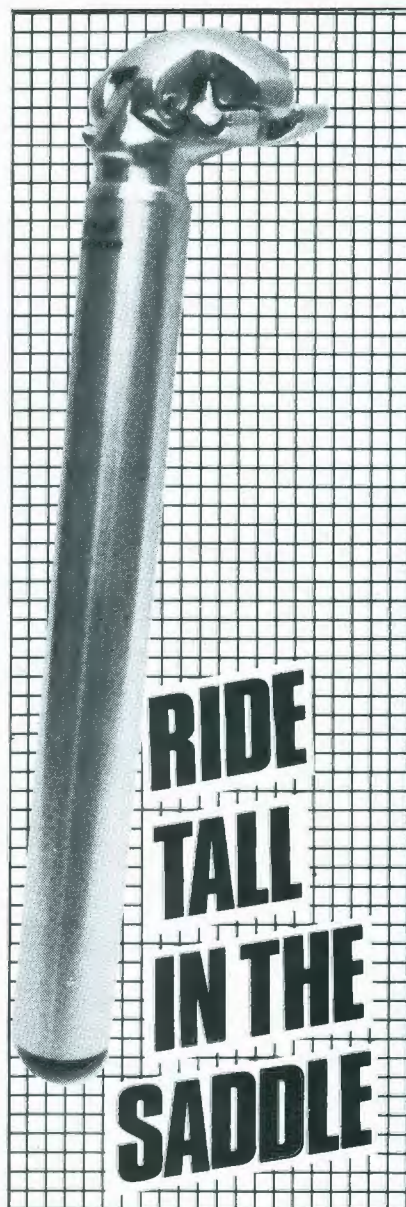
Little progress has been made by our car-orientated politicians and bureaucrats in reducing the transport deaths (which are nearly all motor vehicle deaths) compared to infectious disease, burns, drowning and poisoning.

Until such time as cooler helmets are available and a bicycle law enforcement capability exists, it should be made mandatory for children to wear helmets complying with Standard AS2063-2 while travelling in private motor cars but not on bicycles. The existing traffic police who enforce traffic law on motorists could easily cope with this because it would be as simple and as routine an event as enforcing seat belt regulations. No additional law enforcement capability is required to enforce the most cost-effective method of providing a safer head protection in motor cars.

In comparison, Australian police forces don't enforce existing bicycle laws so they cannot be expected to suddenly implement a compulsory helmet wearing law. Let's face it – motorised traffic police don't have the time to chase cyclists and rarely get into the residential street system. Motorised police are not really suitable for bicycle law enforcement anyway. The premature introduction of a bicycle helmet wearing law would result in yet another bicycle traffic law being brought into disrepute in the eyes of young cyclists and thus contribute to the creation of poor driver attitudes years later.

Making motorists wear helmets complying with AS2063 would save at least 1,000 lives a year, be easily policed with the existing system of traffic law enforcement on main roads. Furthermore, there is no helmet ventilation problem because the driver is immobile and in many cases cars are air-conditioned.

Meanwhile, a growing number of cyclists will continue to wear helmets most of the time without the threat of compulsion, for the simple reason that our greatest asset lies just beneath the skull and we choose to protect it. What cyclists want are better ventilated helmets at a reasonable cost, not an impractical and unworkable system of compulsion. When it's too bloody hot or when I am going around the corner to the postbox I don't want some arrogant motorist shouting "Wear a helmet you mug".



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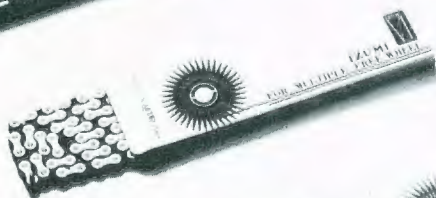


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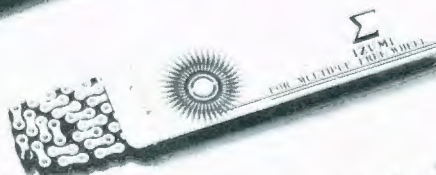
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## Rambling

By Michael Burlace

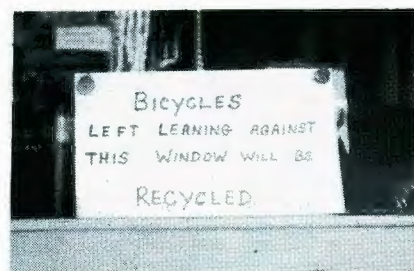
The Chinese have opened two major routes recently. One connects China's Xinjiang region to Pakistan over the Himalayas, the other runs from the Qinghai region to Lhasa, capital of Tibet. How long before we see bicycle trips on these roads? Some of the passes are above 5,000m and there is a border post at 4,700m, apparently the highest in the world. So, if the idea of discussing why they should let you pass appeals, off you go. Just remember, the right attitude and the right visas could save a long

downhill run for more stamps – not to mention the long uphill carrying the stamps back, you have been warned.

The *Sydney Daily Telegraph* ran an article recently in which a Ms Reimer said that she was "walking my car and saw the semi coming down the road."

A few companies are producing some sort of computerised footwear. Puma has a version which plugs into a personal computer to get the answers to your jogging problems and successes. No doubt it will create (or should I say "design"?) a jogging schedule to get you in top form and improve your word processing. Why do cyclists have to wait for a computerised pedal?

A recent article in the *Sydney Morning Herald* about a divorce told of how he had developed a taste for extravagance. She felt ill-at-ease driving one aspect of this, a car which was "bright canary Yuppie yellow – complete with bicycle rack." She drew the line at the tennis racket he always displayed on the back shelf and always shoved it on the floor. Just a personal thing, she said. It seems no Yuppie is complete without a bicycle rack, regardless of whether they own a bicycle.



The sign above is from perhaps Australia's real bicycle capital – Bundanoon in the Southern Highlands of NSW. Even when bicycles are used to promote tourism and bring much-needed income into the town, they can become a problem, as the Japanese and Chinese people have discovered. Everything in moderation.

I remember the days when bike shops were dim, overcrowded, overstocked affairs run by men who spent all their time in them. There are some very up-market shops these days, Woolly's Wheels in Paddington, Sydney being perhaps the most so, although there are more expensive ones – the difference is significant. Recently I went to something which indicates further change. Steve and Heather Nesbitt launched their aptly-named Cranks in Roseville. It is an old-style shop transformed into a crank's shop – as anyone knowing Steve will testify. It was love at first bike. The opening was accompanied by food and drinks, but I didn't see anyone officially launch it with champagne across the front tire of a bike. Maybe the next bike shop will do it.

Aussie men can take heart, the Chinese bridegroom must provide all manner of betrothal gifts including bicycles, watches, washing machines and so on. An Australian paper in reporting this recently observed that it is cheaper to elope. All I can add is – put the bike to good use as you do so.



Illustration this page by Don Hatcher

# FOCUS

BICYCLES

## HIGH TECH-TOP SPEC



# Bicycle insurance

**News of a scheme designed by bicycle riders for bicycle riders that includes third party cover.**

**By Michael Fretwell**

"Are you and your bike insured?"

"Yes, I think so."

"Are you really sure?"

"Are you quite clear about the details of your cover?"

A lot of bicyclists believe they are insured in one way or another when in reality they are not. Some question whether they really need insurance for

their bike? Consider the following: Recently in Campbelltown, NSW, a latter day Fagin was arrested with a truck full of bikes taken from the local streets, apparently by a team of youngsters just cruising around on the lookout for unattended bikes. On the last Caltex Victorian Bike Ride, one participant travelling down by train, found he had no bike by the time he reached his destination. Unfortunately stories like these are numerous, even with appropriate care being taken by the owner. In Victoria alone, it is estimated that 12,000 bicycles, worth more than \$3 million, are stolen each year; only 7.5% of the thefts are solved.

You may be riding along a quiet street when a child runs out in front of you; the child is seriously injured by the impact with you and your bike. Subsequent court cases find you liable for extensive damages plus medical bills, plus court costs. Can you afford to pay? Can you afford the risk of not being insured at all, or inadequately covered?

So what forms of insurance are available?

Briefly, the insurance with which most people are familiar is the type associated with house and/or contents. Under this type of insurance policy, bicycles can be covered whilst on the insured premises; but an important point to remember is that cover ceases the moment you take your bike on to the street.

So your bike may be insured where you reside. What next? How can I insure my bike on the street? The usual option available to you would be a multi-risks type of policy. This form of insurance covers your bike against loss or damage anywhere in Australia at all times. It is an expensive way to insure your bike but it does provide similar cover to what you would require if, for example, you wished to insure your jewellery or camera equipment anywhere within Australia.

So far so good. What about the rider and the third parties? With the above in-

surances, while you have taken the precaution of insuring your bike for damage or loss, you are still liable for the expenses and costs resulting from any damage you cause to others and/or their property whilst riding your bicycle.

Third party public liability and property damage after an accident can be very expensive and ruin your entire day — or longer. All is not lost however. There is an insurance scheme available. The National Bicycle Touring Group has developed an insurance scheme especially for bicyclists. It offers riders the sort of coverage which is available to car owners and drivers. No other insurance policy in Australia offers you and your bike the coverage that this scheme does.

The scheme is administered by Bicycle Australia, and underwritten by Mercantile Mutual Insurance.

Under this scheme your bicycle is covered for damage or loss, to an agreed value, by accidental collision with any object, including damage while being transported, from burglary, housebreaking, larceny, malicious damage and vandalism; and for loss or damage by storm and tempest, including flood, landslip and fire.

You, as the bicyclist, are covered for incidents on the insured bicycle, where you are found to be liable or negligent; that is public liability for \$1 million including third party property damage and third party personal injury.

The cover is valid on any public property, including, but not limited to, roads, and on any private property including the bicyclists own, but not for collision with your own property. The cover extends to the time in transit — on trains, planes, buses, coaches, cars, trucks and boats, provided adequate precautions are taken. The cover is valid anywhere within Australia.

There is some fine print such as reporting theft, burglary, larceny or collision to the police within 24 hours. You must not have been under the influence of drugs or alcohol at the time of the incident. The policy does not cover racing or pacing. There is also a \$50 excess on each and every claim.

The Bicycle Insurance scheme has been in operation for nearly a year now. It seems to be working well. It is however only available to members of the following organisations: Bicycle Australia, The Bicycle Institute of Victoria, The Cyclist Protection Association of South Australia, Pedal Power ACT, Newcastle Cycleways Movement, and the Brisbane Bicycle Touring Association.

For further details, contact one of the participating organisations, who will send you a full copy of the insurance schedules. In the meantime, make sure you have written down all the details of your bicycle and that you also have a photograph to assist with identification.



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- RIMS: ADAYA 20A 19, 20mm 700C alloy 36 holes
- SIZES: 19 1/2, 21, 23, 25, 27, 29C
- FRAME COLORS: PHANTOM GRAY, FINE RED



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In England club riders are always prepared for wet conditions like this group in Lincolnshire.

# Club riding in the UK

## Bicycle Touring

**I**n the United Kingdom where cycling has always been a popular pastime touring clubs are well organised and offer a wide range of activities as John Simon reports.

Here in Australia touring clubs of any size, are unfortunately, few and far between, but in the U.K. with its much larger and more densely packed population, every small town seems to boast at least, a branch of the Cyclists Touring Club (CTC). Some of the larger cities, such as London, Manchester, Leeds and Glasgow have several touring clubs. Most towns also have at least one racing club. If you are a keen cyclist visiting the U.K. for any reasonable length of time, go out with a touring club or a racing club. Its an experience not to be missed.

You will meet riders from as young as nine or ten and old timers in their seventies, still able to do a hundred miles on a summers day. The more riders there are the easier it is, as every one takes a turn at the front and the rest get pulled along.

Riding in a large group at speed, when you will all be within half a wheel of each other and mostly two abreast, traffic permitting, takes a lot of skill and you wouldn't be allowed in the middle of the group until your riding ability had been assessed. Accidents are rare fortunately and in over ten years of club riding, from the age of 13, I've only seen three or four and none serious.

Most clubs have a captain or ride leader, often elected for the day, who's



job it is to navigate the club safely. An experienced rider will stay at the back, picking up stragglers and making sure that everyone gets home o.k.

Most clubs have a long list of rides published in advance in the local paper and posted at local specialist bike shops. Often members will live some distance from the starting point and are able to pick up the ride at some other point of they know in advance.

Generally a club will run 2 or 3 rides on the same day, all of differing distances, so that new riders can get fit without having to overtax themselves. Sometimes these rides will overlap at lunchstops which is often a great gathering of several clubs from all over the area. Bawtry in Nottinghamshire is one such popular lunchspot where 20 or 30 clubs, involving hundreds of riders, tourers and racers out training, all meet for an extended lunch and a chat.

These regular weekly rides usually take place on a Sunday and often on Saturdays as well, in all weathers, winter and summer. Most club riders use mudguards as the weather is so uncertain that the lack of these will cause you to be relegated to the rear as otherwise your wheels will spray everyone else.

A waterproof cape or other wet weather gear plus a warm sweater is advisable even in summer. Only a rudimentary tool kit is necessary as most of the old timers will carry a tool for every occasion and if there's a breakdown, you'll be most surprised at the range of spares and tools produced. I've seen a hopelessly bent wheel expertly stripped, rims straightened and rebuilt at least so it'll go through the forks all on the side of the road. It would have to be an extremely serious breakdown or accident, for a rider to need a lift home.

On club rides you'll always find someone interesting to talk to and many of the riders are a mine of interesting information. The bikes will vary enormously from the modern Japanese 10-speed to tandems, triples, three wheelers and ancient machines from before the second world war.

Some of the old timers will use a fixed wheel and will swear by it, for its simplicity and efficiency, others will have hub gears and the majority the conventional derailleur system.

I can still remember my earliest club rides many years ago at the age of 13. They were "magic" Sundays. I would get up at 7am, make myself breakfast, and a packed lunch, wheel out my brand new 3 speed derailleur geared Armstrong, and pedal round to my best friends place. Together we would ride to the starting point outside a cinema in the centre of the city. We'd usually be the first three but over the next half an hour, more

riders would arrive. Then the captain for the day would consult the local church clock and off we'd all go, about 10 minutes after the official starting time to allow for stragglers.

There were about 20 to 30 regular riders in our club, a branch of the CTC and it was exciting all riding off down deserted streets out of town. The riders varied enormously from us two boys to older teenagers, young men and women in their twenties, middle aged couples, and several old timers in their fifties and sixties. The oldest members were two sixty year old women, both with brand new 10-speeds, sporting their new alloy cotterless cranks, these two venerable oldies could pedal at the front with the best of us and we often did a hundred miles on a summers day.

Another oldie who used to turn up occasionally, was an excentric and a born clown. His bike was painted mat black all over, completely mat black and it was the very machine he used to win the British Spring Championships in the 1930's. A Chater Lea, nearly every part being made by that excellent engineering company, now defunct. The hubs and rims were alloy but everything else was steel. Nevertheless it was pretty light as it had a chrome-moly frame. On this museum piece old Hector could stand still at traffic lights keeping both feet on the pedals, pedal backwards around the football field at Bawtry, take his feet off the pedals when going downhill, so that he could go faster and get them back on again in time to brake at the bottom if necessary. This was no mean feat on a fixed wheel. He could even put on and remove his cape without dismounting. Quite a trick cyclist was old Hector.

If there was a field available for use at lunch spots, a ball would be produced and a lively game of soccer would ensue. At other spots we'd wonder through the woods, explore local caves or gorges or window shop through the town for an hour, until our lunches had settled. Then we would collect at the place where we'd parked the bikes and ride home.

Sometimes we'd visit old Manor houses or the local seaside resort, when a swim in summer, at least, was always welcome for us youngsters. At various times of the year paniers and tents would emerge and half the club would go off to a rally somewhere. The York rally was a must and there everybody from babies in arms to old timers would congregate for a week of camping fun, games, cycling, grass track racing, equipment demonstrations and all sorts of interesting things to do and see.

Strange machines were ridden and peddled by whole families. There were tandems, three wheelers, sidecars, trailers and machines of ancient vintage.

Recently I returned to the U.K. on a visit and rejoined my old branch of the

CTC, meeting many old friends. I was able to relive the old favourite club rides and routes that had changed little in thirty years. Some of the old lunch spots and watering holes were exactly the same too, although prices had risen somewhat. Oh for the days when you could get a three course meal for 3/6 pence. There were still some old bike frames in evidence, mostly adorned with new alloy equipment and I envied some of my old friends riding such thoroughbreds as a lugless Claude Butler or a Raleigh Record Ace.

I rode a new Japanese Mangaloy 15 speed, which was good, but eventually after many months of searching, I located an Italian framed lightweight from the 1950's, equipped with alloy wheels and steel cranks. It was in good condition and I couldn't get my money out fast enough, as the asking price of 75 pounds seemed pretty cheap.

Many clubs have their own clubrooms or rent premises to meet once or twice a week in the evenings for such things as slide nights, parts, swops, bike maintenance, planning future rides, club policy, producing a newsletter, playing games, or just for chats over a cuppa. My local branch of the CTC now had use of a nice old wooden hut with a pot bellied stove and a simple kitchen. This was of great benefit especially in winter.

Sometimes instead of going off on a long ride on a Sunday, we'd go instead on a family picnic ride to a favourite swimming spot only 15 miles away, so that even really young children could ride along with the club. At other times we'd go youth hostelling for the weekend and again young children were encouraged to come along with their bikes in the back of someones van. Some members would go off on long tours together camping or youth hostelling.

Another innovation introduced during my long absence was an interesting event called a *Randonee* where riders would pedal off in groups and elect to do a certain distance in a certain time, 50 kms in 3 or 4 hours or 100 kms in 6 or 7 or 8 hours according to the riders abilities. Riders would come from branches far afield to take part in these events.

Riding regularly with a club will get you fit really quickly and soon you will think nothing of doing a hundred miles on a Sunday.

So how does one get in touch with a club in the UK? Well, the CTC headquarters are in London and they can give you a contact address for every branch. Local specialist bike shops usually know contact addresses for both racing and touring clubs in their area and many clubs are listed in the phone book. Then its just a matter of turning up one Sunday morning. Try it, you'll like it, you'll have fun no matter how old you are.



# Murray River Encyclitis

## Bicycle Touring

**T**he mighty Murray River meandering through New South Wales, Victoria and South Australia is Australia's greatest river – for cyclists.

**T**he Murray River is readily accessible along different parts of its course from Adelaide, Melbourne, Canberra and to a lesser degree Sydney. Its valley has terrain suitable for many different types of cycling; ideal mountain-bike territory near the source in the Snowy Mountains, gentler hills near Albury, vast flat-lands downstream all the way to the sea, studded with historic ports and wine and fruit-producing irrigation areas.

The Murray is also a river for all seasons. The high cool mountains of the Great Divide are perfect in summer; the inland reaches around Mildura and Renmark the place to visit in winter. Between these climatic and geographic extremes are the middle reaches of the Murray, from Albury to Echuca, not quite flat and with holiday resorts and large tracts of riverine forest as added features.

Autumn and spring are the seasons for the middle Murray. The five day Easter break in mid-Autumn was selected by six Melbourne cyclists from the city's Eastern Bike Touring Club for an exploration of this area. The group that made the tour consisted of four experienced riders, Peter, Laurie, Gary and two newcomers, Gene and Paul.

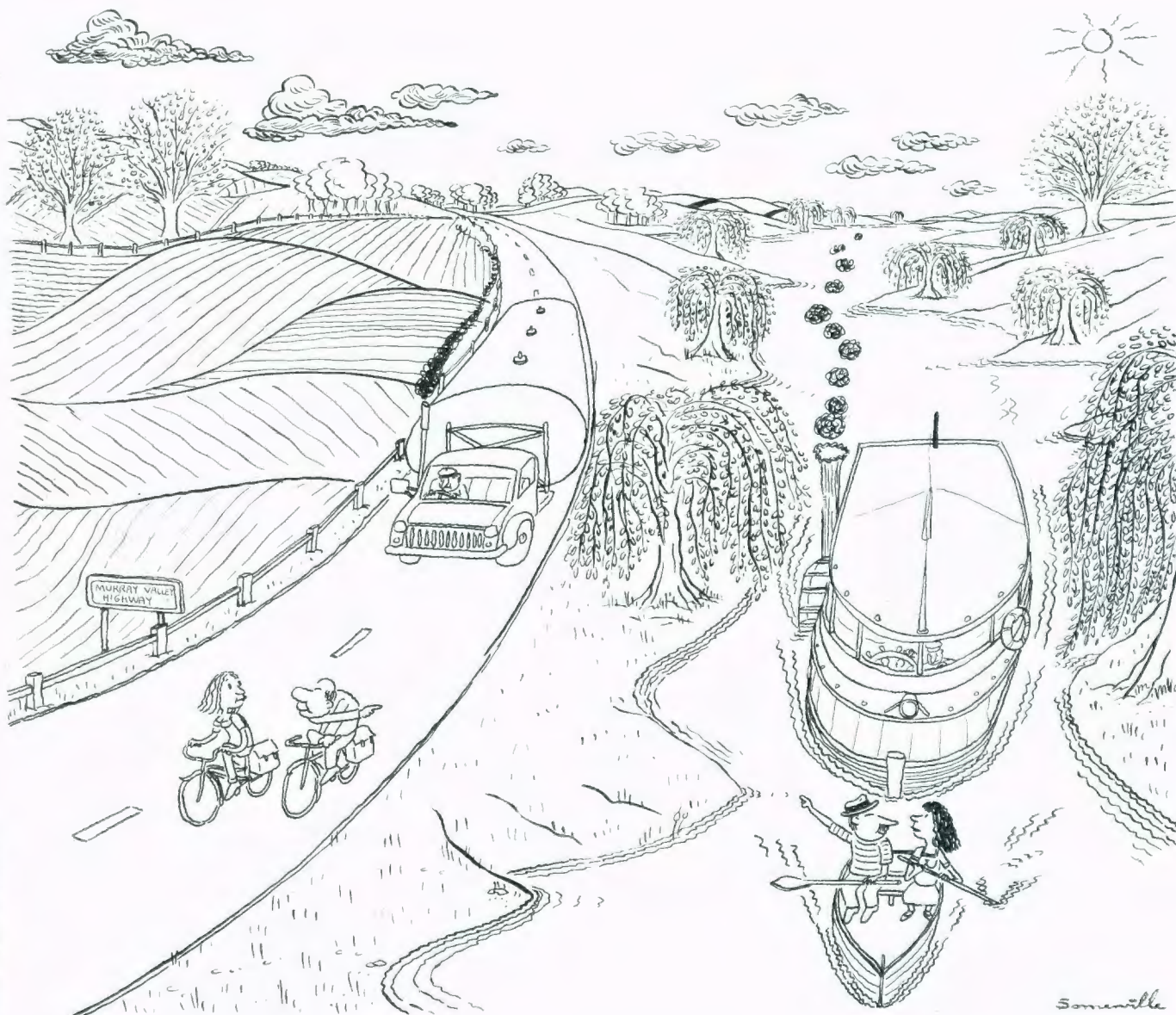
Laurie as tour leader decided upon Rutherglen, the well-known winery centre, as the starting point of our river journey. We caught a train from Melbourne to Wangaratta, 235 kilometres up the main Sydney line, then cycled 40 kilometres along a straight, flat, and generally uninteresting back-road to reach the Murray Valley highway 5 kilometres west of Rutherglen. For riders from Albury the highway over the 55 kilometres west from Wodonga would offer an equally convenient approach.

For the endless tree-lined road we rode in test pack formation. We left 'Wang' at 1 pm and covered the distance in less than two hours. Unfortunately, upon dropping into the winery at the highway junction we discovered it and the other delights of Rutherglen were all closed for Good Friday. Disappointed, we turned west along the highway's long, open expanses towards our overnight camp-site at the Ovens River, 20 kilometres west. Despite the holiday weekend, traffic on the highway was very light.

Under Laurie's guidance we avoided the camp-site beside the highway, and instead took a narrow track on the right next to the Ovens river bridge which lead to an excellent bush camp. A few thundery showers spattered the tents during the evening, but the golden morning sunlight slanting through the river-gums reassured us of superb cycling conditions.

We ran through the well-established routines of breakfast and packing up in a





leisurely way, and pushed off west for Yarrawonga at 9.30. The two-lane blacktop was carrying more traffic than the previous day but most of the cars behaved themselves. We paralleled the Ovens for a short while but it remained firmly blanketed by dense forest. When it thinned out we caught the sparkle of Lake Mulwala, and apart from a small regimented pine forest near the end had this to watch all the way to Yarrawonga.

We were all mildly astonished by the bedlam in the town's main street at 10.30. Yarrawonga, a popular water-skiing, fishing and gambling resort, was filled with cars inching along in between unobservant pedestrians. Peter discovered a good bakery, while Gary in a supermarket discovered a pair of the fluorescent socks that have become a club trade-mark. Laurie decided we were in no great hurry and lead the group to the lakeside swimming pool. Here we stayed enjoyably wet until midday, when we

crossed into New South Wales to have lunch in Mulwala.

The crossing of the border was more than symbolic. An excellent sealed back-road parallels the Victorian highway from Corowa to Tocumwal. Paul briefly delayed proceedings by breaking a spoke early in the 60 kilometre run, but in general we cruised easily and enjoyed the scenery. There actually was some here; flood-plain forest on the left and low, bare hills opposite, one of which we eventually climbed near the Cobram turn-off.

We rolled into "Toc" at 5 pm, and after setting up camp decided to join the locals down the pub for the evening.

The next day our little group crossed back into Victoria on the Goulburn Valley highway, and 10 kilometres south of the border bridge turned west on a gravel road towards Strathmerton. As midday approached we made good progress on a mostly hard-pan surface, despite occasional corrugations and sand-drifts.

We were heading for Ulupna Island, a magnificent forest camping area fronting the Murray that won an accolade from everyone. Unfortunately the 6 kilometre approach road, running north from the one we were on, was horrible; continuous corrugations with deep piles of sand between, a choice of pulverized breakfast or endless fishtails. We found it hot and tiring work, and thus spent most of the afternoon in or near the river.

The evening was a memorable one. With a large camp-fire to gather round, bottles of port were dug out of panniers and consumed under a crystal-clear, moonlit night. We left the camp on Monday morning with some reluctance, knowing we had to face the approach road again. We failed to find any better courses through it a second time around.

Ulupna Island is in fact the eastern end of Barmah State Forest. This vast area of river red-gum laced with winding tracks has a peculiar beauty when dry as it does



when the periodic Murray floods inundate the whole reserve.

After a distance the highway turned sharply south in making a long eastward loop into Echuca. We continued straight on and found ourselves heading for Barmah township on our favourite kind of route, sealed back-road.

Peter, however, decided that he still wanted to ride through at least a bit of Barmah Forest. Accordingly, at 12.30 we turned north again and endured 3 kilometres of judders before reaching the hard-pan under the river-gums. We passed through a derelict saw-mill before winding up for lunch on the dusty banks of Tullah Creek.

Grazing cattle had unfortunately cut up the clay roads in the forest, so we turned back towards the Barmah road 6 kilometres south. That distance was in fact the most awful section of road we encountered. Our wrists and rumps pounded by rock-hard corrugations, Gary and Laurie both spun out in sand-traps. Gary collapsed over the handle-bars when we reached the sealed road. The temperature was nudging 30, with high humidity, and as we passed no towns we had little water left.

The milk bar in Barmah we stopped at half an hour later rectified this problem admirably, Laurie enquired at the shop about the Old Moama road to Echuca, but one local described it as "an abortion". Crossing into N.S.W. again, we took a sealed road leading to the Cobb highway, connecting Echuca and Deniliquin.

Some 60 million years ago pressure on a fault line forced up mountains that deflected the course of the Murray

southwards by many miles. Today a low, rounded range of hills are all that remains. We passed through a small cutting, then ran parallel to the 30 metre high watershed for a while before turning south on the highway.

We did not like the 14 kilometres through Barnes to Moama to Echuca on the Cobb highway. The road was narrow and rough, and traffic poured past too fast and close for our liking. Barnes was a rail line and a tin shed in a desolate area, while Moama was in sight of our goal. We camped in Echuca's main reserve, and wandered into the town after dinner.

Once the busiest inland port in Australia, the paddle-steamers and pubs of Echuca cater for the tourist trade. In the quiet of a Monday night Laurie, Gary, Gene and I wandered around admiring the old buildings and sampling the pubs.

Echuca marked the end of our two-wheeled Murray River marathon, but we still had to get home. This essentially involved heading for the regional city of Shepparton, 75 kilometres south-east, or Bendigo 107 kilometres south-west. We opted for the latter primarily because of faster and more frequent rail services.

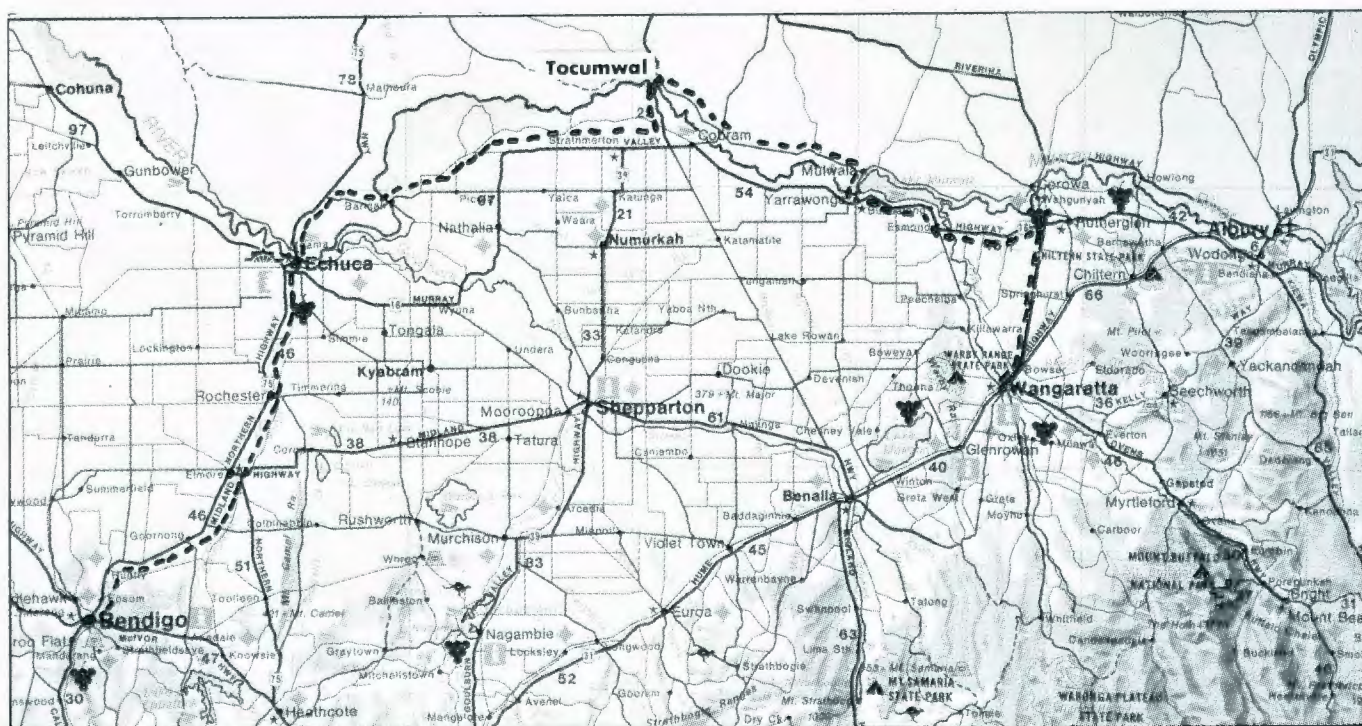
As traffic heading back to Melbourne was likely to be heavy we decided to leave early. Rolling out at 8.30 on a misty Tuesday morning, we grouped into a neatly compact pack for the 30 kilometre run to the town of Rochester. This helped mitigate a slight head-wind as well as increase our conspicuity to the traffic. We made the run in just over an hour, swapping the lead regularly and chatting all the way across the flat, open country.

From this point we were able to lose the holiday traffic almost entirely. Heading out of the town on the Kyabram road, we turned right on a sealed back-route through to Elmore, 18 kilometres further down the highway. Traffic was streaming through the town on the Northern highway, but we took the Midland highway towards Bendigo which was far less crowded.

Paul and Gene, the two in this group least accustomed to mucking it with the traffic, were still not very happy about being on the highway at all. So, 14 kilometres south of Elmore, we headed off again on a sealed side-road which connected with the Barnadown road. We encountered barely any traffic over the 30 kilometres to Epsom, on the northern edge of Bendigo city.

We pulled up for a milk bar 3 kilometres from Bendigo central at 2.30 Peter decided to cycle 5 kilometres back up the Midland highway to visit Bendigo Pottery, but the rest of us made a bee-line for the well-known Shamrock Hotel, where we relaxed before chugging up the hill to the station for the 5 pm train back to Melbourne.

Our exploration of the Murray Valley had been, as Gary kept saying on the way home, a "bloody good tour". In spite of a few rough roads and the sameness of the horizon for most of the way, the Murray enticed us with delightful towns such as Echuca and the beauties of a night watching a full moon rising over the river in the heart of Barmah State Forest. With its easy accessibility and wide range of attractions, the Murray is a river worthy of the attention and enjoyment of all Australian cyclists.





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# 1986 Fat-Tyre Classic.

top left: Winner of the Observed Trials Glen Roche shows his winning style. Mud, mud and more mud. It's all part of the mountain bikers lot for the big race of the day. The start of the main race saw a big field take part. David Howells from the Clamont team bunny hopping a large obstacle during the Observed Trials segment of the Classic.







# THE FAT TYRE FANATIC

## 1986 Fat tyre classic

### Fat-tyre competition

**Mountain bikers in Victoria gathered recently in the hills behind Melbourne for the running of the 1986 Fat Tyre Classic.**

**by Glenn Roche  
and Peter Signorini**

**T**hirty six gathered at Kinglake National Park for the third annual Fat Tyre Classic held by the Fat Tyre Flyers. The day's activities comprised two events – the Australian Observed Bicycle Trials and the Victorian Mountain Bike Championships. Both events were dampened by typical Kinglake weather but a slippery success. Organisers were very pleased with the attendance of interstate competitors, notably David Kitchen and Lawrence Vines (Sydney), Robert Webbley (St Ives Cycle Centre), Terry Porter, David Howells and Robyn Van Nooten (Clarence St Cyclery), Ken Wells and reigning champion Werner Wohlrab (Newcastle).

Observed Trials are fast becoming popular with many riders because it is a test of skill rather than stamina. The obstacles at Kinglake were all man-made using large chunks of firewood, 4' x 4' road posts, planks and 1' logs, all obtained from one of the National Parks supply areas. All competitors who raced in the expert category had to complete the nine sections of the trials course in the fastest time. The riders attempted to negotiate the obstacles without putting their feet down – 15 seconds penalty for

a dab and 30 seconds for a complete stop or an "out of bounds".

Four riders made it through the trials without dabbing at all – Terry Porter, Ben Moore, Tim Burns and Glenn Roche. They had to go through it all again in the opposite direction and Terry dabbed on the double logs, leaving three nervous contenders. The course was changed by building the obstacles higher, longer or tighter. Ben washed out in the very tight slalom, while Glenn and Tim cleared the whole course again.

The next time through Glenn went first and dabbed once after dislodging a log and a foot from the pedal. Tim tried a slow approach instead of his previous run up and bunny hop technique but stopped very quickly when both wheels hit the logs at the same time, throwing him out of bounds. This earned him a 30 seconds penalty and Glenn the title of Australian Observed Bicycle Trials Champion.

The second event of the day, the Victorian Mountain Bike Classic, consisted of 30km in 3 laps. The course was fairly easy but challenging at speed and saw a few knees skinned as riders slipped on the clay composition.

Spectators enjoyed excellent vantage points as riders rode up hill for the first

fifteen minutes before following a ridge up and down a few times brought them to a downhill that was once clocked at 66 km/h on a maintenance vehicle track – a drop of 60 metres in less than a kilometre. Making for a fast change of pace, a gate at the end of the downhill caused riders to divert over a bank with a log on the top. It found riders braking hard and skidding about all over the place and even into the gatepost. After that drama came another in the form of three moguls on a downhill. If approached with too much speed it sent the back wheel into the air, nearly causing the rider to "end" and one or two riders decided compulsory helmets might not be such a bad idea!

Downhill, flat, downhill followed for the next four kilometres ending in a flat sprint past the start/finish line where oranges and water were in ample supply.

The riders had half an hour to eat lunch, prepare their bikes and line up at the starting tape. Channel Nine's Kitty Chiller and two cameramen attended in time to capture the start. The countdown concluded and the starting tape was raised and off went the competitors in the third annual Fat Tyre Classic. Facing the riders was the fifteen minute uphill, totally rideable but slightly sluggish due to the rain.

The hill decided first place quickly and speeding downhill (closely followed by Rohan Phillips) was Werner Wohlrab, laughing out loud with fear and hope. He started his second lap ahead of Phillips by forty seconds and that gap was to grow lap by lap until six minutes stood between them. David Howells, nine minutes behind the winner, held third place and Ben Moore fourth. This combination of Wohlrab, Phillips, Howells, happened for the second time in two races.

It will be very interesting to see the results of the next race that these three attend. Ben Moore was the rider of the day – third in the trials and fourth in the race confirmed Ben, a university student from Victoria, as a good all-rounder.

All teams had great success getting even honours by winning two titles each. Werner Wohlrab proved he could ride on any surface from the mega-rough and exhausting to the smooth and fast. This was the third Mountain Bike race of any significance that he has entered and his third win. Werner has been in contact with Fisher Mountain Bikes America (the team that Joe Murray belongs to) and if he can obtain some kind of assistance from them Australia will have a greater expert than Paul Hogan to us Mountain Bikers Downunder.

Placings might have been affected by road racers who unfortunately had their own Victorian Championships on the same day – they filled six of the top ten places in 1985.





**Mud spattered race winner Werner Wohlrab heads for the finish line to claim another fat-tyre victory.**

Watch out Ken Wells! Veteran road racer Rod Hay has just returned from the States with heaps of news about Mountain Bikes and the riding of them. He also competed over there, winning one of the prizes at a NORBA national event.

An interesting finding, through careful result checking, was that only three makes of bikes won the whole event.

### Race results

1st Werner Wohlrab – Apollo Sierra Grande  
2nd Rohan Phillips – Hillman  
3rd David Howells – Clamont Coronet  
4th – Ben Moore – Apollo Sierra Grande

### Trials results

1st Glenn Roche – Apollo Sierra Grande  
2nd Tim Burns – Hillman  
3rd Ben Moore – Apollo Sierra Grande  
4th Terry Porter – Clamont Coronet

### Expert Woman

1st Robyn Van Nooten – Clamont Coronet

Here's hoping that next year's Victorian Mountain Bike Championships will

be just as successful and a little less viscous than the last one – see you all again in 1987.

Prizes for the event were generously donated by many bicycle retailers and wholesalers. The prize categories were 1st, 2nd, 3rd, Expert 1st Woman, Over Forty, Under Sixteen, Novice and 1st Trials.

1st prize, a custom-built Hillman Mountain bike frame and \$100 cash went to Werner Wohlrab. 2nd, Biopace crankset and \$50 prize voucher from Christie Cycles to Rohan Phillips. 3rd, \$100 cheque to David Howells from Balwyn Cycles. 1st Woman – Robyn Van Nooten won a \$65 cheque from Pine-wood Sports and Cycles. 1st Under Sixteen, Peter Alexander won \$70 from Repco. 1st Over Forty, Ken Wells won a pair of Spenco gloves from Repco. 1st Novice, Russell Wanke won \$50 gift voucher from Bicycle Workshop. 1st Trials, Glenn Roche, as organiser, was not eligible for any prizes so 2nd place winner Tim Burns won the prize of a Bell Camouflage VIPRO helmet from Hanley Trading.

The Fat Tyre Flyers Club would like to thank the sponsors for providing the prizes and hope that they can all participate in the future. The total prize value was \$1245.

**MAKE A THIEF  
SEE RED!™**

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**How** do you get a thief hot under the collar?  
Stop him cold with the awesome protective strength of the Kryptonite® K4 lock. Now wrapped in thick, red vinyl.

It's the only security device on permanent display in the Architecture and Design Collection of the Museum of Modern Art in New York City.

The Kryptonite K4/Red™. Protection that looks as good as it works.

**\*One-year \$350 Guarantee against theft.**



Quick-Release™ lock bracket available in matching red vinyl.

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THE DIFFERENCE IS PROTECTION

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- The only bicycle insurance scheme in Australia

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K499, Haymarket 2000.**

**Tel: 046 272186 (answering  
machine). Please spell your  
details clearly.**

**Please forward details on the  
insurance scheme to**

First name .....

Surname .....

Address .....

..... Postcode .....

Telephone ..... (H) ..... (W)



# GONE!

GONE!

The heart reacts to the chemicals of fear.

GONE!

I don't believe —

I'm sure that it was here . . .

Or was it 'round the corner,

no, I'm sure;

I chained it to this post just near the door.

GONE!

Run to the kerb,

look up and down the street

GONE!

Ridden off in silence —

No sound of running feet,

To indicate the progress of the thief.

GONE!

Pick up the broken lock in disbelief.

GONE! Gone.

Then realization —

and the grief.

Yes . . . It's gone,

the faithful friend of all my travels.

Confused, and violated, hurt,

the memory unravels . . .

Times of pleasure,

Times of sorrow,

Times of purest joy —

Times when I could beat the World!

How could someone destroy?

That wonderful relationship,

That feeling free,

It's gone,

That sweet and true machine so much a part of me.

No more,

the pleasure and the pride,

No more,

the envied glances — as I swiftly glide,

Towards the country,

through the busy streets.

Mere formality of course,

but I'll go to the police.

It's GONE!

Frustration,

Fear and anger,

shock and jolt.

I shake, I rage,

Reaction to a personal assault.

"Yes Officer,

I can describe it,

every nut and bolt."

Walk home,

quite shocked,

Now slowly —,

take a picture from the shelf,

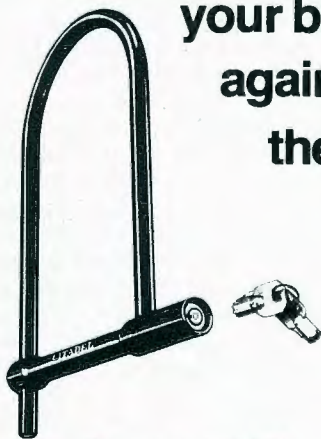
That sweet and true machine,

It's GONE —

That wheeled extension of myself.

John Butler

**guarantee  
your bike  
against  
theft!**

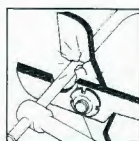


**Warranty pays up to \$350**

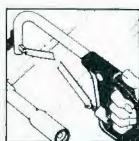
The CITADEL lock is the most effective system available for stopping the bike thief. To prove it, we offer this unique warranty: "If your bike is stolen because of the failure of the CITADEL to prevent the theft, we will pay you the value of your bike up to \$350.00."

**Stops the tools used by thieves**

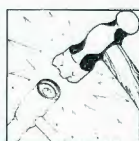
The CITADEL® is an entirely new concept in bike locks. Its solid, Molychrome™ alloy construction is specially thru-hardened to give superior protection against cutting and smashing. A high security round key cylinder also thwarts picking and its unique Drill Guard™ stops possible drilling attacks.



**Boltcutters**



**Hacksaws**



**Hammers**



**Drills**

The CITADEL cannot be cut with boltcutters, the favorite tool of bike thieves. Hacksaws, drills, prybars, hammers, acids, cable-cutters and files are also ineffective. This is why law enforcement agencies, bike clubs and consumer testing groups overwhelmingly rate CITADEL the #1 high security bike lock!

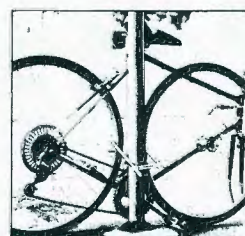
**Secures bike easily; stores simply**

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

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

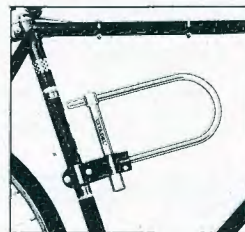
**Longer model available**

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



Locking quick-release front wheel, back wheel, and frame.

**• \$350 Theft Guarantee.**



Carried in optional bicycle bracket.

- **100% Molychrome™ alloy.**
- **Cylinder Drill Guard™ stops drilling attacks.**
- **Lightweight — only 2 lbs.**
- **Proven #1 in stopping bike theft.**

Leisure Bikes P.O. Box 1026 Nth Richmond, VIC 3121. Phone (03) 861 6771.



# Some creature stole my bicycle!

## Bicycle theft

**B**icycle theft is on the increase in our cities. Often the loss to the rider is more than the loss of a frame and a collection of parts it can mean the loss of an old friend as newspaper columnist Keith Dunstan recently found out.

**By Keith Dunstan**

Some creature stole my bicycle. So topical, don't you think? It was Bicycle Week. Champion bicyclists were giving speed demonstrations in the City Square not more than 20 metres away.

My bicycle was chained to a lamp post outside Capitol House in Swanston Street, Melbourne. I went up to the 10th floor to buy some bow ties from John Deen, the famous tie man. I couldn't

have been gone more than 10 minutes.

When I returned it was gone, bicycle, chain, lock and all. You know how it is. First puzzlement. I'm pretty forgetful. I did leave it there didn't I? Then shock. Then stunned disbelief.

I got down on my hands and started studying the empty stretch of pavement where it had been. It's got to be there. How could anyone take it?

Actually I knew damned well how they could take it. Alan Parker, of the Bicycle

Institute had been warning as loud as he could. There were teams of professional bicycle thieves on the move. They used bolt cutters which could go through almost any chain or lock faster than you could bite a peanut.

Alan Parker says Victoria has very nearly the highest bike theft rate in the world . . . 35,841 went off last year, 940 per 100,000 of the population. New South Wales lost 32,766. Oh yes, if you leave your bike in a parking lot, or chained in the city your chances of having it stolen in any one year is about even money.

So maybe I'm lucky. This is the first time it has happened since I started commuting to town by bike, 25 years ago. I guess it wasn't the best bicycle in the world. Not a \$2000 Italian job made out of metal they invented for going to the moon. No, it was a Malvern Star and our relationship couldn't have been sweeter.

We had done, at least 100,000 miles together. Except for a flat tyre here and there, no break downs. If you tried to compare it with reliability of the railways or any form of public transport, you have to start laughing.

Funny thing that. It all started 25 years ago. There was a public transport strike, no trains or buses. So I borrowed a bicycle and rode to town, 10 kilometres from East Malvern. It took 25 minutes, faster door to door than bus, tram or train. Actually with parking problems it was a damned sight quicker and easier than coming by your own car.

I pedalled via parks, along the Yarra. The whole experience was so agreeable I never got over it. Before I had looked upon going to work and back as absolutely the worst times of the day. Now it was the best. And I would keep varying my route for fun. Particularly I liked going home through the Greek and Italian quarters of Prahran. Still do, actually, until some bastard stole my bike. You would get all the marvellous cooking smells. You don't get cooking smells in a car with all your windows wound up and the air conditioning on.

If you don't ride a bicycle yourself it is hard to explain exactly what all this means. You get very well acquainted with each other; you understand each other's strange quirks and angles. Such a relationship takes years to develop.

I used to have a friend from Alabama, an old Beechcraft pilot but an out and out bike nut. He understood the personal nature of a bike and he used to say "Rahdin' somebuddy else's bahk is like wearin' somebuddy else's teeth." Then of course, losing your bike is bad enough, but losing your saddle is the ultimate grief. That's irreplaceable. Sir Hubert Opperman once advised: "You may one day sell your bicycle but never never does a bicyclist sell his saddle."

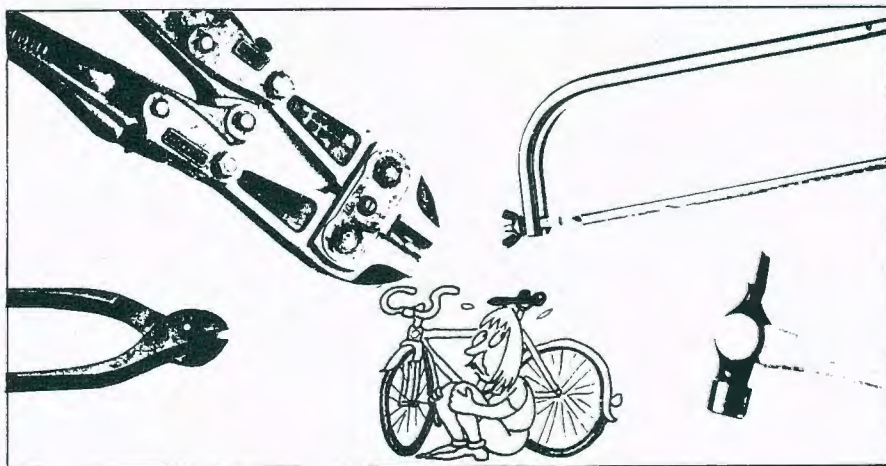


Begging your pardon but only does a well worn infinitely softened and battered leather saddle really understand the mysterious curves of the pelvic bones and strange things that go on down there. And there is a story about that saddle. Back in 1976 I was riding my Malvern Star across the United States, a trip of miles. I had ridden as far as Kansas and was suffering. To be frank one needed a replacement behind. A fellow traveller on the ride was Chip Haines, a commercial artist from Florida. He was suffering the same awful intimate agonies.

I said to him "Look, we can't do worse. Let's swop saddles."

The result was magic. My saddle suited his bottom, his saddle suited mine. There was bliss from then on and ever since. It had a strange name "Cool Seat". Oddly enough the week after I returned to Australia the alloy frame of the Cool Seat snapped. I wrote to the Cool Seat company, a nice letter, told them of the wonders of the saddle, would they send me another by air mail and I'd pay the cost.

Americans are wonderful. Three weeks later there was a Cool Seat in the mail. "A new saddle with our compliments," was the message, "our saddles never break." I don't think the Cool Seat company exists any more, so I can't get another. I have the prospects of infinite exquisite agonies



ahead, the months and months of breaking in a new saddle.

Yes indeed, I have ordered a new bicycle. How could I live without one. Nothing could be worse than trying to get round the city on inferior modes of transport, unreliable trains in particular.

But as Marvin pointed out. You have to learn how to use a new set of teeth. The old Malvern Star back in the dream time cost about \$200. It was a 10-speed. The new job when it arrives will be an 18-speed, cost around \$780 with much more advanced technology. However it will take six months to a year before we fully understand and love each other. But

how will I save it from the marauding bike thief gangs?

Mr Parker recommended a U type lock made out of a miracle metal impervious to bolt cutters or even tungsten saws. So I bought one. It is called the Kryptonite K4. Presumably it came from the same planet on which Superman was born. Good grief! The damned thing cost \$70. Once upon a time you could get an entire bike for that kind of money.

But do you know the strangest part of the entire episode is going home by the tram. One felt odd indeed sitting in a tram, bikeless, with a helmet on one's knees.

## If it's worth locking...it's worth a Master Lock

**WIDE JAWS SECURE ALL STANDARD BIKES**

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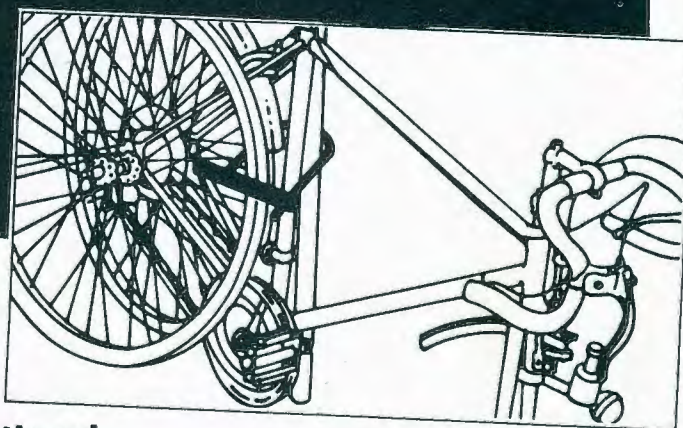


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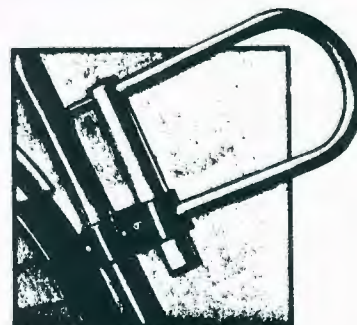
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5 Keele Place, KIDMAN PARK, S.A. 5025. Ph: (08) 356 2588  
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MASTER LOCK #50

**Optional No. 51 tote bracket**

Easy, out-of-the-way stowage for your Master No. 50 Bike Lock. Simply holster it in this vinyl-clad-steel bracket.



**NOW AVAILABLE AT LEADING CYCLISTS' SUPPLIERS**



# Classifieds

**Tour Mates** is a service to readers wishing to find companions for bicycle trips and holidays. Both the Personals and the TourMates are a free service for the first thirty words plus name and address (or phone number), thirty cents for every word thereafter. You must include name, address and phone number for verification purposes.

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

**Male (19) wants (M/F) companions** for tour of Tasmania, Snowy Mts or anywhere nice. 25/12/86 to 13/1/87. Contact as soon as possible. Ken Hocking PO Box 618 Gunnedah NSW 2380.

## ACCOMMODATION

**Would you like to meet other bicycle tourists when you tour?** If so, join the Cyclists' Accommodation Directory. This is a list of cyclists who are prepared to exchange simple hospitality in their home for similar hospitality in other cyclists' homes. Write to Bicycle Australia, PO Box K499 Haymarket 2000 giving your name, address phone and your location, eg 10km NE Ballarat PO. A donation to cover postage and photocopying would also be appreciated.

## BOOKS

**Send for your MAIL ORDER CATALOGUE now!** Bicycle Australia stocks a wide range of bicycle books from Australia and overseas and an ever increasing range of touring guides of Australia and New Zealand. Write to Bicycle Australia PO Box K499 Haymarket NSW 2000 enclosing \$2.00 which is refundable of your first order.

## HIRE

**Rent-a-Cycle Tasmania** 10-speed low gearing, all frame sizes, ladies and gents. Completely equipped for touring. Postal bookings accepted. Seven years hiring experience. Brochure, rates, your questions. 36 Thistle St Launceston, Tasmania Phone (003) 44 9779

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

## INSURANCE

**Bicycle insurance** designed by cyclists for cyclists. Our new scheme is well under way and caters for you. Third party property damage, third party personal injury, public liability, plus cover on theft, accident etc. The rates are very reasonable. Write to Bicycle Australia, PO Box K499, Haymarket 2000. We will send you our proposal form and information package. This scheme is only available to members of the Cyclist Protection Association of South Australia, the Bicycle Institute of Victoria and Pedal Power ACT. If you are a member of one of these groups you can contact them directly or Bicycle Australia for info.

## TOURS

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

**Bicycle Tours of New Zealand** We do what you want to do: Supported tours, rentals, itineraries, accommodation and all cyclists services. Write now for free brochure: PO Box 11-296 Auckland 5, New Zealand.

**Tasmania & New Zealand** Enjoy the splendor of NZ and Tasmania this summer - secluded beaches, pristine forests, volcanic regions, grand lakes and hospitable people. Our small groups offer adventure and comfort on self contained bike tours. Paradise Pedallers, c/- Paul Fazacery, Nubeena PO, Nubeena Tasmania 7184.

## BOGONG JACK ADVENTURES.

### Bogong Jack Adventures

Cycling holidays in scenic North-East Victoria visiting National Trust gold towns, Rutherglen & Milawa wineries, Ned Kelly country, historic hotels & fine restaurant dining.

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LUXURY BICYCLE TOUR.

Fully catered. Leaves Perth  
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A holiday-paced 2-wheeled  
discovery of Nth Qld's best

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

## WANTED

**Co-op worker wanted.** A bicycle shop in Sydney's inner west seeks a cyclist who is interested in joining our co-operative and learning all aspects of running a small business. Mechanical and general workshop skills are an advantage. Additional training can be provided. Necessary share acquisition negotiable - we are a worker owned business. Ring to arrange an interview on (02) 660 6605 between 9.30 am and 6pm. We are an equal opportunity employer.

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

**Freewheeling Classifieds** are seen by over 15,000 readers across the country. Rates for 1986/7 are: \$15.00 per 30 words or one column centimetre. Additional wording costs 50 cents per word. Multiple insertion discounts: Six insertions - fifteen percent; three insertions - ten percent. Display classifieds rates: \$15.00 per column centimetre. Payment must accompany order. Send typed advertisement text to **Freewheeling Classifieds**, PO Box K26, Haymarket NSW 2000.

# National Bike Events Calendar

## NATIONAL BIKE EVENTS

Help us to publicise your Bike Event by sending

details to us early. If you are planning a ride in the coming summer, autumn and winter you should be sending your notice to **Freewheeling National Bike Events Calendar** now. Our readers will spread the word like wildfire.

## 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.

## 1987

## FEBRUARY

**ACT BIKE WEEK 1th - 15th** Canberra and the ACT celebrates bike week this year with a big programme of activities which include: The Pine Island Family Bike Ride on the 8th; Mid Week Champagne Breakfast near the corner of Northborne Ave and London Cr; Sunday in the Park from 1-5 pm on the 15th. Bands and Dispalys. For full details and program contact Neil Phillips of Pedal Power on (062) 47 6633.

## MARCH

**13 - 13 April Veteran Cyclists Marathon Tour.** Brisbane to Adelaide with criteriums in Stanthorpe and Batlow. Mass ride in Sydney on the 24th. For full details contact Vetsports Promotions (03) 773 1808.

**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) 241 4453 or (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.

## JUNE/JULY

**The Freewheeling Tenth Anniversary Tour of Europe.** To celebrate our tenth anniversary our publisher Warren Salomon will lead a group tour of Europe which will feature: The famous London to Brighton Ride; touring in the UK; touring in Holland and France and a look in on the final stages of the Tour de France. Plan your holidays now! Full details in our next issue. Write to PO Box K26 Haymarket NSW 2000 to be put onto our mailing list for the latest information.

## NOVEMBER

**Sunday 22. The sixth annual Repco Sydney to the 'Gong Bicycle Ride.** Australia's big one-day fun and fitness ride between Sydney's Belmore Park and Belmore Basin in the City of Wollongong. 85 kilometres of well supported fun. Entry forms from bike shops during September and from this magazine.

## 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.





# Thrills and spills in the 1986 Commonwealth Bank Cycle Classic

## Bicycle sport

**A**ustralia's biggest road race took place this year in October between Brisbane and Canberra. The race, which attracted the top amateur riders from across the world, was won by a local boy Andrew Logan riding with the Holden Australia team. Logan is seen here in the colour photo with the leading pack during the grueling climb to the top of Macquarie Pass west of Wollongong. The black and white picture on this page shows a spectacular pile up near Kurri Kurri

as the race passed through the Hunter Valley. The crash occurred when Clayton Stevenson's wheel was caught in a long-planked bridge and wrenched out of the forks.

Though the fall brought down a number of other riders onto Stevenson he was able to recover and actually went on to finish third in the stage. Photos by Andrew Jacob.





## New Products and Ideas



### Rainbow Apollo

Sporting one of the most attractive paint schemes to appear on a bike for sale in this country the Apollo Alternative will be a very much sought-after machine this season. The Alternative comes fitted with excellent equipment which includes Bio Pace chainwheels, Shimano 600EX SIS gears and brakes, Araya rims and IRC triathlon tyres. The total package sells for just over the one thousand dollar mark and is one of the most attractive lightweights we've seen this year.

### DT spokes

The high quality Swiss DT spokes are now being imported into this country by Biketech. The stainless steel spokes are offered in 2mm increments from 294mm to 302mm. This size range will permit wheel builders to use the right length spoke for the job. For professional wheel builders and enthusiastic amateurs Biketech has written a computer program to calculate the correct spoke length for any combination of rim size, hub width and flange height. It also

indicates the most desirable spoke length/lacing pattern to give optimum wheel strength. The program is written in BASICA (for the IBM PC) and is available from Biketech PO Box 152 Wallsend NSW 2287.



### Bike tidy

The problem of unruly bike storage has now been solved with the release of this low-cost bike rack from Ricardo. The Bike Tidy is manufactured from strong lightweight galvanised steel and sells for \$61.00 RRP. It has mounting holes for permanent fixing to the floor and will store three bikes side by side.



### Buddy Bike

You may not be able to buy one in Australia but we thought we would tell you about it anyway. The buddy bike is a modern day version of the English 'Sociable' tandem which places the riders side by side instead of the usual one-behind-the-other configuration. The Buddy Bike uses fat-tyre technology and is built around a heavy duty chrome moly frame.

It has powerful cantilever brakes and six-speed gears. Only one of the riders has charge of the steering and braking and both the handlebars and saddle can be adjusted to provide for riders of differing heights. This unique tandem has a modified crank set which neatly overcomes the technical problems of side by side cranksets. The machine is made and marketed in Canada and if you are interested in paying its \$CAN 997 price you should contact Buddy Bike Inc, 77 Mowat Ave #201, Toronto ON M4S 1T4 Canada.



### Two new Helmets

Atom Imports have announced two new SAA approved helmets for both adult and child users. Both styles are available in a choice of six colours and a number of sizes. The Atom helmets cover a size range from 47 - 62 cm and the Junior version will fit young children from 2 - 5 years. All models have ventilation slots and are made from lightweight high impact plastic (ABS/polycarbonate alloy). Quick release buckles are provided and the Junior version provides extra protection for the lower head and ears.

### SunTour 'click' gears

The SunTour company, who introduced its Trimec index gear system some years ago, has recently announced the release of the Accushift gear system. Accushift is a positive shifting gear system consisting of matching levers and rear derailleurs. The levers have click stops which align the rear derailleur with the cogs of the rear freewheel. Accushift levers also allow for normal friction control and indexed use with narrow spaced Ultra 6 and 7 freewheels.

The new system is initially available on Superbe Pro, Sprint, Cyclone, XC 9000, XC Sport and the new X 5000 series components. The new system should be of interest to tourers and ATB fanatics as Accushift also copes with wide range gearing components. Both the XC 9000 and XC Sport ranges have new lever sets which locate the gear shift lever on the brake lever assembly.



# 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 skill level. Shifting efficiency is a result of 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.

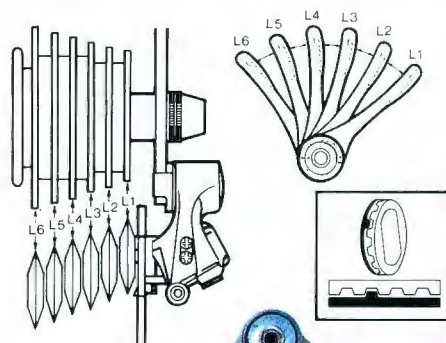
On the other hand, with SIS, changing gears is just like tuning that same radio with pushbuttons. One touch and you've got it.

## 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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