

THE AUSTRALIAN BICYCLING MAGAZINE  
NUMBER THIRTY NINE NOVEMBER-JANUARY 1986/7 \$2.50

# Freewheeling



**SUMMER  
HOLIDAY  
ISSUE**



# DESIGN INNOVATIONS

MODEL NO. 2781



## 12 SPEED TRI-A

The Tri-A features tight racing geometry for quick response, made of Tange DB Chro-Moly tubing and incorporates internal brake and derailleur wiring. Shimano 600EX throughout, Araya hard anodised rims and Panaracer Tri Sport tyres make this the intelligent choice for the discerning cyclist.

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MODEL No. 2780



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**Freewheeling** is published six times a year in the months of January, March, May, July, September and November. **ISSN No: 0156 4579**. **Editorial and Advertising Offices:** Room 57 Trades Hall, cnr Dixon & Goulburn Sts., Sydney NSW Australia. Address all correspondence to: **Freewheeling** PO Box K26, Haymarket NSW 2000 Australia. Telephone (02) 264 8544.

**Publisher/ Editor:** Warren Salomon. **Layout and assembly:** Philip Somerville and Suzanne Powell. **National Advertising Sales:** David Turner Telephone (02) 913 1266 or (02) 264 8544.

**Typesetting:** Pavilion Press Set (02) 211 0252, Everysize Typeart Service (02) 451 2579. **Printing:** Offset Alpine Pty Ltd Derby & Wetherill Sts, Silverwater NSW Ph. (02) 647 1000. **Distribution - Newsagents:** Gordon & Gotch Pty Ltd (02) 667 0466 or offices in your state. **Controlled circulation and bicycle dealer distribution:** Freewheeling Australia Publications (02) 264 8544.

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Cover photograph by Guy Finlay/Nikon. There was plenty of movement on this years big Repco Sydney to the 'Gong Bicycle Ride - our pictorial feature starts on page 16. Photo this page Ric Bolzan



# THE WORLD AWHEEL



## Adelaide Bikeplan stalls

Adelaide cyclists may soon have to resort to mass political rallies if the SA Government does not get on with the job of implementing the Adelaide Bikeplan. The Plan was released in a flurry of publicity in 1983. Since then it has received some attention from government agencies particularly in the engineering areas but to date very little progress has been made in the important behavioural areas of education and encouragement.

Following a meeting held in September to draw attention to the fate of the Bikeplan the Cyclist Protection Association of SA has indicated that it is considering mass political action as an adjunct to its regular lobbying activities. The Bikeplan has also ground to a standstill in the area of local government participation partly due to a lack of consultation between the state government, local councils and bicycle rider groups.

At present the CPA is pushing ahead with its lobbying program to support the Plan and is making representations to the Opposition transport spokesman as well as the Minister through the State Bicycle Committee. In South Australia the State Bicycle Committee is under the 'protective' wing of the Highways Department. Though that body is considerably more enlightened than, say

the NSW Department of Main Roads, it still suffers from a basic understanding of cyclists problems and the need to educate riders of all ages.

## Bicycle Safety — A Life Saving Initiative

"Bike education in schools could save lives", Mr Bob Davies, supervisor of a new Department of Territories' road safety project said this week.

The project which promoted bicycle safety in ACT primary schools, finished this week after five months. The Road Safety Resource Group, funded by the Community Employment Program (CEP), worked in 33 schools with 81 classes and over 2300 school students, conducting three sessions per day.

The five bike safety educators worked with teachers to achieve three broad goals:

- to help children develop correct riding skills and attitudes;
- to encourage children to wear helmets when riding their bikes to reduce the risk of head injuries; and
- to encourage schools to continue bike education classes with an aim to adopting it as an integral part of their curriculum.

"Children on bikes in Canberra get a false sense of security, riding on bike paths", one of the bike educators, Ms Terry Welch said. "Being in a bike education program at school doesn't guarantee children safety on the roads but it does increase their awareness of the dangers", she said. "Bike riders have to take in what they see and act accordingly."

"We have taught children defensive riding techniques as a basis for safe riding. And though children in Canberra mostly ride their bikes on cycle paths, we have taught them to position themselves correctly on the road where other drivers can see them easily and to wear light, highly visible clothing and safety helmets when they ride", she said.

## Words from the West

Unfortunately November saw the final demise of the W.A. Bikeplan team, after a series of attacks and consistent lack of support from the bureaucracy. The original team consisted of a leader, Ian Ker, with a background of transport planning, an engineer, Paul Ticholo, on secondment from the Main Roads Department, and a town planner, Chris Warrener, seconded from the Town Planning Department, with a secretary and a draftsman. This team put a great deal of hard work and intellectual effort into the Perth Bikeplan. The document and its potential are a great credit to them.

Bicycle Federation of Australia President, John Mathieson, described the Perth Bikeplan as "unquestionably the finest prepared in this country, if not the world." Unfortunately the Australian disease of failure to implement Bikeplans struck here too, so the opportunity to make a systematic attempt to halve the bicycle accident rate in W.A. has almost certainly been lost with disbandment of the team. The original plans were for the Bikeplan team to carry on into the implementation phase, to ensure continuity and to allow the retention of the expertise developed.

1986 Bicycle fatalities in W.A. as of late October were 12 compared with only two in the same period last year. This follows a total of 609 cyclists admitted to W.A. hospitals in 1986 (11% of all vehicle accident admissions).

Although the bureaucrats systematically ignore ALP policy as often as they fail to implement Bikeplans, there is some hope in improvements gained in W.A. recently.

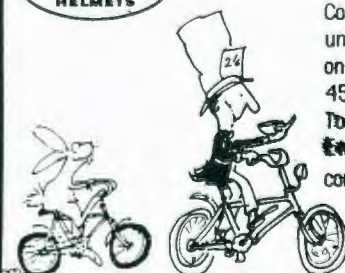
The W.A. Labor Party adopted a revised platform on bicycle transport at its biennial conference in September. This reaffirms and strengthens policy towards bicycle transport.

**Bruce Robinson,**  
President,  
Cyclists' Action Group

Once again we invite you to GO MAD with the

## MELBOURNE AUTUMN DAY TOUR

### Sunday 29 March 1987



Come and join hundreds of other cyclists for this unique day of cycling through beautiful countryside on the outskirts of Melbourne. Held over a 100km or 45 km route it is organised by the Melbourne Bicycle Touring Club

**Entry forms now available at bike shops, or contact (03) 818 4011 BH or (03) 241 4453 AH.**





# ANDREW LOGAN RIDES SUNTOUR

It takes a blend of persistence, deduction and hard work to win Australia's longest and toughest stage race: the Commonwealth Bank Cycle Classic. Andrew Logan riding his SunTour equipped machine proved he had what it takes when he rode into Canberra to claim the yellow jersey.

Not by chance these same three attributes are behind the fact that bicycle riders all over the world trust SunTour equipment in their pursuit of excellence. Our motto has long been: 'We make bicycle parts as though we are

coming along for the ride', and to this day the same persistence, dedication and hard work go into all of our design and manufacturing processes.

It all adds up to the world's finest range of bicycle equipment for track, road, tour, triathlon and all-terrain.

The full range of SunTour components is available only from your specialist bicycle retailers.

*Trust SunTour. We make bicycle parts as if we are coming along for the ride.*



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## The World Awheel

### Postie Power

Trivial pursuit time. Did you know that the British Post Office, in terms of employment surely the largest enterprise in the country, has currently 30,000 bicycles in operation, and issues them at a rate of 420 a month?

The bikes are made to a 1948 design, as apparently no one has come up with better. The average demand for spare rear wheels is 602 a month, plus six wheels with a three-speed gear mechanism, while the corresponding demand for inner tubes is 3,989 and for puncture repair kits 571.

The Monopolies Commission, from whose report yesterday these wonderful

statistics stem, feels that stock control of three-speed gear rear wheels and puncture repair kits has been poor as the Post Office carries nearly two year's supply.

Some people may feel that in the broad scheme of things, too many puncture repair kits is not the Post Office's most pressing problem.

*The Guardian*

### Simpson Desert Cycle Challenge

Energy Promotions — well known for introducing the Australian public to the magnificent Outback — plan to give today's young adventurers the chance to realise their dream by conducting The Simpson Desert Cycle Challenge — the first bicycle race across the Simpson Desert.

The race will open up a whole new horizon in the field of pedal power.

For years road racing has been the blue ribbon event of the bicycle world, with speed, endurance, stamina and team tactics being the main ingredients for success.

The Simpson Desert Cycle Challenge will combine all the facets of road racing together with the skills unique to off road racing. Staying upright will be a critical factor in traversing what has been described as some of the harshest terrain known to man.

The event, planned to be run over three days of Easter 1987 (18-20 April) to coincide with the new school semester, will physically test each individual as they strive to pedal from the western edge of the Simpson Desert in South Australia to Birdsville in south west Queensland, a distance of approximately 350 kilometres.

"Consumption of food and water will be a major concern to the riders, as they will burn off over 4000 calories, as well as consume up to 10 litres of water per day", said Hans Tholstrup — well known adventurer and Director of the event.

Likening it to the many four wheel drive crossings he has made, Tholstrup added, "It is so often the case that petrol is the problem out there in the desert, now it is the human fuel food and water that becomes so critical."

The Simpson Desert Cycle Challenge will be more of a test between man and the elements than against the individual. Comradery amongst competitors, such as helping a fellow competitor with a flat tyre or sharing water, will be major factor that each individual will need to consider if they are to reach their ultimate goal — the finish in Birdsville.

Riders in the Challenge are permitted to have at their disposal a four wheel drive support vehicle, as in road racing. These vehicles can be provided by friends, family or for those riders who cannot arrange their own personal

# MAKE YOUR MOVE

# MIYATA

## WORLD-CLASS BICYCLES



backup the organisers will be supplying an army of officials to ensure that every competitor has an equal opportunity of becoming the 'King of the Simpson.'

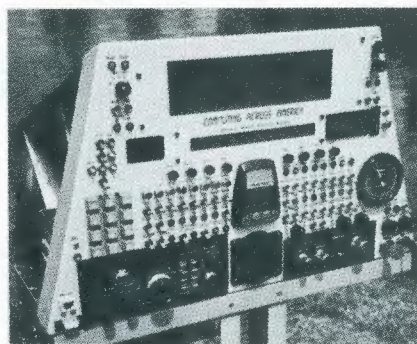
The organisers plan to make available a coach to competitors for transport to and from the start and finish points. This coach will also be available for spectators and those wishing to tour the Flinders Ranges, Lake Eyre, Simpson Desert and South West Queensland.

For further information please contact: Greg Kable or Hans Tholstrup on (02) 997 8011.

## High-tech cyclist still pedalling

Steven Roberts is a freelance writer who communicates by computer and satellite all from the console of his amazing recumbent bicycle. We featured Steve in *Freewheeling 28* as he was completing his first journey across the United States. Since then he has published a book on his travels entitled: *Computing Across America - The Bicycle Odyssey of a High-Tech Nomad*.

Now he is off on a new adventure riding his rebuilt \$20 000 recumbent which carries five computers, two sets of solar panels, satellite communications gear and an aircraft style control panel. In his designs for the bike Steve has added a thirty six-speed transmission to cope



The control panel of Steve Roberts' high-tech bicycle.

with the weight of his electronic payload. The bike all-up weighs 102 kg.

On his latest trip Roberts is using a Hewlett Packard Portable-Plus computer system powered by 10 watt solar panels. He communicates with his editor via the GENie electronic mail service which is owned via the General Electric Corp.

The 2.4 metre recumbent even has a keyboard hidden under the steering controls so that Roberts can write as he pedals along. Roberts terms his bicycle an 'electronic cottage on wheels'.

## Bikefile Insurance

Probably the lowest cost bicycle in-

surance in the world, certainly in Australia, is the new \$10 policy offered by Lombard Insurance Company (Australia) Limited through Australian Bikefile Pty. Ltd.

This no excess policy which covers bicycles against theft all over Australia has only one condition: your bicycle must be registered with Australian Bikefile.

Lombard Insurance Company will replace any stolen bicycle insured with them at market value if it has not been recovered in 45 days. Market value is bicycles up to 1 year old (100%) depreciating 20% per annum thereafter.

Australian Bikefile, who are Australia's only national computerised registration company negotiated this remarkably low cost because their (in 90% of cases) visible registration label deters thieves and assists recovery.

Australian Bikefile already have an enviable record in this respect — in fact some bicycles have been found before owners knew they had been stolen.

Registration of a bicycle by Australian Bikefile Pty. Ltd. has other merits as well as the low cost insurance.

Proof of ownership is possible whether the bike is being bought or sold. Certainly comforting to a buyer to know he is not in receipt of stolen goods.

Police should love this particular system because with one phone call

## miyata 310

A good Triathlon 'standard'. The Chromoly triple-butted frame gives you stiffness for racing and comfort for long hours of riding.

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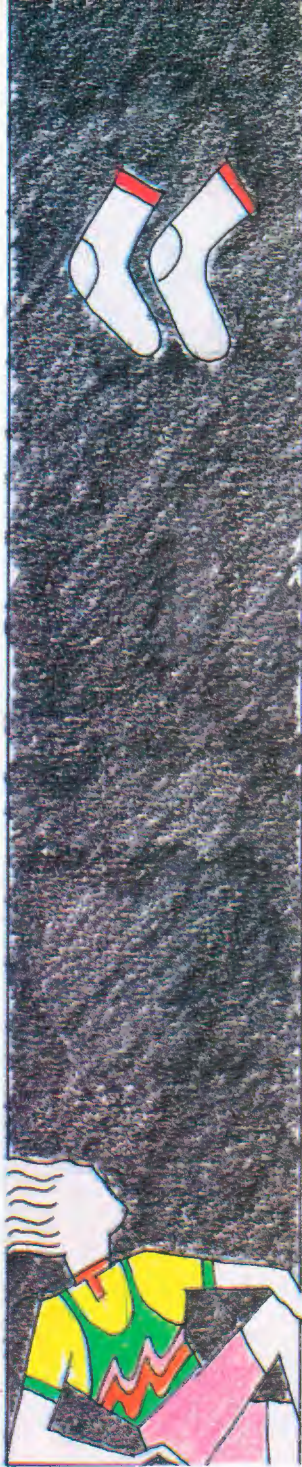
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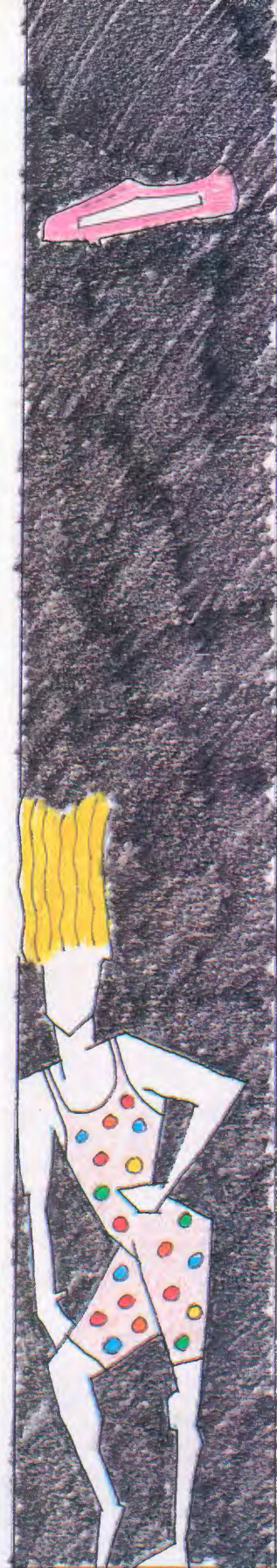
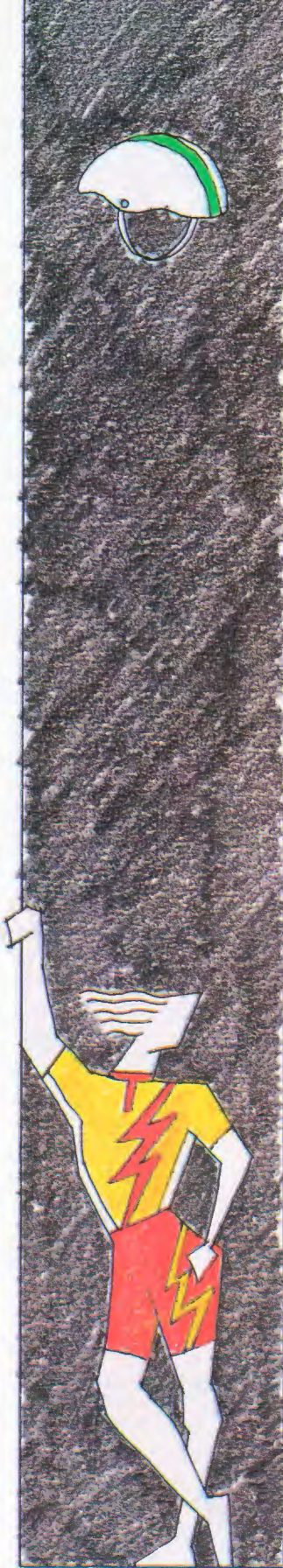
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Woolys Wheels pride themselves on having Sydney's most exciting & comprehensive range of clothing & accessories for you & your bike. Come in & try on never-seen-before suits, shorts & shirts while we discuss your bicycle needs & problems. So come in & abuse our friendliness.



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# The World Awheel

Australian Bikefile Pty. Ltd. can find the owner and send him to collect his bicycle, advising the police when they can expect him/her.

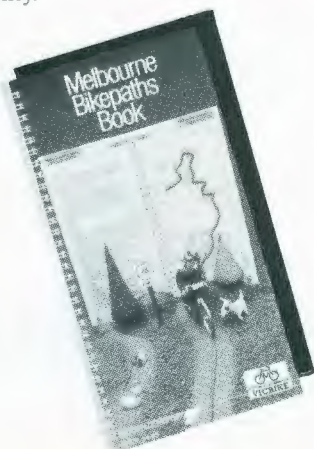
Because few bicycle riders are found in three piece suits with a wallet full of identification cards, a cyclist who may be unconscious due to an accident can be identified by the ambulance or hospital calling the phone number on the bicycle's Bikefile label 008-072-201.

Nearly all reputable bike dealers operate the Australian Bikefile Registration system thereby enabling Bike Owners and new purchasers to take advantage of the new \$10 policy from Lombard Insurance.

## Melbourne Bikepaths Book

There may be hot debate among the bicycle activist crew as to the role of bikepaths in the creation of a safer riding environment but thousands of Melbournians think they are fantastic. Every weekend adults and children flock to the parks and reserves and ride the peaceful paths which by mid afternoon are usually far from peaceful.

Politicians like them too. The bikepaths offer visible proof that they are getting on with the job of providing for an ever increasing population of recreational and fitness rider. In some places like Wollongong in NSW the construction of bicycle paths has actually created a mini bike boom in that community.



In Melbourne, where planning for bicycles is more advanced than anywhere else in this country, a new book has been released which details some (but not all) of that cities bike paths. The book is available from most bicycle shops for an inexpensive \$4.95 and is beautifully illustrated with coloured maps and drawings.

The book is obviously aimed at the bikepaths biggest user group: the beginner and occasional rider for it is filled with pictures and ads of the State Government's products and achievements. The Minister even gets his coloured picture in the front and there is also a colour pic of the State Bicycle Committee's brightly coloured Safety Van and sup-

port vehicle all sponsored by a Japanese motor company.

Visitors to Melbourne will love this book as some of the bikepaths are close to the premier tourist attractions. Some fourteen paths spread across the city and suburbs are detailed and a handy map index ties them all together.

The Bicycle Institute of Victoria did warn me however that in spite of the signs indicating that the paths are for "Bicycles Only" in law the bikepaths of Melbourne are shared footways. Riding some of the more popular paths on a sunny weekend can be an exciting affair. The Yarra bikepath which I am most familiar with is used literally by everyone and their dogs. The path was origi-

Greg Lemond winner of the 1986 Tour de France



©AVOCET INC., 1986

actual size





# The World Awheel

nally constructed for cyclists but not the commuter kind. It was built so that the rowing coaches could coast along and bark instructions at their crews on the river. Its one of Melbourne's original bikepaths and by modern construction standards it is very narrow. The rowing coaches are still to be seen and though they may ride like novices in the event of a collision with one I guarantee that it is the other rider(s) who will end up in the drink.

On weekends the path is used by joggers, strollers, child riders with training wheels, wobbly adults on tandems, dogs, seagulls, picnickers and of course cyclists of all abilities. Of course the sub-

urban bikepaths are much better built and are less hectic but I'll take the Yarra bikepath anytime for fun, excitement and sheer Victorian beauty.

Warren Salomon

## NSW Government offers helmet purchase subsidy

In the run up to Christmas the NSW gov-

ernment through the Traffic Authority offered the purchasers of five brands of bicycle helmets a \$5.00 rebate. The scheme operated during the month of December and was supported by press and radio advertising. Aus-Hat, Guardian, Hartop, Scott-Aspen/Atom and Stackhat models were the only makes included in the scheme. All helmets are Australian made and have SAA approval.

## USE YOUR HEAD, AND SAVE \$5!

### A DOUBLE CHRISTMAS PRESENT!

The New South Wales Government, through the Traffic Authority of New South Wales, wants to give you back \$5 for buying and wearing a new, approved Australian-made bicycle helmet.

Christmas is the perfect time to give someone you care for — your child or any other bike riders in your family — a gift that may save their lives.

### WHY ARE WE DOING THIS?

- Too many bike riders are being hurt in our State. In 1985, 23 riders were killed and 1627 injured in reported bicycle crashes. Already this year, 17 riders have lost their lives.
- In most of these crashes, head injuries were the main problem.
- Many of these deaths and injuries could have been prevented if the cyclists had been wearing approved safety helmets.



### MAKE SURE THE HELMET FITS!

(A helmet too big or small, may be no use at all)

- When correctly positioned on the rider's head, with the straps adjusted, the helmet should be snug and comfortable.
- If the helmet is worn properly, it should NOT move sideways, or backwards and forwards on the head. Make sure the wearer can see clearly, and that the forehead is not exposed.
- For greater comfort, especially when buying a helmet for the younger child, check for one that is suitably lightweight and well ventilated.

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Clearly fill in the coupon on this page, with ALL the information requested and send the completed form with your retailer's receipt and certification attached, to:

### HOW TO QUALIFY!

- The bicycle helmet must be purchased new, between the 1st and the 24th December, 1986 (inclusive).
- The claim for your refund must reach the Traffic Authority, at the address on the coupon, no later than the 30th January, 1987.
- To claim, you must be a resident of New South Wales, and have purchased the new helmet in NSW.
- The helmet must be an APPROVED helmet bearing the silver and black Standards Association of Australia sticker, and the numbers 2063-1 or 2063-2.
- The new helmet must also be manufactured in Australia. The helmets included in the scheme, are —

"\$5 REFUND OFFER,"  
TRAFFIC AUTHORITY OF NEW SOUTH WALES,  
PO BOX 110,  
ROSEBERY, NSW 2018.

### DON'T FORGET!

- You MUST state the helmet SERIAL NUMBER, on the coupon. This is found on the right hand side of the SAA black and silver label (see coupon).
- You MUST have clear proof of purchase (a STORE DOCKET or RECEIPT) and it MUST be attached to your coupon. The coupon MUST be certified by your retailer. The helmet(s) should be clearly itemised on the docket or receipt.
- Additional coupons are available from your local Motor Registry or NRMA Branches, on request.

### "\$5 REFUND OFFER"

APPLICATION FOR REFUND TO BE COMPLETED BY PURCHASER IN BLOCK LETTERS.

Mr/Ms/Ms:

Address:

Postcode

Phone No. (Home)

(Work)

I certify that the details supplied are correct, and apply for the refund of \$5.00 (I understand all the conditions in the advertisement, including the fact that there are only 30,000 refunds available on a "first come" basis).

Signed

Date / /

### THIS SECTION TO BE COMPLETED BY RETAILER:

Retailer's Name:

Address:

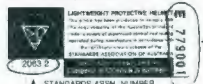
Postcode

Purchase date / /

Helmet details:

☐ AUS-HAT ☐ GUARDIAN ☐ HARTOP ☐ SCOTT ASPEN ATOM ☐ STACKHAT ☐ SPRINTER (tick appropriate)

No. of helmets purchased



SAA Helmet Serial No(s):

Purchase price:

Certified by:

(Retailer or Agent)

PLEASE ATTACH YOUR STORE DOCKET or RECEIPT TO THIS COUPON

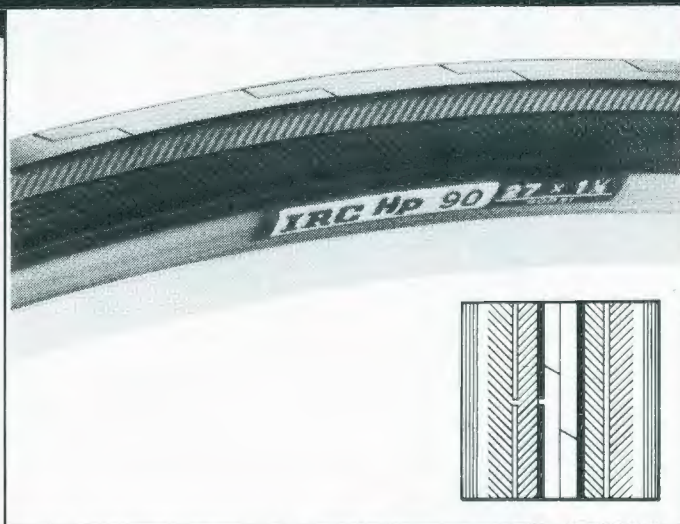
\*Applications are valid only if received at the TRAFFIC AUTHORITY OF NEW SOUTH WALES, PO Box 110, Rosebery, NSW 2018, no later than January 30th 1987.

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SIZE	SIDEWALL	MODEL NO.	CONSTRUCTION	AIR PRESSURE	WEIGHT	WIDTH	OUTSIDE DIAMETER
27x1 1/4	Gum	HP-90	w/o 3 grommet wire 0.97mm	90 psi	500g	29mm	695mm





The NSW move follows similar schemes in Victoria where the huge increase in helmet use has been widely attributed to the Government's many successful encouragement programs.

Martin Vinnicombe



### Aussies at the Worlds

Martin Vinnicombe and Dean Woods were our two medal winners at the World Cycling Championships held in September in Colorado USA. Vinnicombe rode the fastest kilometre of his life to win the silver medal behind Maik Malchow of East Germany.

Dean Woods proved that he is still the Wests greatest pursuit rider when he won the bronze medal for the 4000 m individual pursuit. The Australian team pursuitists were disappointed with their performance and could only manage tenth place. Next years Worlds will be held in Austria in late August.

*Australia On Wheel*  
**CANBERRA**

### BIKEWEEK 1987 PROGRAM

**1—15 February:** Bike Week displays at Civic Belconnen Dickson Woden Erindale and Kingston libraries.

**Sunday 1 February:** Action Travel — Canberra Cycling Club summer criterium series. Final race of seven race series. 8.45 am, Bruce Tafe college carpark. Watch Canberra's best road racers. BMX racing Copland Drive, Melba. 7.00 pm Novice Trophies.

**Saturday 7 February:** Have-a-Go at BMX. Have you ever wanted to ride a BMX Track. Now is your chance. Wheeler Crescent, Wanniasa and Copland Drive Melba 10.00 am to 3.00 pm.

**Sunday 8 February:** Bicycle racing for school children criterium style at Bruce Tafe college carpark 8.45 am to 10.45 am. All welcome.

Family day bike ride to Pine Island using cycle paths starting at Acton Ferry Terminal and Jamison Shopping Centre 10.30 am with riders also joining at Woden Tafe 11.30 am and

Wanniasa Shops en route, bring lunch, swimmers, suntan lotion and smile.

**Monday 9 February:** Canberra Racing Club will be holding time trials on Parks Way, starting Black Mountain Peninsula 6.00 pm over 8km. Join in. How fast are you?

**Tuesday 10 February:** National Library Films, "Cycling Still the Greatest" and "Flight of the Gossamer Condor" lunch time 12.35pm.

Bicycle racing Narrabundah Velodrome, Kyeema St from 6.00 pm. Watch them racing live.

**Wednesday 11 February:** The Bigger Brighter Bike Week Breakfast. Median section cnr London Circuit and Northbourne Ave, Civic. A free breaky on Bike Week 7.00 to 9.00 am. Fruit Juices supplied by Coca Cola Bottlers, Canberra. Cereals supplied by Sanitarium Health Food Company, Curvee Champagne, Fruit, Sausage Sizzle and Unusual Bicycles. Don't miss it.

**Thursday 12 February:** Woden Library Films. Lunch time 12.35 pm "Cycling Still the Greatest" & "Flight of the Gossamer Condor".

BMX Twilight Racing. National Exhibition Centre 7.00 pm. Wells Station Road. Novice Trophies.

Bicycle racing at Queanbeyan Park off Lowe St from 6.00 pm. Watch or even try a ride yourself.

Belconnen Library present Primary School Children bike ride around Lake Ginninderra. Start 3.30 pm at library.

**Friday 13 February:** Bike Week dinner at Honeydew Wholemeal Restaurant, 55 Northbourne Avenue, City. 7.30 pm. \$15.00 3 courses. BYOG. Bookings 48 8230. Make a table, all welcome.

**Saturday 14 February:** BMX Display, Kippax Fair 9.30 am to 11.30 am.

ACT School Childrens Cycling Championships. Under 12, 14 and 16 age groups with

## 3-WHEEL CONVERSION KITS



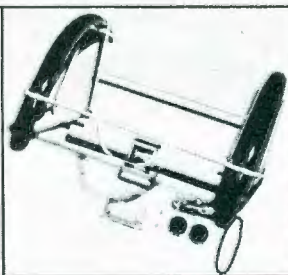
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- No parts left over when converting except kickstand & rear fender

**Ideal for Senior Citizens  
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# The World Awheel

open male and female events. Perpetual Trophies going to the successful schools. Individual trophies courtesy Merv Britten Plasterboard. BMX Twilight racing, Wheeler Crescent Wanniasa 4.00 pm.

**Sunday 15 February:** Bike Week joins with "Sunday in the Park" Commonwealth Park 1.00 pm to 5.00 pm. Displays by Cycling Clubs, Bicycle and Camping retailers, Museum of Unusual Bicycles. Win a Stackhat in the Guessing Competition. Paint the Bicycle Mural. Pick up a Bicycle Identification Form. Any questions on Bicycle maintenance? Pedal Power can help. Audio Visual on China cycling holidays by Tailwinds. Watch them race on rollers. Food and drink plus all the fun of the park. A great family outing.

Join 2CA with a live broadcast and lots of prizes to be won.

Last chance to enter the East West Airlines — Tailwinds Bicycling Touring Holiday to the Gold Coast. Drop your entry form in at the Action Travel stand.

**Monday 16 February:** 2CA will draw the winner of a Stackhat in the Breakfast Show. Belconnen Library presents Lunchtime Films 12.24 pm "Cycling Still the Greatest" and "Flight of the Gossamer Condor".

## UCI tells Australian racing organisations to work together

A special meeting convened by the Union Cycliste Internationale during the World Championships recently has ordered the top Australian Amateur and Professional cycling administrators to form a Joint Co-ordination Commission to further national cycling. The meeting follows arguments between the amateur and professional organisations centering on the licencing of juniors and veterans.

The UCI directive requires the Australian Cycling Federation and the Australian Professional Cycling Council to form a Joint Co-ordination Commission comprising the secretaries and presidents of each body plus one other representative from each. The aim of the Commission shall be to co-ordinate and agree on the following matters:

- the annual calendar of amateur and professional events
- which amateur and professional races are to be made open
- the list of professional licences to be issued to amateurs who have turned 20
- designation of commissaires for amateur and professional races

The Committee must meet at least four times a year and if it is not able to reach agreement on any given matter it shall turn to the UCI for its pronouncement. The UCI pronouncement will be binding on all parties.

On the contentious licencing issue the UCI made it clear that its rules state that only the amateur body may issue licences to juniors and veterans.

## Free map catalogue available

The Queensland Department of Mapping and Survey who trade as Sunmap have announced the release of their new map catalogue. The 1986 Sunmap Guide is a fully comprehensive list of all the maps available covering the State. The Guide features topographical maps of all scales and a number of specialist maps of interest to bicycle riders and other outdoor enthusiasts such as National Park and Satellite maps. Free copies of the guide are available from Sunmap offices or by writing to: Surveyor General, PO Box 234 North Quay, Brisbane QLD 4000.

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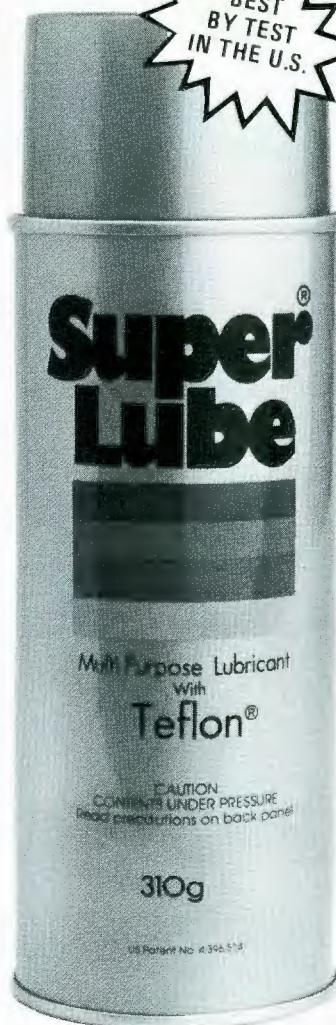
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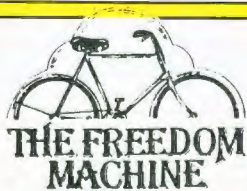
# PRO BIKE DEALERS

**PRO BIKE DEALERS** is a new section that highlights the goods and services of Australia's leading bicycle retailers. Bike shop professionals who want to get their message across to our 15 000 readers should contact our Advertising Director David Turner on (02) 913 1266 and find out about our favourable rates.

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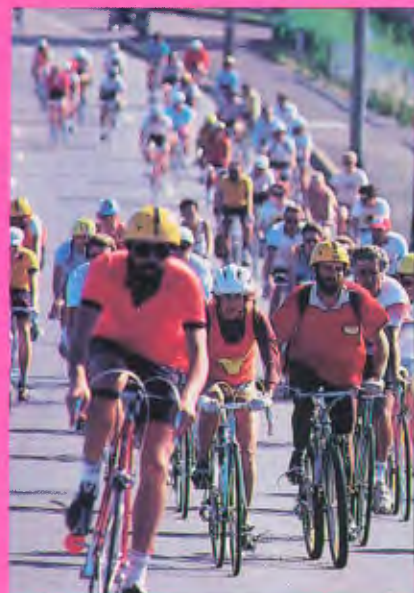


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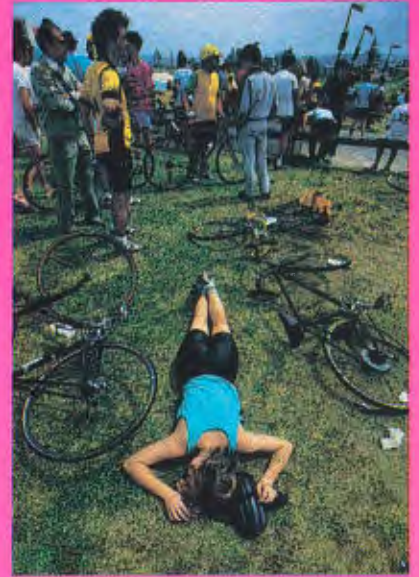
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The 1986 Repco Sydney to the Gong Ride. Photography: Colour – Guy Finlay/Nikon; Black and White: Ric Bolzan. Upwards of 2500 people rode the 85 kilometres between Sydney and Wollongong on Sunday November 23 and apart from a cool southerly in the afternoon all went well. The 1987 Ride will be held on Sunday November 22 and will see the return of our popular fashion parades plus some lunch time entertainment. See you there.





# Riding a road not long for this world

## Epic Journeys

**D**URING their travels through Australia Americans **MELISSA DAVIES** and **MARC FREEDMAN** heard of the new tourist road recently constructed through the Daintree wilderness in far north Queensland. They also heard that the road had been constructed with such haste that it would probably wash away during the next wet season. They rounded off their travels through our continent with an exploratory ride along this road. **Melissa** tells the story and **Marc** provides the images.

I had no doubts that my bike could make the trip along the Daintree Road to Cooktown in one piece. I had picked a handmade frame made from thick tandem tubing and had the rear rack welded onto the frame. It made for an exceptionally strong and responsive machine. With the addition of the latest in Mountain Bike technology my companion Marc Freedman and I were sure we had the ultimate touring machines. No worries!

It was my own physical well being I was concerned about that first day out of Cape Tribulation heading north on the controversial road called the Daintree. The map we had bought in Cairns did not begin to convey the steepness of the hills on that road.

Of course, it would have been a different ride if we weren't carrying front and back panniers. We had planned to take three days to get to Cooktown from the Daintree River. We knew we could replenish our supplies at Cape Tribulation and at Bloomfield. But we stocked up at Daintree and carried fruit and vegetables for three days plus the staple bag of rice and pasta, muesli and dried milk. On top of the bike we carried our clothes, sleeping bag, stove and tent in a pack tied onto the rack.

It was a 34 kilo rolling home. Not any more heavy than what it had been for the previous five months we had been touring Australia. In fact, it was quite a bit lighter than when we rode up the Center and had to carry several days water supply. But when encountering the hills and creek crossings of the coastal "wet" rainforest it was enough to make us want to toss it all off.

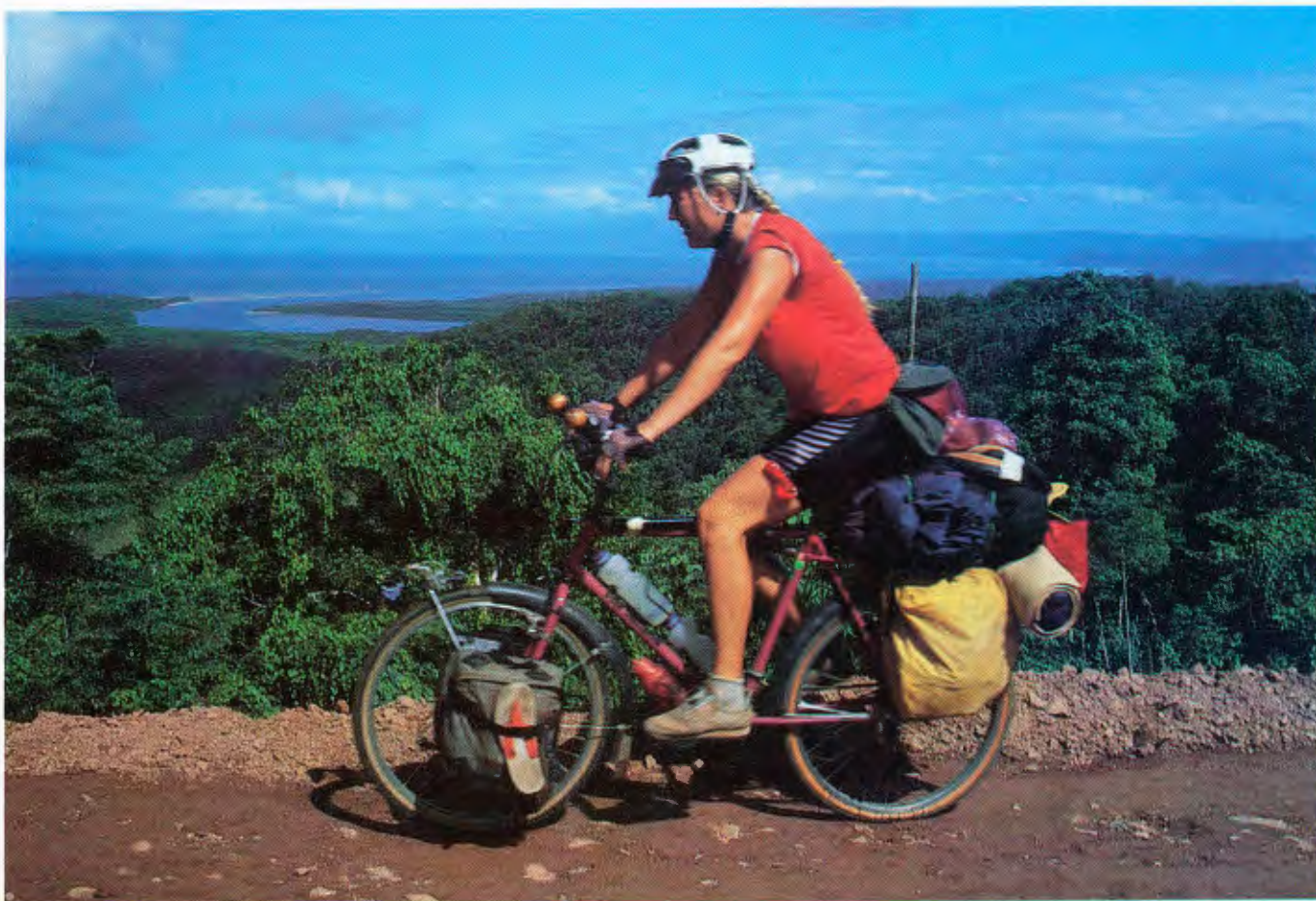
In early August, before rain had hit that area, we found the Daintree road to be quite good. There were no corrugations and it was mostly a smoothly packed hard clay surface. We had no problems crossing the creeks which frequently flowed over the road. Most of them were wide enough and deep enough to require that we walk through them. There were no difficulties with fresh water and the creek crossings proved to be refreshing breaks. We did keep one eye open for any stray crocodiles that might be lurking nearby.

I have rarely encountered a hill that I couldn't ride up. Even with 34 kilos worth of bike and baggage a hill has rarely intimidated me. We left the States assuming that our 22 inch low gear would be able to tackle any hill that we could find to ride up. There are at least two very intimidating hills on the Daintree Road. We had trouble walking up those hills. In fact, I would say they more closely resembled walls than hills. All we could do to get up them was to grab a tight hold on the bike, take a few short steps and rest, holding both brakes and standing with a parallel slant to the road.









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Reaching the crest of those hills was an anticlimax, to say the least. We had to walk down them as well! Walking down a hill is truly a humbling experience. We tried to ride at first. But when our hands hurt so much from squeezing the brakes that we were in danger of losing our grip it was time to stop. At one point, aimed downhill with both hands squeezed tightly on the brake levers, the rear end of the bike tried to slide down to pass the front end.

The Daintree section of the road to Cooktown ends at the Bloomfield River. There are still some good climbs but most of them have been cemented so they don't wash away. There are several settlements north of the Bloomfield River which makes for increased traffic. Because of the deepness of the River at high tide people are advised to cross at low tide. (I was more concerned about the estuarine crocodiles.) The bottom of the river at the crossing is full of small boulders and cobbles which make the going tough even for four wheel drive vehicles. We were lucky when we arrived before low tide to get rides across. I held my bike in my lap and sat on the bonnet of a jeep while Marc was even luckier to get a ride in the back of a small truck.

The distance from Cape Tribulation to the Bloomfield River is less than 30

kilometers. Normally an easy morning ride, it should be considered a tough all day ride if you get an early start and are in good physical condition. We had trouble defining the Daintree Road as a road in the traditional sense of the word. It seemed more to be a hastily bulldozed swath through the rainforest that paid little attention to contours, instead it charged straight up steep hills and straight down. No attention was paid to the future duration and durability of the road. Huge mounds of dirt were left to wash away with the next rain. Because of this and the erosion problems we witnessed as we were slowly pedalling and pushing through, we have little hope that the road will survive through the next rainy season.

A good place to stop for advice on road conditions, the weather and what time low tide is at the Bloomfield River is the store at Cape Tribulation. They also have interpretive jungle walks and carry a good selection of groceries and fresh vegetables.

Once you cross the Bloomfield it's less than 10 kilometers to the Bloomfield Hotel. It's a not to be missed stop with the biggest and best hamburgers we have had in Australia. The proprietess there rewarded us with some homemade caramel bars which we reckon are worth the trip along the Daintree Road in themselves!



# CENTURION

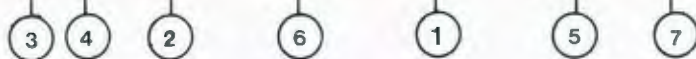
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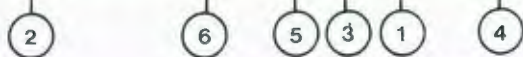
1. Tange Infinity double-buttressed chrome moly tubing
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Results published in the Sun News Pictorial 7/3/87.

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# Are you sitting comfortably?

## Riding technique

**C**ORRECT riding position according to JOE MARTIN is very important but is it really a matter of personal preference? Over his sixty or so years Joe has studied the matter carefully and concludes that the only hard and fast rule is that there are no hard and fast rules.

**T**AKE saddle height for instance. When I was introduced to the bicycle many years ago there were differences of opinion on the rules of thumb to be applied.

One said you put your saddle up until the toes could just reach under the pedal at its lowest point. Another said that the heel, without shoes, should just reach the pedal or, perhaps, flat heeled shoes should be worn for the test. In either case, some said the knees could be either bent slightly or the leg should be outstretched. There seemed to be no real criteria for the amount of bend; if advocated. However it was always encouraging to have a "big name" expert to seal his approval.

Should the saddle peak be far enough back to enable the handlebars to be reached with the knuckles when the elbow is against the peak of the saddle, or should it be the finger tips — or should the handlebars be even further forward?

Where should that confounded saddle peak be, anyway? Over the bottom bracket? Behind it? How far behind it? Was it important?

Of course, if you were riding a motor-pace bike you would be over the bracket, over the front wheel and almost biting the hairs on the neck of your pacemaker as you hurtled along at around the 100 km/h on sooper duper gears. No one seemed to query this extreme departure from the more or less accepted 6cms behind the bracket dictum of the day. Neither did it apply to those queer types who turned out on recumbent bikes. There were quite a few of them around in my young days. It was thought, however, that those blokes (the ordinary types) who rode track did a lot better almost over the bracket whilst the roadmen were better off behind it (to get that extra push as distinct from the trackman's twiddle). Be it so!

Who knows? A book on cycling in my possession from around that era confirms that 6cms on one page, further through the book it suggests 3-4cms whilst further on still, in an article on touring ventures no less than 10cms.

My impression of the modern day cyclist is that he/she does a far lot more twiddling than pushing and perhaps they are better off nearly over the bracket letting it all hang down. Does it matter? It's all very subjective and the points raised are hard to prove.

Maybe one could do some gum beating by pointing out that ones for and aft position will affect the centre of gravity and so affect the steering because that pretty equation for determining castor offset assumes that the centre of gravity remains constant. It doesn't. It shifts as one goes up or down hill, of course, which should be a good argument for course promoters to pick flat courses. It is supposed to be something along the lines that the for and aft balance should be such



that there is 55 percent of the weight on the back wheel and 45 percent on the front and so, for the finicky, it might be a good idea to check the distribution of weight in the panniers on those multi-splendored bikes one sees equipped for long trips. Perhaps all those bidons could be filled to various levels to compensate?

Then there is that business about frame size. A "rational?" approach suggests that one should be able to stand astride the bike without suffering involuntary bifurcation from the top bar. This is a good idea and ties in with that other baloney about the inside measurement of leg minus 10 inches (or something). A bike conforming to this criteria looks good and that is what sells bikes.

If you were going to actually build a bike along the lines suggested in engineering texts, then it wouldn't look good and sales would drop. In fact, there were still a few bifurcators around in my young days and they didn't look good. Efficient they might have been; light for their times, yes, but they didn't look good.

Fashion dictates most of the parameters in the bike game and those "aces" racing around the Continent dictate the fashion. I remember an engineer, an American, who came into our shop to have a bike built for his son to race on the track. It had 9 inch cranks, a gear well up into the hundred and a sloping top bar that could have inspired the originators of the modern "funny bikes".

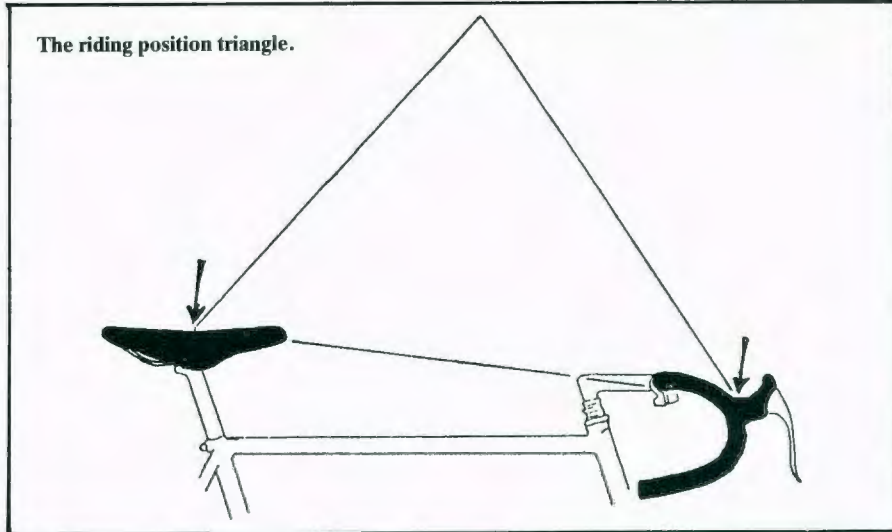
Junior sat well over the bottom bracket in a forward leaning position pushing back on his pedals like that "engine" in the Gossamer Albatross. It could go — but it took a lap, or so, of the track to wind it up so the mob boxed him in and he didn't win any more races after the first few.

One thing most bikes off the peg had in common was, unless otherwise ordered, they were almost universally fitted with what, in my neck of the woods was known as a "Chicago Outrigger" (handlebar stem). This was about 6 cms extension and accepted long with the other rule of thumb measurements (like a 266mm bottom bracket clearance for riding in cart tracks).

Now, if one positioned the saddle on its pillar to "look good" its peak would be about elbow distance from the handlebars (knuckles-up) and about the fancied 6 cms behind the bracket and whole contraption would look good — especially in the show room.

Back in those days there were a few English "light-weights" on the local market. Wheel sizes were 26" and frame angles around the 68 degree mark so that, with the saddle well back behind the bracket, one could sit astride his grid with both feet on the ground at those rare traffic stops. Frame sizes tended to be on the small size and were supplied with extra long, spindly looking saddle pillars. It was

The riding position triangle.



not unusual to see 15 cm or more pillar craning from the seat lug, even in the pictures of cyclists taken in the "home ground". They didn't look good in our viewpoint.

Australia was different. We went for 28" wheels and bigger frames on which we could sling a school bag, wheat bag, girl friend (with or without bag) or bunnies. Apart from the easier frame angles, it wasn't much different from today's mounts.

One criteria canvassed at that time was a "good" design, one that, with only a finger balancing at the saddle centre, the bike could be wheeled and manoeuvred with ease whilst walking alongside. I recently held a bike that wouldn't hold the front wheel straight, even though standing still, but flopped from one side to the other like a sick cow. Perhaps the panniers, when fitted, sorted it out — but its owner loved it. It's a matter of usage. My trusty English bike of 40 years vintage had a head angle of 70 degrees and a fork offset of 7cms (yes it did!). It used to do a magnificent rumba when going fast downhill until I reduced it. I shortened it — it stopped. Mickey Finn's Fabulous Front Fork Formula suggests about 6 cms but perhaps the original designer didn't know about Mickey Finn. Perhaps, this elderly gentleman has become more proficient at hurtling down hills and the amount of offset is not that critical, after all.

It has been written that each of us has his own personal triangle (saddle to handlebars to pedals) which never changes (hooray). If you go stern-up and head-down a-la- the racing blokes, the triangle moves forward, the handlebars go down and forward and the seat goes up and forward but the triangle remains unaltered. As you approach senility (or laziness) and you sit more upright, the reverse takes place. So the problem is, find the triangle.

I found mine, lots of them. Each one was THE one. In fact, if you come across one of those adjustable stems, the possibilities are infinite. You can go on adjusting your position ad-nauseam.

I suppose that if a thing feels good it must be good. Discomfort will dismount one quicker than fatigue and, in the long ride, it is comfort that is the prime target. The bushmen bikies covered long distances on their roadster type bikes fitted with sprung saddles and backward turned "Major Taylor" handlebars without much thought for niceties of "position".

Apart from the bike looking good and you feeling good, you must also look good if you move in a good situation. Look the part and your peers will think you are good — no matter how much you might be hurting.

In my young days one had ones heroes and tried to look like them. If your particular hero was say, Dunc Gray, you fitted Dunc Gray handlebars to your bike and a glance in a passing shop window confirmed your approaching stardom.

There were other subtle nuances to take the place of those (then non-existing) racing sweaters with the exotic trade names which nowadays do so much for the morale. The stars invariably parted their hair down the middle and plastered it with Brylcreem (also known as "go-fast") to create an impression of speed. But, easily then, as now, fronting up with some new fangled gadget did lots more for ones morale — like purchasing a new hat or sweat band.

Oh yes, saddle height! We used to reckon twiddlers needed to be a bit on the low side (with shorter cranks) whilst pushers went the opposite way.

Of course if you were riding a Tour-de-France, you might finish up with the saddle lower than when you started to ease those aching knees (or saddle sores) or, perhaps like some of the aces, have your saddle height altered by your mechanic to suit the terrain as you rode along. It's all in the behind.



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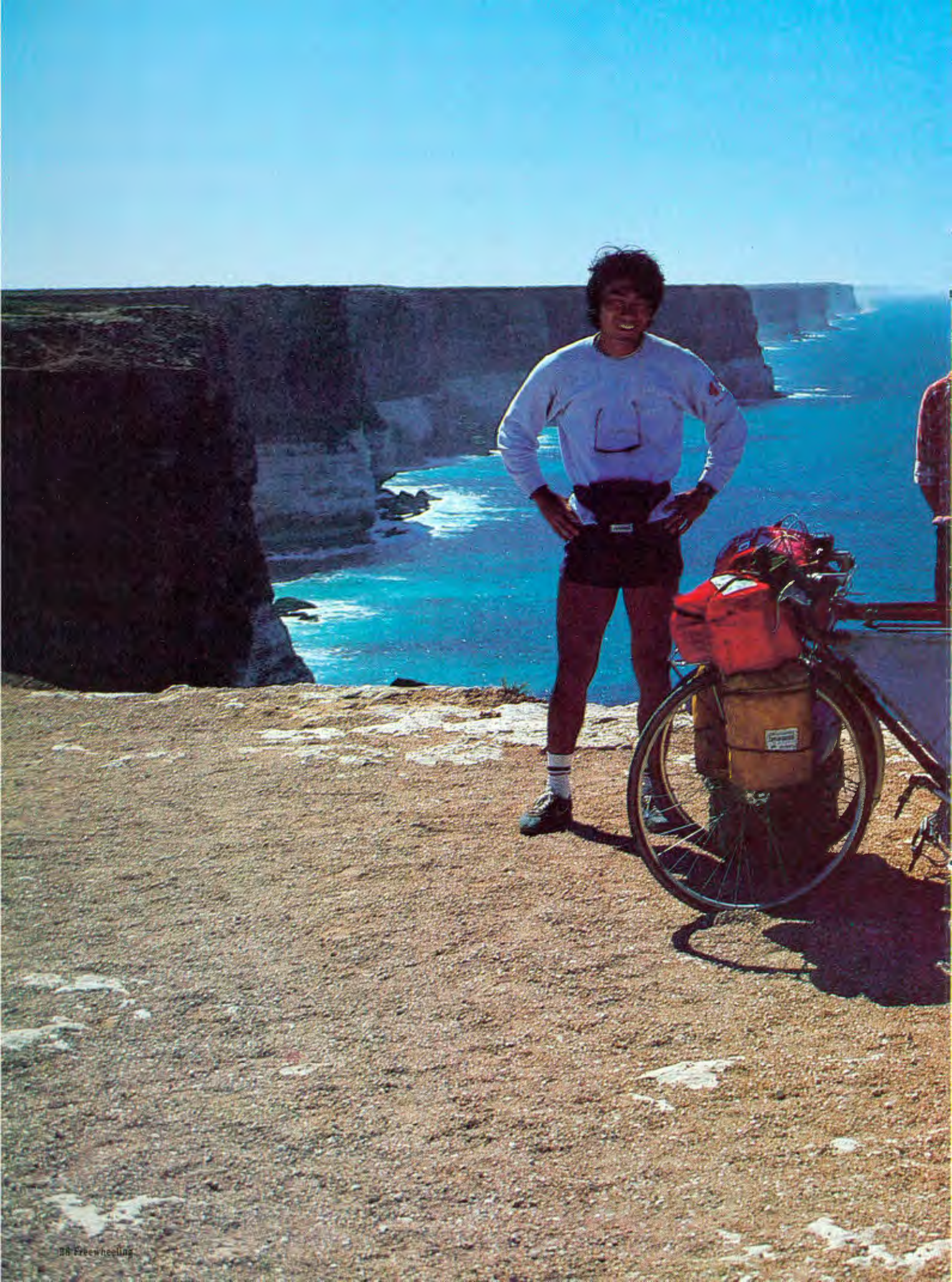
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# The Japanese in Australia

## Epic Journeys

**A**t any one time there are probably more Japanese cyclists travelling around Australia than Aussies. To try to understand this phenomenon we asked HIDEO TANIKAWA to write about his recent journey across the vast Nullarbor Plain and his impressions of the countryside from a Japanese viewpoint.



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JAPANESE people who live in densely populated areas dream of going to 'the middle of nowhere'. I didn't know why but most of my day-dreams had something to do with a very large dry and barren country. I decided that it must be Australia and that I had to go there.

The major obstacle was time. Luckily I was chosen as one of the participants in an English scientific project called Operation Raleigh (three months in Honduras) which gave me some extra time before I went back to my studies. Having set my goals on Australia I decided to add challenge to my trip by travelling across the Nullarbor Plain by bicycle.

My initial concept of cycling in Australia imagined me cycling through a series of hazardous conditions including hot temperatures, dry weather and lots of uninhabitable areas. Three years of continuous preparation had made me feel easy and gave me confidence to face the vastness of the Australian continent without too much fear of the unknown.

My basic gear was assembled around a semi custom-made Japanese style touring bike (what Japanese call camping bikes). The frame size was 560 mm and made of full Chrome Molybdenum. The bike itself weighed about ten kilos but to put four bags on the sides it was necessary to have four side carriers, one front carrier and one rear carrier. Because I had too much space for gear I took too much gear!

The wheel size of the bike was 26 x 1 1/2 (650B). I was told that I wouldn't be able to get the same size in Australia so I decided to take five spare tyres and four spare tubes. As it turned out I used four spare tyres in my whole time in Australia and New Zealand.

I expected to carry lots of gear and to go to New Zealand (which is famous for its hilly country) so I fitted brand new wide-range chainwheels, freewheel and derailleurs. My gearing set-up prior to departure consisted of the following sizes: chainwheels 48/40/26; freewheel 14/16/19/25/30. This wide-range gearing helped me a great deal, especially on the longer sections.



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Generally people might think the southern part of Australia is all flat but it's actually rolling all the way apart from the Nullarbor Plain. When you carry a lot of extra weight it's advisable to have a wide range of gears (preferably 15-speed).

Australia is a dry country so it's best to have at least two water bottles plus an extra water container (depending on the season). At least five litres of water is essential, even in winter. Don't forget some spare parts and some basic tools. Spare spokes are indispensable and a small piece of wire is useful for repairing carriers etc. Before starting a cycling trip such as this it's a good idea to change parts such as bearings, grease.

**O**RIGINALLY I intended to start from Sydney, going right across Australia, but lack of time made me start from Birdwood, which is a beautiful small town about 50km east of Adelaide. I spent a week in Birdwood assembling the bike and gathering all sorts of information.

On 23rd September I set out from Birdwood in light rain at the start of 44 days cycling. On the first day I only made 38km which was good exercise for the first part of the long trip across the Nullarbor. I started out on Highway 83 and travelled up to Clare a town famous for its wine industry.

The first thing which surprised me was the rolling roads. My former estimation of Australian roads was that they were flat, flat, flat, apart from the east coast. With my mass of equipment it was a lot of work to go up every small hill. The second thing which made me mad was the strong head wind. I experienced this on my second day and I've never encountered one like it in Japan. But going through wide farm and winery country I was quite amazed to see entirely different types of scenery.

On the fourth day I had the longest run ever, 135km to Wilmington, quite a comfortable ride with a good tail wind. From Wilmington to Port Augusta I found my first big hill, (Horrocks Pass), which took me an hour to climb but this



effort was paid off at the top. From the top I obtained a magnificent view of Spencer Gulf and the dry, flat Eyre Peninsula. As soon as I got down to Highway One I came to experience the real hot dry and flat typical South Australia for the first time.

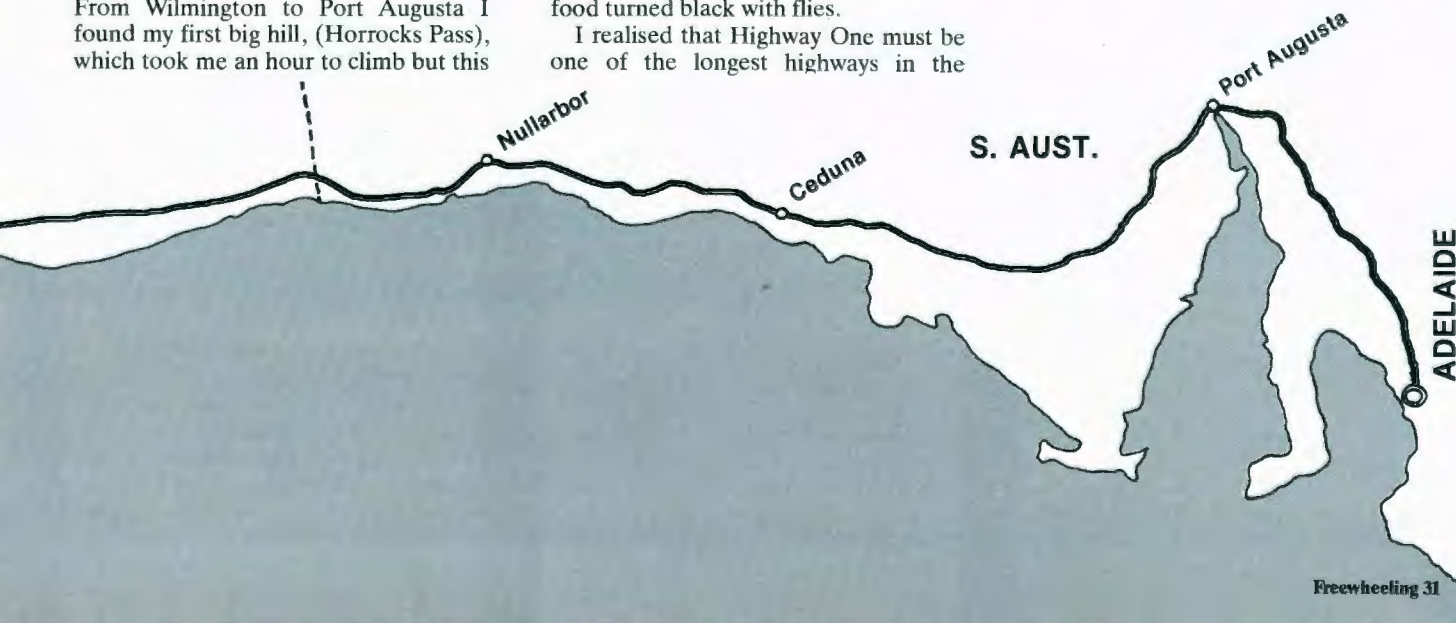
Birdwood to Port Augusta is approximately 350 km and, much to my surprise, Port Augusta is a very small town (by my standards anyway). That night I met another Japanese cyclist – Shigeo Dei – completely by chance at one of the caravan parks. It was a great surprise to both of us because we didn't even meet on the road. We decided to cycle together for a while, Shigeo had started from Sydney and had cycled about 8,000 km already.

From Port Augusta we started experiencing typical Aussie countryside. There was nothing but scrub for a while until Kimba and we didn't have any trouble finding dead kangaroos on the road, I got sick of seeing them. But the worst thing was an attack of hundreds of flies. We could hardly eat our lunch and our food turned black with flies.

I realised that Highway One must be one of the longest highways in the

**The long and unwinding road. Into West Australia and the distant hills appear as mountains on the low horizon. Picture on pages 28 & 29 shows the author and his Australian touring companion on the cliff top lookout where the Southern Ocean crashes up against the limestone cliffs of the Nullarbor Plain. All pictures by the Author.**

world. From Kimba we were into grain country and there were more and more ups and downs. Eight days after I set off from Birdwood we took a day off, it's pretty tiring to push nearly 100km every day. So far I hadn't had any trouble carrying food. One of my four bags was filled with all sorts of goodies. I normally ate fresh vegetables and meat, which sounded pretty good but at the end of the day I didn't have enough energy to take the time to cook this fancy stuff so most of the time I ate vegetables and rice which I cooked together. This became worse and worse in the Nullarbor. As I neared Ceduna the heat started killing me. I couldn't believe that it was





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only early Spring but I had expected the heat to be my toughest adversary.

After a good rest in Ceduna I set off for the longest, roughest, most monotonous ride I've ever had – all the way to Norseman (about 1200km) – on the 5th October. Ceduna was the last big settlement before Norseman and lots of people warned me that I should take everything that I was going to need to cross the Nullarbor. So I got a week's rations, bread and a couple of two litre water containers. My bike was fully laden with food and other indispensable gear. Most of the food consisted of rice, freeze-dried vegetables and rolled oats.

I was not completely isolated immediately after Ceduna. I could see a few settlements (including Aboriginal settlements) before I got to the Nullarbor. There are few places where water is available so it is advisable to fill all the water bottles whenever you stop at a roadhouse. In Spring I was carrying about six litres of water and whenever I ran out I stopped vehicles on the road and asked them for water. Most drivers are very kind and whenever I stopped for a break some would stop and ask me if I was alright. Sometimes they offered me a can of beer or some fresh fruit. Actually, after a week I ran out of food and started living on all sorts of junk food from roadhouses – chips, hamburgers, pies, biscuits, etc. So whenever I saw wild animals such as kangaroos, rabbits, wombats along the road I would crave some fresh meat.

When I camped out in the bush for the first time I was very nervous. Being alone was a major factor but I spent a month camping out between Birdwood and Esperance.

Avoiding punctures takes a lot of work. Every time I got off the road I checked the tyres to see if they had picked up any spikes or prickles and this seemed to be worth it as I didn't have one puncture in my 3600 kilometres through Australia.

After Nullarbor the real Nullarbor Plain starts. There is nothing for hundreds of kilometres. As far as the eye can see there is only one black line and green and brown shrub and grassland. Strong winds can come from any direction. People tend to think that there are always prevailing westerly winds at this time of year in the Nullarbor but I had six days of tail wind and six days of head wind out of 13 days. So I'd say the wind is variable and can settle down for a week depending on the conditions. It is certainly the biggest obstacle to crossing the Nullarbor and any other part of Australia.

The first place of interest was in the middle of the Nullarbor Plain. As you near the state border you come across several scenic lookouts. The vast Plain becomes a high cliff which rears a cou-



ple of hundred metres above the Great Australian Bight. It is a marvelous view. The contrast of flat treeless plain and the blue ocean is stunning. About ten kilometres across the state border there is a chance to see the ruins of the old telegraph station in a white sand dune.

I reached the SA/WA state border after five days. An Australian guy caught up with me and we decided to cycle together. Since his father was Aboriginal he knew everything about bush life and this gave me a unique opportunity to learn about flowers, animals and the bush. In South Australia the road is well sealed and I came across three water tanks (made out of concrete – nice and cold I reckon) but as soon as we got into WA the road surface became a bit rough with parts of the bitumen coming off. The continual cattle grids gave us trouble all the way to Norseman. I had never seen them before and it took me a while to figure out what they were. In WA there were a few water tanks which depend on rainwater which meant that they did not necessarily contain any water.

**Top: The Nullarbor Plain is flat and treeless. Bottom: Cyclists are always pleased to greet other travellers on the long haul across the Nullarbor. Hideo's Aussie touring companion is on the right.**

There is no great variety in the scenery until you get closer to the last roadhouse before the longest stretch in Balladonia. All you see are dead animals, bush and mean, annoying, trucks. Of course, this section is mainly flat but I had an illusory feeling that the road was slightly uphill both behind and ahead of me. The last section before Norseman is the longest stretch and there is no water tank or roadhouse for 191km so make sure that you have enough water and food.

The road is continuously rolling and unless you have a strong tail wind it is rather hard going. But for those coming from the east, Norseman sounds like a paradise like Las Vegas in the US. We just couldn't stop thinking about fresh meat, fresh vegetables and a bucket of



ice cream. After 13 days struggle with strong head winds and starvation we covered the 1200km from Ceduna and reached the paradise of Norseman. We celebrated the successful crossing of the Nullarbor with big meals. For one lunch we each had a litre of ice cream and shared a huge can of fruit salad. That was what we had been waiting for.

After having a nice rest at Norseman we kept going down to Esperance along Highway One. Blue ocean and white sand sounded great to us and I stayed in Esperance for five days. My friend and I parted company and I kept going to Albany. I was running out of time so I pushed myself hard to travel 500km in four days through farm country and past the Stirling Range (the first mountains I had seen in Australia, quite impressive even though they are only 1000 m).

From Albany I stuck to the South West Highway. I enjoyed the changing scenery after cycling through flat and dry country for a month. In Bunbury I saw the first traffic lights for 2700km – an impossibility in Japan!

There had been some moments of paradise on the way but Perth was the real paradise for me. After cycling 3600 km in Australia I reached my final destination, Perth, full of sunshine, water, people, skyscrapers, etc. Going back to real civilisation for a while sounded great to me. Being able to stay in one place for a while was the greatest thing.

I hadn't encountered such a great wilderness before. I really enjoyed cycling through the desert. This may be a surprise to some people but the desert contains a great deal of wild life – kangaroos, wombats, rabbits, camels, emus, not to mention wild flowers. I had picked the best season and all the bush flowers were blooming.

What really impressed me was the dignity of the wilderness, it's impossible to get away from modern civilisation in Japan but I managed to find myself in the "middle of nowhere". It was a very valuable experience.

I experienced all sorts of weather, from 40 degree days to freezing cold nights and thunderstorms but overall it was cold and rather comfortable to pedal. It's advisable to take warm clothes and a good sleeping bag because desert nights are cold.

Apart from the natural beauty I met lots of nice people but unfortunately not many other cyclists. I saw perhaps a dozen cyclists crossing the Nullarbor, possibly 20 in other parts of Australia but in New Zealand I saw at least half a dozen cyclists every day. Lots of people in cars wanted to take my picture. I was like an alien in the middle of nowhere.

When it comes to take a look at the contrasts between Australia and Japan there are several points of interest. Obviously the two countries are very differ-

ent in size. I just couldn't believe that I was travelling hundreds of kilometres on straight roads and there was nobody there but me. It was pretty hard to get used to seeing no trees because two thirds of our country is covered in forests. We are used to many mountains so, cycling through the flat country, I really missed high mountains.

I found the Australian cycling style very different from ours. I suppose we are very traditional in our use of a special type of touring bike (26 x 1½" wheel, special frame, low balance of side bags). People tended to confuse it with a mountain bike but it is different. Most of the cyclists I've seen have 27 inch wheels and high balanced side bags. I reckon low balanced are better in windy conditions. But the difference in attitude to cycling is the most obvious contrast. I suppose this relates to the reason why there are so many cyclists from Japan in Australia.

Most cyclists I met seemed to have enough tools but some of them didn't have enough spare parts. Anything can happen in the middle of nowhere and it was almost hopeless to get enough parts until I reached the biggest city. It was especially difficult in South Australia and Western Australia.

I found that the more people are isolated the nicer they are; whenever I had a chance to talk to people I found them very friendly and kind. A couple of times I was shown great hospitality by local farmers. I found Australian people very easy to get along with and I really enjoyed spending time with them. Their lifestyle suited me very well – I sometimes thought about coming back and settling down!

Most Aussies might think that Japanese have special difficulty with your food but for me there was a problem

with only one item. The only thing I couldn't eat was Vegemite. At first I thought it was a kind of chocolate spread and put heaps of it on some toast. I had a big bite. That turned out to be a disaster, but apart from that everything was okay. As far as camping was concerned there were lots of goodies such as freeze-dried stuff, oats for porridge, cheap bread and so on. When I was in the desert I couldn't wait to get to the next roadhouse to have a can of cold beer every day. A can of beer was far better than anything else.

Lots of Aussies ask me why there are so many Japanese cyclists in Australia. I agree that there are more Japanese cyclists than any other nationality. To understand this you must consider Japanese characteristics. Everyone has their own motivation to do anything but to most Japanese cyclists the challenge is the most important factor in coming to Australia. That is why lots of cyclists who go around Australia are Japanese. Australia is civilised but there are vast areas and deserts completely isolated from modern civilisation. Lots of unusual animals and red sandy deserts encourage their interest in Australia. I didn't feel the same attitudes so strongly in cyclists from other countries. Perhaps this is typical of the difference in attitudes between westerners and Japanese.

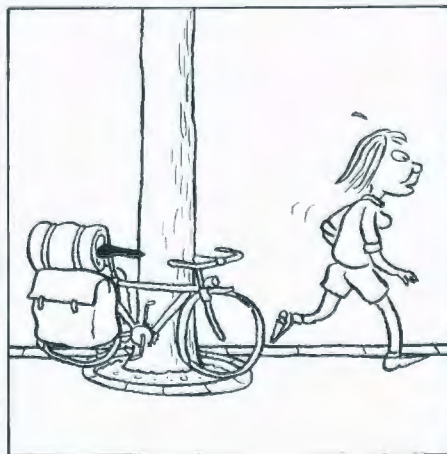
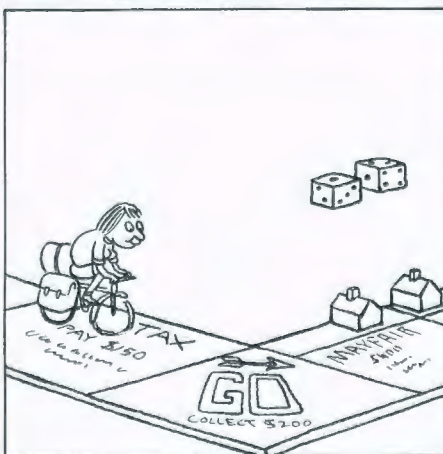
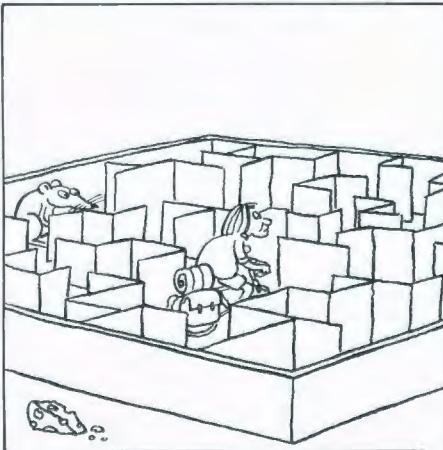
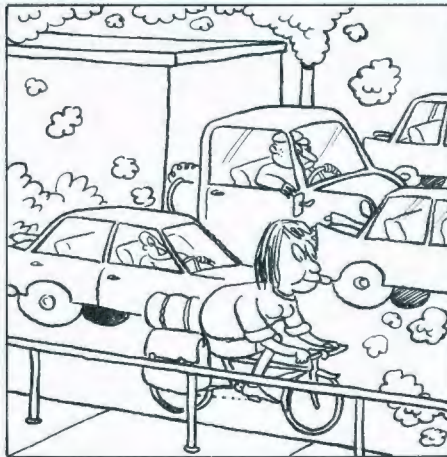
There are other factors, too, Australia is a very safe place to travel. It's much safer than going to the USA. Symbolised by the kangaroo, koala and Ayers Rock, we have a pretty good image of Australia in Japan. ■

**Almost there. Norseman marked the return to civilization after the long ride from South Australia.**





# THE EPIC JOURNEY





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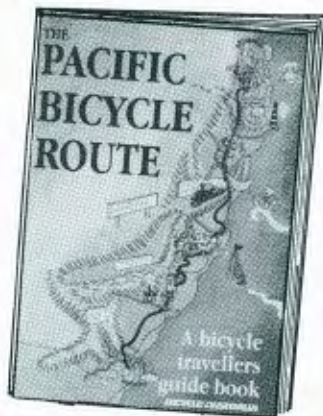
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# The Pacific Bicycle Route – a biased review

## Epic journeys

**T**HE publication of the Pacific Bicycle Route guide book by Bicycle Australia marks the realisation of a ten-year dream for our publisher WARREN SALOMON who started the project and guided it through to its present stage. In this retrospective he looks at the origins of the Bicycle Route and offers his hopes for its future.

**A**S a boy growing up in suburban Brisbane my bicycle provided me with mobility. It was more than local transport however it was a valuable means of escape from occasional boredom and a

way of exploring beyond the confines of my locality.

My first long distance bicycle trip was a hair-brained affair. I was sixteen at the time and with a group of mates decided to ride to Lake Moogerah in the Fassifern Valley some 120 km to the south

A cloud covered Mt Lindesay looms larger than life as the bicycle route begins its slow climb up the Richmond Range. Photography by Warren Salomon.

west of Brisbane. How we managed to complete the journey had more to do with group determination than good planning for the trip had its problems from beginning to end.

Some of its more exciting moments have become etched into my memory. We left our meeting point in the northern suburbs on Thursday night at the start of the Easter break. The traffic leaving town was ferocious and our small group of six found ourselves in the thick of it. We had only been riding an hour when a bolt holding my rear steel rack to the frame came loose causing my load to fall off. Further along the road one of my companion's pedals fell off.

We had spent a little time preparing for our trip but really we had no concept of distance and what lay ahead of us. Our machines were all single speed bikes with coaster brakes and before Ipswich at least one of our party had to return home because his bike had collapsed underneath him. We carried our gear in rucksacs perched atop our rear luggage racks and some even carried their gear on their backs.

At about two o'clock in the morning we decided to stop for the night and camped under a wooden road bridge just short of the Amberley turnoff on the Cunningham Highway. We were all seasoned campers and even the roar of the interstate transports thundering overhead did not disturb our sleep for what remained of the night.

The next morning we resumed our journey down the highway to the Lake. That day turned out to be a scorcher and a dry head wind reduced our progress to what we thought was a snails pace.

When we arrived late in the day to meet up with friends at the campsite we humbly accepted their offer of a lift back in their cars the following Monday. No one wanted to have to pedal back the next day and spend the rest of the holiday struggling with the heat and traffic.

In the next ten years I spent a lot of time bushwalking with friends in the mountains to the west and south of Lake Moogerah and thought I knew the area extremely well. I could name all of the peaks in the Main Range and knew where the best swimming holes and camping spots were to be found.

In 1972 I moved to Sydney and took my ten-speed with me. In the big city the bike came into its own as commuter transport as I chose to live close to my place of work. By that stage I had been bitten quite badly by the touring bug and few years later joined the fledgling Bicycle Institute of New South Wales.

In 1976 I set out with a friend on a trip



to far north Queensland. One leg of that journey was a bicycle tour from Casino in northern NSW across the border to Ipswich. I remember pausing on top of the hill near the Croftby turnoff south of Boonah late in the afternoon. The mountains of the Main Range and the McPhersons dominated the horizon. The peaks in the distance were all too familiar but the foreground – the countryside we were now travelling through on our bicycles – was completely new to me.

In all of those years spent driving between Brisbane and the ranges that make up the Scenic Rim of south east Queensland I had hardly even noticed the regions in between. It was typical, I

thought, of the tunnel vision that characterises car travel. Out here on a bicycle the old world was being rediscovered.

It was after dark when we finally arrived in Boonah. A strong warm wind had blown up on dusk and as we rode up the concrete paved main street we half expected tumbleweeds to roll out of a side street and foul up our spoked wheels. The town seemed deserted and uninviting to a pair of weary bicycle travellers and as we knew very little of the facilities and attractions of Boonah we felt very unwelcome. Eventually we found a hotel that wasn't full of visiting bowlers and collapsed into a deep sleep.

The next morning the town was a totally different place. The main street was

cheery and full of life and we soon felt at home. Over breakfast we deduced that our entry into town would have been less traumatic if we had known more of what the town had to offer. On our way out we collected as much information as we could from the Shire Council offices and headed off across the rolling countryside to Ipswich.

The 'Boonah experience' was not an isolated incident encountered by one or two travellers. It had been a common feature of bicycle travel in Australia since the early days. In other countries efforts were being made to overcome these difficulties so why couldn't the same thing happen here?

Later that year I was to hear news of the big rides which had recently taken place in the USA to inaugurate their Trans America Trail so the idea was suggested for a similar route here in Australia.

In January the following year I set out with a group of riders from Windsor station in rainy conditions to ride to the Hunter Valley. The aim of that ride was to test the first section of a proposed bicycle route which would eventually span the entire east coast regions of Australia. There were many other rides from that point on and as each part of the route was selected the results were published as tour guides in *Freewheeling*.

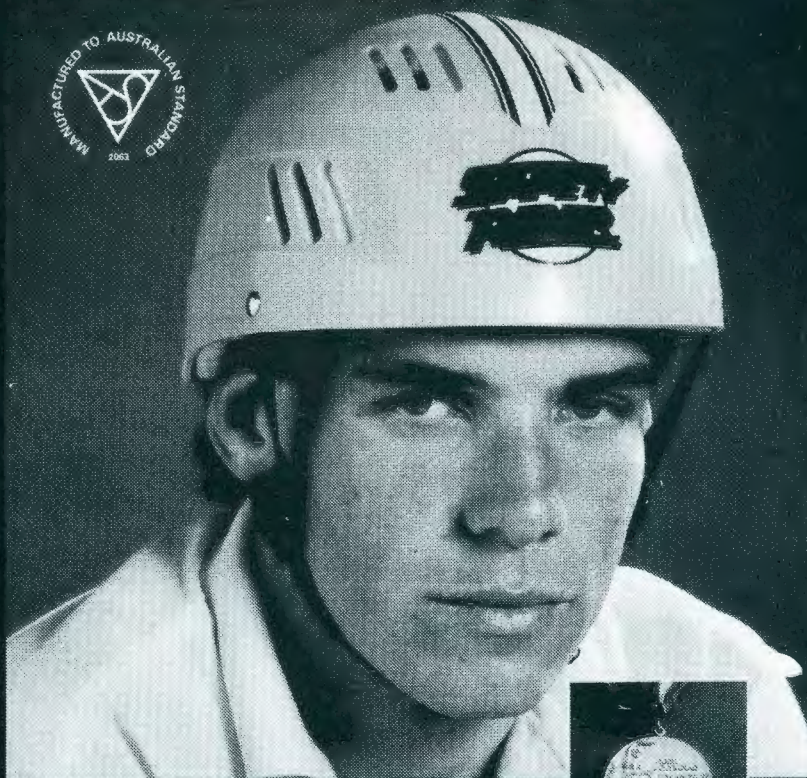
As much as *Freewheeling* was useful in publicising the Route in its early days I believed that it was not the kind of organisation to sponsor the concept beyond the initial stages. By 1980 I had published all three *Freewheeling* guides to the Route linking Sydney to Brisbane and the idea of a national network of similar trails was emerging. Towards the end of that year eighteen people from all over Australia gathered in Sydney to form Australian Cycle Trails which was to become the group that would sponsor the trail network and ensure that guide books would be produced.

Now that the original Pacific Bicycle Route (and its proposed siblings) had foster parents with firm plans for its future it still needed some extra support and encouragement to get it through early childhood and into a more secure adolescence. A detailed guide book needed to be produced to properly document the route and its facilities so in 1982 Australian Cycle Trails applied to the State Bicycle Committee of NSW for funding.

Rather than jobbing out the production to a disinterested production house the work to produce the guide was undertaken by a small group of professionals who were actively involved in bicycle touring. A few design concepts still had to be tested.

Over the last ten years literally hundreds of maps for cyclists have been produced both here and overseas. Though

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many were clear and informative (many were not) none were able to blend the information so necessary for a successful journey with a feeling for the geography and landforms of the route.

In October 1982 I rode the Route from Windsor to Ipswich accompanied by a small group of riders. Coincidentally one of my companions on that trip was Neil Irvine the present day editor of the Bicycle Institute of NSW journal *Push On* (the photographs that illustrate the guide book were taken on that ride). In a hectic two-week period we rode the Route and managed to add to the already voluminous research that would eventually be used to produce the trail guide book and maps. One thing we discovered was that though the trail for the most part successfully avoided the busy Pacific Highway, very few parts of the Route were through forested areas. I thought that our future maps should show this.

When the guide book and maps finally went into production midway through 1986 the designer and cartographer Suzanne Powell and I decided to use coloured Landsat satellite images to accurately locate the forested areas for our maps. We were so impressed with these images and the way they depicted the landforms that we chose to create a completely new type of map which would integrate hill shading with vegetation to present a naturalistic view of the countryside.

The finished Route maps are unique and I know of no others like them anywhere in the world. The hours of research and artwork that went into producing them was born out of a detailed knowledge of the route and a love of the land through which it travelled. Suzanne was pleased to be able to see this particular project through to its final published state as she had participated in many of the early trail blazing rides and had ridden much of the route.

The mammoth task of preparing the guide book text was undertaken by Heather Nesbitt and David Wrathall. David and Heather are geographers and town planners by profession and were able to use their skills to not only sift through the huge amount of material amassed by bike riders over the last ten years but also seek out additional information to fill the few gaps that remained.

One thing a geographer is taught is that there are two types of elements depicted on maps: natural features which seldom change like rivers, bays and mountain ranges and; constructed features which often change such as towns, roads, railway lines etc. Early this year we were alerted to the fact that Hacks ferry across the Wilson River near Telegraph Point had closed down. This meant that our Route would have to be

diverted and before the book went into production I had to do a hurried research ride in the area to find a suitable alternative.

I had hoped that the coastal road between Crescent Head and Port Macquarie would be suitable but my ride along it found it in appalling condition. This meant that the Pacific Highway must carry the route south out of Kempsey – at least until the coastal road is upgraded.

Now that the guide book has been published the next step for Bicycle Australia will be to get the Route signposted. During our 1982 ride an inventory was taken of all the existing signposting and the updated list will be sent to the

two State Governments in the next few years along with recommendations for the complete signposting of the route.

What this will do will be to make the Route more enjoyable to ride and make the project more easily recognisable as a major tourist attraction. In time I hope all of these measures will encourage more and better facilities for bicycle tourers and the local communities. In ten years the regions flanking the route have become much more aware of the need to get involved with the tourist economy by providing better facilities. I hope that the establishment of the Pacific Bicycle Route will ensure that bicycle travellers are not forgotten.

Sydney December 1986

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## Day 9 Saturday – Smoky Beach to Bellinghen 115 km

**S**MOKY Beach Rest Area is a magical little camping area in the northern part of Hat Head National Park. A few fisherfolk use the area as a base for their 4WD trips down the long beach towards the little town of Hat Head but apart from the occasional visits from curious on their way to the nearby lighthouse and lookout it is a secluded world of exceptional beauty.

The camping ground is nestled into the forest behind the ancient coastal dunes. There are a few constructed walks through groves of banksia and cabbage leaf palm trees and down by the beach a small waterfall gushes over a rock wall during the rainy season. The National Park provides pit toilets and rubbish bins but no drinking water so campers are few.

I have visited this wonderful spot a number of times in the past to soak up the wind swept coastal scenery, walk for hours through the huge sand dunes and climb over the pink granite of Smoky Cape. It is only a few kilometres from civilization but as it has few facilities and is well off the regular (motorised) tourist trails it is always a wonderful place to recharge ones psychic batteries.

After spending our one rest day lying about under the trees and being buffeted by the rollers of the blue Pacific we set off to Bellinghen early. We left our campsite at about 7.45 am and rode the easy six kilometres to the Jerseyville bridge in the cool of the morning. This time I had been lucky to strike a good day at Smoky beach as it had always been rotten weather each time I had been there previously.

In the still morning air our passage up river to rejoin the trail at the Clybucca was easy going and soon we had reached the busy Pacific Highway. Peter took a short dip in the river near the turnoff in preparation for a hot day ahead. At Clybucca the Route leaves the wide Macleay River flood plain and heads through forested country to the Stuarts Point turnoff. The highway traffic along here was fast but not difficult. At the turnoff we left Warren Pfeiffer who rode on in to Macksville via the highway while we headed off to Grassy Head.

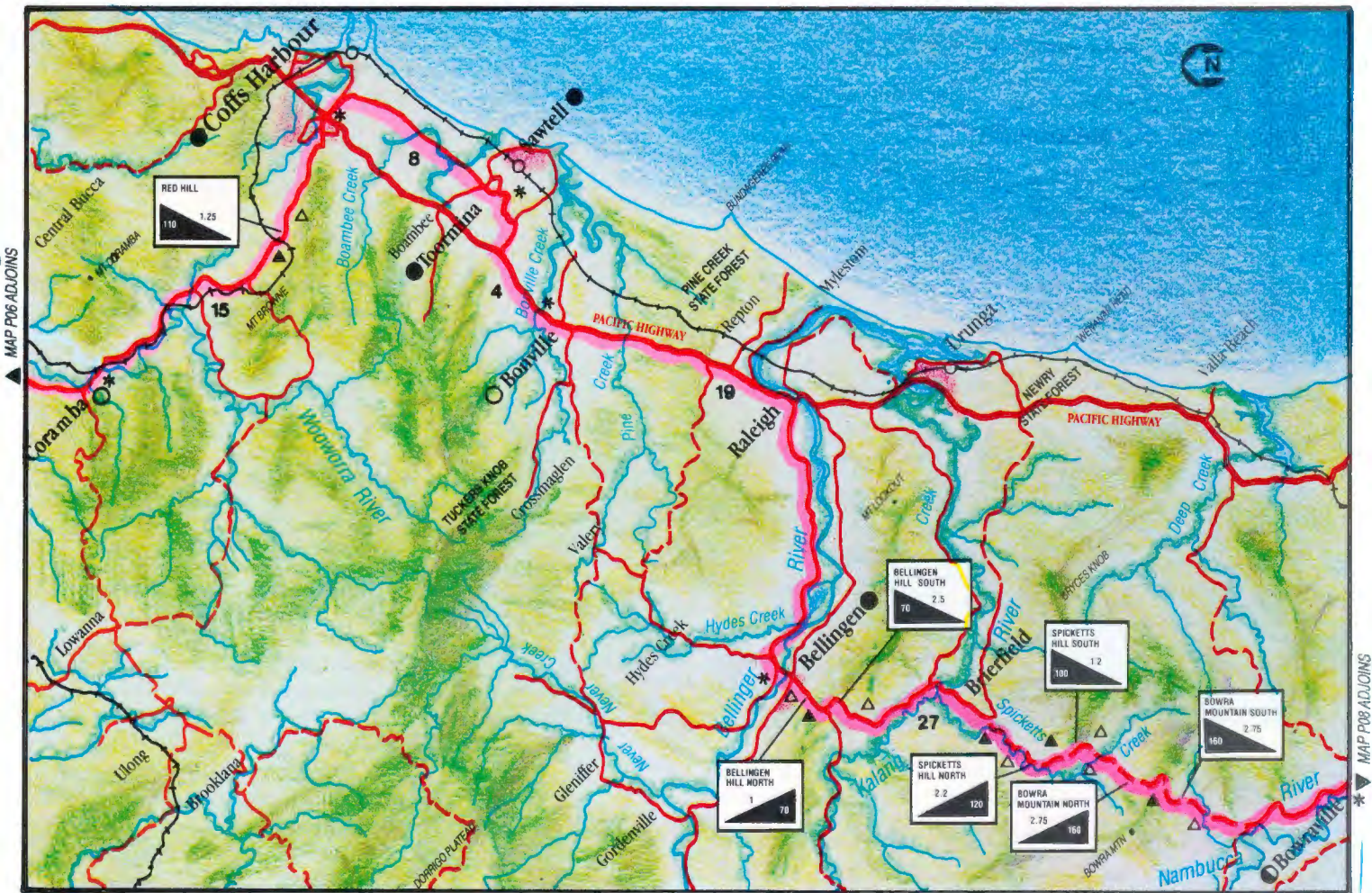
From the highway the Route winds around the foot hills of Mt Yarrahappini through green paddocks and banana

# Riding the Pacific Bicycle Route

## Epic journeys

**I**N October 1981 WARREN SALOMON along with three companions rode the Pacific Bicycle Route between Sydney and Brisbane. Half way through the two week journey they paused for a much needed rest day near South West Rocks. The following story is an edited account of the remainder of their journey taken from Warren's journal.





Map P07 Coramba to Bowraville

plantations. Just before Stuarts Point the road drops to the Scotts Head road and the Route turns left on it. Here we picked up our first winds and found that the north westerly was still with us. At the Grassy Head picnic area and caravan park we had a swim in the surf. We were intrigued at the signs warning bathers about wearing insufficient bathing costume so we were sure to wear our swimmers.

After Grassy Head the road turns to gravel for a few kilometres and climbs over Middle Head and up over the ridge to the Scotts Head – Macksville road. Before we reached this point Neil was speared by a fallen log and one of his rear panniers was knocked clean off its hooks!

The next ten or so kilometres into Macksville is over gently rolling countryside beside Warrell Ck. The road then rejoins the Pacific Hwy for the run into town. The Route turns off after the second bridge and follows the old highway into the centre of Macksville. Sunday in Macksville is not one of its busiest times and after searching high and low we met Warren and settled for a sit down lunch at the Bridge Cafe.

We left Macksville at about 2 pm and rode to Bowraville along the pretty

The Pacific Bicycle Route comes complete with a removable set of sixteen full colour route maps. Maps 7 and 8 are shown above. Major hills are marked with a hill graphic which gives the height in metres and the length of the climb in kilometres. The hollow triangles represent the bottoms of the hills while the solid triangles are the tops.

Nambucca River past swimming holes and picnic areas. At Bowraville we stopped to pick up food and then rode on to Bellingen.

To get to Bellingen we rode over Bowraville hill (bitumen), Bowra mountain (dirt), Spicketts hill (dirt), Little Spicketts hill (bitumen), Kalang hill (bitumen) and Bellingen hill (bitumen). The dirt section over the mountain had been recently graded and in some places was very loose. The normally rocky gravel along Spicketts Creek was in much better condition than July last year when I had passed through travelling south. Its amazing how gravel roads can change. mountain to fill our water bottles.

We arrived at the top of Bellingen hill in dark and then dropped down into town to stay for the night at the caravan park. After twelve hours in the saddle we were glad to touch down at last. Whew!

## Day 10 Monday – Bellingen to Grafton 112 km

**A**FTER a long drawn out day on Sunday we commenced Monday a little cautiously. By 8 am we were out of the Cedars Caravan park and onto the Valery road a part dirt/part bitumen alternative route between Bellingen and Bonville. The first part of the road was over ridges cleared for farming and odd blocks which had been left to regenerate were covered with adolescent gum trees. There are three small 100-150 metre climbs between Bellingen and Valery where the road reaches a T junction and the bitumen ends.

What follows for the next 7 km is one of the worst dirt roads we've ridden. In some parts the surface resembles railway ballast and most of it is spent slowly (and steeply) climbing to regain the bitumen before Bonville. Most of the dirt section is through forest but with the condition of the road there wasn't much time to look around. The final few kilometres to the highway is pleasant enough and is mostly down hill.

We rode the busy highway to the Sawtell turnoff and pushed on into the warm





Map P08 Bowraville to Kempsey

northerly head wind along the newly constructed road into Coffs Harbour. We lunched in Coffs Harbour with Peter's mother who fussed over us with cups of tea, sandwiches and cakes. By 2.30 pm it was time to leave and we set out up Red Hill travelling north towards Grafton.

That night we had differing destinations. Peter, Warren and Neil were to stay at Warren's father's farm some 18 km short of Grafton while I would stay with friends closer to town. Warren would finish his journey there while Neil, Peter and I would meet up in Grafton the next morning.

We reached the top of Red hill overlooking Coffs at 3 pm and pushed on down to Coramba. We rode fast through Nana Glen and on past Glenreagh reaching our splitting-up point just after dark. Our journey along the Orara River valley had been swift that afternoon and by dusk we had travelled almost 70 km in three hours.

I rode the remaining 15 km into Grafton by the light of my generator lights and was thankful that traffic on a Monday evening was light.

### Day 11 Tuesday Grafton to Whiporie 52 km

**W**E met in Grafton the next morning and spent most of our time purchasing supplies and talking with a reporter from the local newspaper *The Examiner*. The media had been told about our trip and in each large town we had to pose for photographs and talk to newspaper staff about our travels.

Grafton is at its best during October as the jacaranda trees are in bloom and that day the place was preparing for their annual festival. Following a picnic lunch by the Clarence River we road north out of town towards Casino.

About half way to Whiporie we stopped for a swim, tea break and bike repairs at the Sportsman's Creek bridge. The water in the creek is fresh though we boiled it to be sure. Emergency camping is possible under the bridge though it is difficult to negotiate the fences in between. The pool under the bridge is an excellent swimming hole.

From Sportsman's Creek we rode on to Whiporie where we bought much needed junk food from the shop and set up camp nearby. The water from the tank behind the adjacent hall was delicious and we settled down for a quiet night lit by the light of a full moon and

disturbed only by the occasional sounds of passing transports.

The road between Sportsman's Creek and Whiporie has three uphill sections of note. The first comes just before the Lawrence Road turnoff, the second on further and the third at the top of the Richmond Range. The range at this point is an insignificant watershed. The shop at Whiporie is the only one along the 100 km stretch between Casino and Grafton.

### Day 12 Wednesday Whiporie to Roseberry 103 km

**W**E woke hoping that the headwinds of the past ten days would be gone and as we rode north through the tall stands of eucalypts in the Breamar State Forest we were deceived into thinking that it had finally happened. Near Leeville where the forest gives way to the rolling plains of the Richmond valley we were greeted with a blast of hot air that considerably slowed our final passage into Casino.



We reached Casino at 10.30 after a 7.45 am start and didn't leave until 1.30. We shopped for supplies and had lunch in a park on the river bank. There is a good swimming hole under the main road bridge over the Richmond River and a public swimming pool in town. In the heat of the day it was difficult to move from our sheltered spot so we opted for an extended lunch break. So much for our early start!

The wind in our faces dropped in temperature as we rode out of Casino that afternoon. Apart from the wind there are no obstacles to slow a speedy

passage to Kyogle and we arrived in town through an avenue of mauve jacaranda blooms at 3.45 pm. The tank at the Cedar Point rest area 8 km before town is still in good condition and we paused there briefly to replace the water in our bottles.

In Kyogle we bought two loaves of Nugents Aquarius bread from the health food shop. This bread was first baked by Nugents a traditional baker in Nimbin for the Aquarius festival held there during the seventies. It's one of Australia's tastiest breads and is available throughout the Northern Rivers District. You can generally buy it the second longest

climb of the Route. On the first section of the hill the road follows the river which at that point is very small. The red flowering callistemons were in bloom and to the north the bulk of Mt Lindesay dominated the skyline.

The climb up to the Woodenbong turn-off on top of the range was much easier than expected and it took us 45 minutes to complete. There is a lake off to the south about half way up and when we passed it was covered in water birds. Most of the route along the top of the Richmond Range is through tall forest with the call of the bell bird a constant feature.

After a number of undulations along the Range the road finally drops to the NSW Dept of Agriculture inspection point at the State border. We lunched in the park across from the gate and drank tank water offered to us by the Ag Dept officer on duty. The park was full of bindi-eyes so we were careful where we sat.

After a leisurely lunch we set off down the range. Peter said that he knew of an excellent swimming hole on Palen Creek along our route so in the heat of the afternoon it seemed like a good idea to pay it a visit. The highway on the Queensland side of the border narrows and is in poor condition through to Rathdowney.

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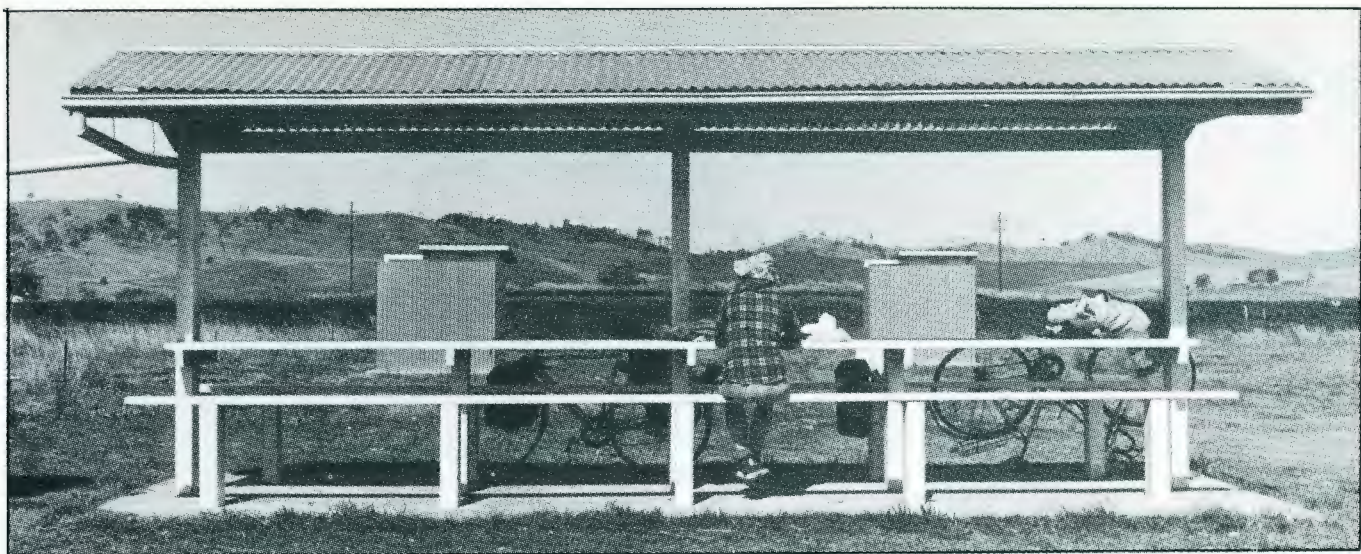
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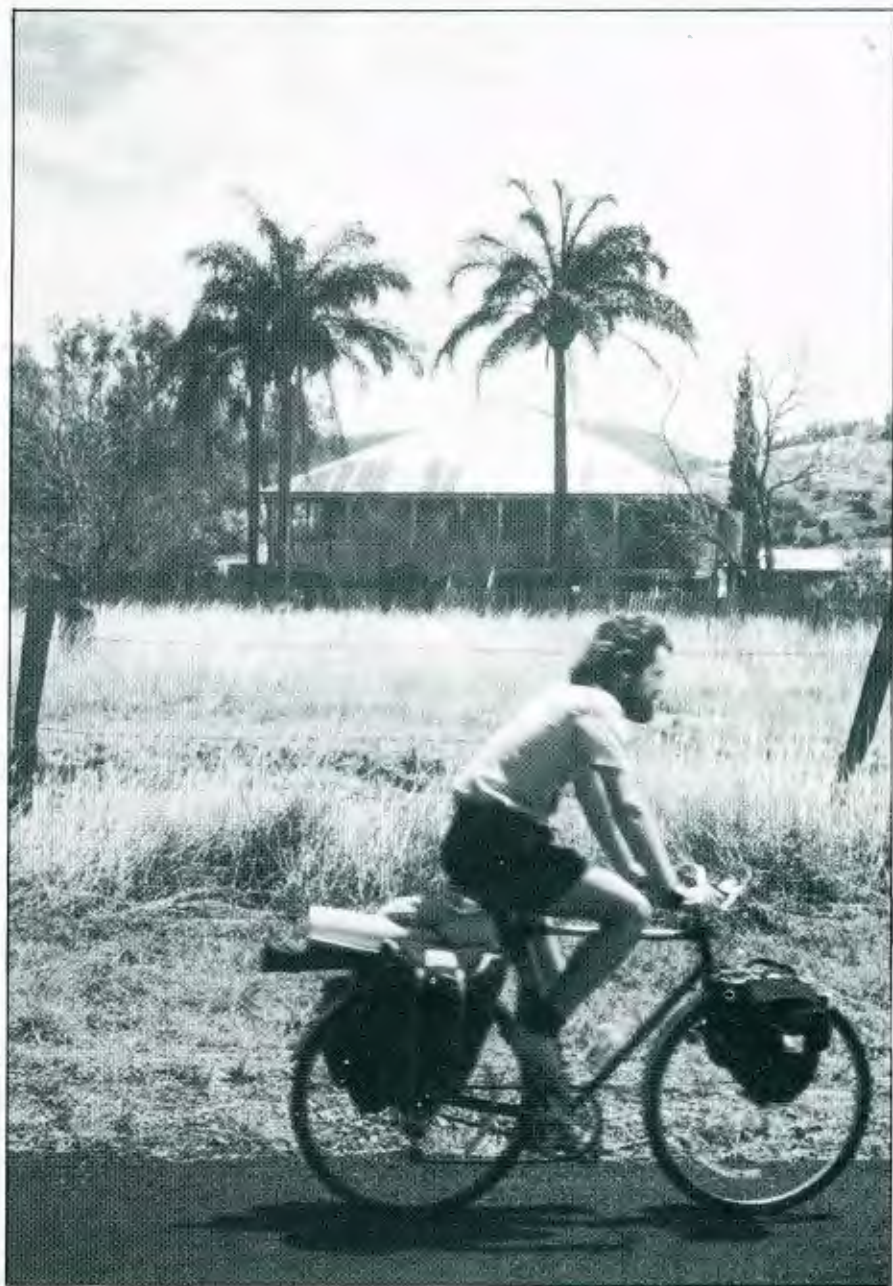
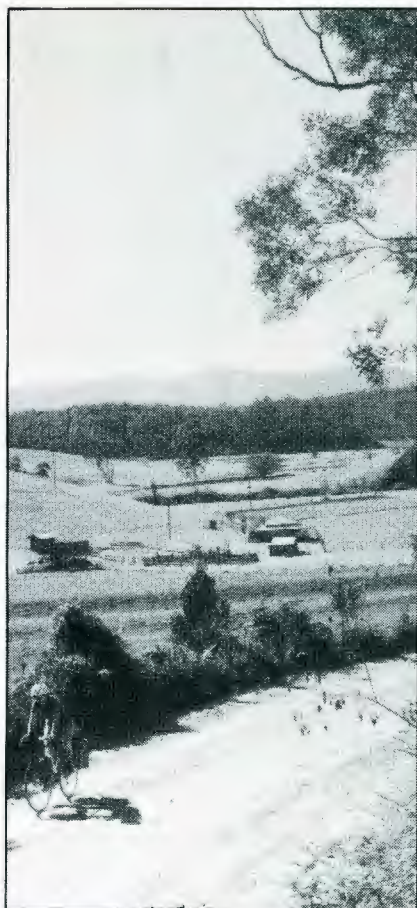
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Scenes from the Pacific Bicycle Route. Top: This modern day Garden of Eden is the rest area at Cedar Point 8 km south of Kyogle. It's a good place to stop and refill your water bottles with cool delicious tank water. Left: Riding the dirt section up Spicketts Ck south of Bellingen. The Dorrigo Plateau is in the background. Right: This timber colonial house (south of Boonah) with its closed in verandahs is typical of turn-of-the-century Queensland architecture. Photography by Warren Salomon.







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We stopped for an ice block break at the roadhouse just past the Barney View turnoff. Along Palen Creek the flowering Jacarandas contrasted the orange blooms of the native grevillia robustas growing beside the water course.

After our swim Neil and Peter raced on to Rathdowney to buy food while I plodded on to meet them at the Big-riggen Camping Reserve. I was having freewheel problems and to make matters worse I arrived back to my bike after our dip to find my rear tyre had punctured.

South of Rathdowney I turned on to the Boonah road and our head wind became a cross wind. The road onto the second crossing of the Logan River is a wide and mostly flat sealed road. I waited for the others at the Barney View turnoff which is also the road to the camping reserve. By the time we were reunited it was dusk and we rode the dirt road into the reserve in failing light.

The Logan River was in good flow and we camped for the night on a grassy flat in a grove of whispering casurinas up from the river. Overnight the cloud moved in and half way through cooking dinner it started to rain. We hurriedly erected the tent fly as a cooking shelter and moved our gear into the tent. That night it rained sporadically.

### **Day 14 Friday. Bigriggen to Ipswich 84 km. Our last day on the road!**

**W**E woke to find the clouds were still with us. The winds much to our delight had shifted to the south east and had freshened. Good possibilities for a tail wind today!

We washed in the fast flowing river and had a hearty breakfast of bacon and eggs cooked on the Trangia stove. We had been told that we could ford the river and get back onto the Boonah road so we packed our bikes and wheeled them along the river bank to find the crossing point.

The water was about a metre deep in the centre and flowing fast so we considered ourselves lucky to be able to cross at this time. The area had received recent rain and the river was up on its normal levels. Our bags had to be carried across in a separate trip while our bicycles were wheeled individually across the rocky crossing.

Once more on the road and we were literally pushed all the way to Maroon by our first tailwind of the trip. The road follows Burnett Creek upstream from its junction with the Logan adjacent to the camping reserve and eventually becomes a gravel road. About 100 metres of the gravel surface resembled railway



ballast and there are at least two short steep sections to negotiate before the bitumen resumes near Maroon.

The old school building at Maroon is typical of many Queensland country schools and has good tank water on tap. Further on the road crosses Burnett Creek and climbs the watershed to reach the turnoff to Maroon Dam. The dam and its adjacent buildings can be seen in the distance and from this point we had sweeping views of the Main Range to the west and the McPhersons to the south. Near the turnoff there is a small rest area with toilets.

On the other side of the crest was one of the best down hills of our journey a 3.4 km wind-assisted descent into the valley of the Teviot Brook near the Carneys Creek turnoff at Croftby. After the turnoff the road climbs to Coochin Hill where we paused for photographs. On to Boonah the road becomes an easy series of roller coaster hills aided and abetted by our tailwind.

In Boonah we had an early lunch in a take away cafe and around 1.30 set out to our final destination: Ipswich.

The Teviot Range is the only major hill to be encountered on the 45 km run to Ipswich. At the tiny town of Peak Crossing we were shouted ice creams by the woman who ran the town's only

**From the top of the Teviot Range (north of Boonah) the prominent mountain to the north is Flinders Peak.**

store. It appears she read about our trip in the Ipswich newspaper *The Queensland Times*. She showed us the article and it said that we were to be met at the Civic Centre in Ipswich at 4 pm today!

We hurriedly left Peak Crossing at 3 pm to ride the remaining 18 km into town. Our journey was made easier by the tailwind and we arrived in the centre of Ipswich on time at four. The media vultures were there to greet us and as it turned out weren't very predatory at all. In the end we were left alone in a deserted city street with the clouds rolling in overhead and the temperature dropping by the minute.

The electric trains to Brisbane do not take bicycles so I had arranged for my father to pick us in his van. We had a half an hour to kill before he arrived. Ipswich may be a good place to start the journey of a thousand miles but on a cool Friday evening with nothing to do but wait for a lift it seemed like the last place on earth.

How the open road calls now that the city has me again in its clutches. ■



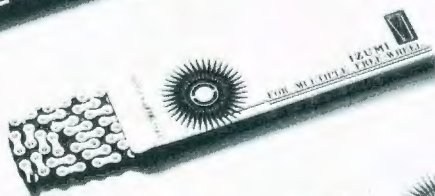


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# The Ho Chi Min bicycle

## Bicycle technology

**D**URING his travels IAN GRAYSON was fascinated by the way bicycle technology was used in third world countries to transport heavy loads. In all cases the bicycle was used as a wheelbarrow rather than as a pedal driven vehicle so he set about building a true load carrying bicycle.

**T**he more I thought about it the more I became convinced that bikes are too short. They cannot carry all that needs to be carried and pulling trailers is hard work. The other option, a tricycle as used extensively in Asia for transporting bulky loads, is cumbersome. It is slow and difficult to manoeuvre in city traffic.

A hybrid came to mind — a cross between a tandem and a trailer, a sort of bicycle ute. Something that could carry cheap vegies from the markets by the boxload without breaking my back.

I decided to construct such a machine by welding 2 bicycle frames together in a special way. Now finally completed it exceeds my wildest expectations. It is such a practical machine that I have all but abandoned riding my regular 10 speed in favour of it.

Luggage capacity on a normal bicycle is poor. Bikes are built primarily to carry the rider — luggage is an afterthought. The mania for short wheelbases originates in the quest for stiffness and hence a marginal gain in efficiency, by racing cyclists. It has nothing to do with functionality for commuting or touring.

I decided to weld a basket along the length of my long bike — a big basket, “sculptured” around the rear wheel. Although heavier than a normal bike, the trade off for functionality, carrying



capacity and comfort make it well worth it. In any event the revolving weight, the weight that really counts, is not that greatly increased — just some extra chain. For a long bike it is also very stiff, the welded basket itself stiffens it enormously.

The "Ho Chi Minh" as the machine has been named, fulfills all the criteria for the Small is Beautiful philosophy. It is more efficient than a bicycle/trailer combination and a tricycle for carrying certain loads by still having only 2 wheels on the ground — thus less drag and friction.

During my extensive bike travels throughout India and Asia, (having hardly had my bum off the saddle for six months during one stretch), I observed closely

all the numerous and ingenious applications of pedal power. Single speed roadsters are either loaded to the hilt or a long tricycle is used. *There is nothing in between.* The concept of lengthening a bicycle to increase its carrying capacity has been completely overlooked, despite the obvious need for such a machine. As a delivery vehicle it is ideal. (Posties and couriers in the city give it more than a second look!).

Its third world applications could be considerable. Its ability to greatly increase the range for much load carrying would greatly assist village life and inter village trade. Firewood collection and water carting would be made simpler and easier. Many of the loads being pedalled

around in China and Africa for example, by cumbersome trikes could be moved with less effort, more speed and more manoeuvrability by a machine of this nature.

It is this application which interests me most and I would be interested to hear from anyone or any organisation experienced or interested in promoting such an example of intermediate technology in the less "developed" countries where it would be of most use.

Long lengths such as ladders, timber lengths and bamboo poles can also be carried in a simple manner. By strapping them to the outside of the long basket along the length of the bike, from the front forks to beyond the rear wheel, they are thereby held rigid, and the leg stroke is not interfered with. 20 foot lengths can be carried in this manner — even whilst riding through city traffic.

A small child can also be carried around sitting in the basket, which is much safer being lower down. As a workhorse on a farm it is a virtual 10 speed wheelbarrow. Bricks, building materials and timber can be hauled along narrow tracks. Not to mention fruit, vegies, firewood or compost.

For those like myself who abhor the motorised society with its casualties, waste and pollution, this opens up interesting possibilities . . . Bulk shopping once a week for an average family is literally a breeze on the Ho Chi Minh. We shop once a week only at the Adelaide central market and really load it up. The 14 kilometre round trip is easier on the Ho Chi Minh than on any other pedal powered option.

### Self-sufficiency

For country dwellers a couple of these machines can offer real self sufficiency. Nearly all the self-sufficiency advocates are car dependent. Yet it is a fact that the motor vehicle is the single most wasteful consumer item.

Six million cars are scrapped in the U.S.A. alone, *every year*. How much acid rain and valuable resources are consumed in order to feed such consumption? For it is consumption that is at the heart of environmental crisis, nothing else. And the locomotive force, the prime mover in the economy which keeps consumption rising, is ever increasing motorisation of society — a force which has continued unabated in Western industrialised society since the end of the second world war — along with its multitude of by products.

That is why an energy efficient house with a car in its driveway (and more often than not 2 cars!) is but an empty gesture. It avoids the heart of the environmental problem which is car dependency. To me, using a bike for my everyday transport needs (as opposed to leisure rides) is a form of political statement, a statement

## lifetime of cycling protection

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Ian Grayson named his machine after the Vietnamese leader who ousted the mighty American war machine with peasant technology. Ho Chi Min used a similar application of the bicycle in his campaigns. Although little mentioned in writings on the Vietnam war the extensive use of bicycle technology was a deciding factor in the American's defeat. American troops, though they had more logistic support from the Air Force, still had to carry most of their supplies on their backs. The North Vietnamese adapted standard bicycles to haul huge amounts of supplies along narrow jungle tracks – not ridden but pushed with the loads bolted across the crossbars in wooden crates. Rods were attached to the handlebars to assist pushing. Throughout the war the American obsession with high technology was so great that they never considered the damage that pedal power was causing them. They ignored it and never considered its use themselves. It was beneath them to even acknowledge that simple bicycles in the hands of a peasant army posed a major threat to the world's largest military power.

of my beliefs. (As well as being good fun of course!) Development of the Ho Chi Minh was an extension of this statement.

This long bike has another attribute to its carrying capability — the weight is carried low down, a very important factor. On a regular bike the load is carried too high, causing more rocking and swaying — this requires constant compensatory body movements therefore more effort. The standard pannier carrying assembly is a very good example of bad institutionalised design. By hanging the bags from the top of the carrier instead of sitting them on a tray or carrier extending out from the bottom, the centre of gravity is kept high. Even if the shock cord could hold the bag rigid, which it never does, the weight is still being taken from the hooks hanging high up.

I can assure any rider that handling is easier and effort is less, when not only is the weight kept low down, *but when the weight is also sitting on a low down point.* Hanging bags also flex the carrier much more. With these thoughts in mind I

designed the Ho Chi Minh. 50 kilos of luggage can easily be carried on this bike. (With stronger spoking in the rear wheel, even more. I have not yet tested its limits). Incredibly, such weights actually feel much less than they are. Friends even claim it is easier to ride partly loaded than empty! This is due to the weight being carried not only low down, but also in between the wheels. It stabilises and lowers the centre of gravity *compensating for the riders high up weight*, thereby improving handling. This improved handling is not merely a pleasurable extra. It is a positive energy saving which translates directly into easier effort resulting in loads seeming less.

The potential for the Ho Chi Minh, has made me consider a patent. This will not however prevent any capable thinker from making one in his shed. In fact this is what this article intends to encourage. A patent will only prevent any commercial production venture.

Most readers would by now be a little cynical about the numerous claims I have so far made for the Ho Chi Minh and to be sure it does have just one short coming over a regular bike. But only a minor one.

Due to its length and extra turning circle wheeling it around in crowds when walking is a minor hassle. Otherwise there are no drawbacks. All I can say is make one for yourself and try it out.

Don't let the extra length of the bike put you off. It rides like a regular bike in city traffic. If anything the Ho Chi Minh is certainly a more comfortable ride as the rider is no longer sitting so near to the top of the bumpy back wheel. The slight reduction in the turning circle due to its length is hardly noticed. On a regular bike I never perform sharp turns anyway — it's a bad habit in traffic. My turning circle is always kept within that of the Ho Chi Minh no matter which bike I am riding.

Readers interested in building Ian Grayson's remarkable machine should send \$1.50 in postage stamps to *Freewheeling* magazine P.O. Box K26 Haymarket NSW 2000 for a set of illustrated instructions.

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# An American odyssey

## Epic Journeys

**W**HEN two Aussies and two Yanks set out from the Pacific coast on their way across the North American continent they chose to cycle the most scenic route rather than the most direct. In his account of the first part of that memorable journey JOHN BROWN takes us through the wonders of the Californian high country on his long wandering east to the Atlantic coast.

Panniers packed, flags flapping and America awaiting we tracked in single file across the Golden Gate Bridge and began our adventure in style by cruising around the San Francisco Bay, past the colourful stalls of Fisherman's Wharf, up Lombard Street, the "crookedest street in the world" and through the heart of this romantic city. Nostalgia, the cable car rides, live theatre, art galleries, classic architecture and expansive parklands preoccupied my thoughts. In three hours we were overlooking the surfing beaches eager to get cracking on open road and put some miles on the meter. The green rolling hills on the left and the sculptured foreshores on the right bisected our vision as we flew south to Santa Cruz.

The scenery is similar to the Great Ocean Road in Australia with natural arches and bridges, towering cliffs plunging into the ocean and streams opening onto sandy beaches covered with driftwood. The first day on the road unwound our spirits but only wound forty miles on the clock. (U.S.A. is not metric.) We camped in a grove of trees unconcerned knowing that today was just a taste of things to come.

Our ritual of pitching tents, gathering firewood, camp-cooking and fireside chatter would blend into our eight weeks of pedalling. I traced my pen again across our planned route on the USA map in the road atlas. The line deviates so much in the first thousand miles. There are easier routes across the country but we wanted the best of both worlds. Several detours north and south of a hundred miles each were little price to pay for such wonders as Yosemite, Death Valley, Grand Canyon, Painted Desert, Rocky Mountains and New Orleans. We would be cycling through nine states including California, Nevada, Arizona, New Mexico, Texas, Louisiana, Mississippi, Alabama and Georgia before I could bottle up some Atlantic Ocean.

The first target was Yosemite National Park, high in the Sierra Mountains. Yet before we could press inland and make some impression on the considerable girth of this continent we had to hug this southern coastline a little longer to Santa Cruz. That afternoon we detoured for a short bushwalk at the Big Basin Redwood Forest. Although we didn't need a break from cycling at this early stage I was glad we spent a couple of hours beneath the towering redwoods. They diffused the sunlight onto the walking trail creating a

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Climbing out of the magnificent Yosemite valley. Photography by the author.







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sanctuary for many unique creatures. I was amazed at the underwater antics of salamanders in forest streams and the stretching of bright yellow banana slugs to the length of my hand span as they slid across the pine needles.

By dusk we were on the outskirts of Santa Cruz and sampled an American salad bar before heading to the camping ground. These all-you-can-eat buffets have dozens of dishes for sampling. Many of the salad bars also included soup and hot dishes. Bike riders would send these places broke if they arrived in force. After a day on the road the \$3-to-\$5 cover charge had paid its way in the first five minutes. Half an hour later the waitresses are staring in disbelief as four reasonably wiry individuals with heads not so solemnly bowed are each behind a growing stack of plates. Later in the tour we strategically select tables close to the servery to minimise the gallery of supporters we would attract.

In time the acceptance of our calorific needs and our positive self concept after consuming big slices of countryside had us challenging the management to keep the food coming. In every instance we were treated as special guests and seated at window tables so we could have one eye on our bicycles. The American economy appeared to survive our onslaught without jeopardising international relations.

In the morning the lush plains and greenest Californian foothills invigorate our team of four. As though attached by a giant elastic the two Australians and two Americans rearrange themselves in every possible formation. From scattered individuals miles apart, paired partners and a compact single file the weather and mood of the day governed our attack. Moving swiftly across the plains towards the mountains necessitated a tight speed line. The near safety flag of each rider flapped on the tucked helmet of the rider in pursuit. This drafting technique not only chews up twenty miles an hour but keeps the flies off the faces of the rear riders. By sunset our eight wheeler with flags flapping is silhouetted by a brilliant banded gradient of orange and pink intensity. Before we choose a camping vantage spot to appreciate such a glorious conclusion to a perfect day we are invited home by a passing motorist.

The scenery continues to become more breathtaking not only in depleting our struggling aerobic systems but in taxing our imagination. Every corner and crest has all eyes prepared for another optical delight. We camp by the snow fed Merced River that night and relax to a gurgling melody around the fire and later from behind zipped tents. Even the chill of the brisk morning can't dampen our enthusiasm for the climb up this narrow and rich valley. Red bud blooms decorate

riverside trees beside the most vivid wildflowers painted by any springtime.

The dramatic skyline is beginning to distract our riverside attention. Glistening peaks and sheer rock faces now proudly straddle horizons of pines. We readjust our grips on the handlebars to gain easier views from greater heights. Cyclists usually detest dismounting their bikes in situations like red lights and moments of hesitation. The technique of riding slowly in "granny gear" avoids the hassles of loosening toe clips and unlocking touring cleats while balancing sixty pounds of mobile home on a flick stand. But in this country you can't pedal slowly enough: you have to stop frequently. The full appreciation of the Yosemite surprise compensates for any minor stopping inconvenience. Into the heights of the valley we climb in our newfound staccato pedalling technique. The feeling of being enclosed is more fully realised with each progressive mile. No twelve hundred metre mountain climb could be as relaxing and unobtrusive.

I load another roll of film into my camera and prepare myself as we enter Yosemite National Park. The terrain flattens and broadens revealing the soothing floor of this mighty glacial carved valley. Trout splash in wide calmer pools, animal tracks imprint the snowy carpet roadside and the stage is curtained by a panorama of 300 metre cliffs. Two coyotes still in their white winter coats cross the road nonchalantly in front of us and slip into the woods. We have arrived.

For the next three days we bushwalk, ski, camp, relax and attend various ranger programmes. We are overawed by the intimidating scale of the valley. A lone glimpse of the landscape features would be out of context yet the congregation of everything on a grandiose scale allows it to be acceptable.

In this valley of giants only people are dwarfed as nature does it all on a larger screen. At night within our tents we restfully gaze through the flyscreens at a full moon rising over El Capitan — the tallest free standing granite face in the world (300m), before closing our eyes and drifting off to sleep to the road of Bridlevalle Falls miles away. In this sanctuary every waterfall has its rainbows at day and moonbows at night, every rock face its shine and shadows and every lake its mirror and velvet. Big, beautiful and unbelievable Yosemite.

But we must move on. The late morning sun peeps over the elevated skyline casting already long shadows and diffused patterns through the pines. In my rear-view mirror I glimpse at the skyline of snow, carved rocky domes, spouting waterfalls and carpets of forest. We backtrack down the valley before climbing toward Badger Pass. The steeper terrain has us working hard as we approach the famous mountain tunnel to Chin-

quapin Pass 1900m. At switchbacks on the steeper grades Yosemite still stands tall packing in a fuller panorama with the advantage of distance. The tents, sleeping bags, panniers and emotions are mobile again after a prolonged airing.

A walker strolls by with "East dessert first-life is uncertain" on her T shirt. I wonder if we are conforming to this philosophy by visiting Yosemite in the early stages of our crossing of a continent of rugged mountains, deserts, infinite plains and humid wetlands. Where else on this adventure will I disturb deer grazing lakeside, be saturated by swirling waterfall spray and be so excited as to dive into the freezing river. If a polar bear rode by on a bicycle my immediate reaction would be to grab the camera and accept the phenomenon as another wonder typical of Yosemite.

As we meandered further into the Sierras each "S" bend had our group looking back over shoulders at the outstanding landmarks now understood.

One becomes accustomed to involvement on a grand scale. Pedalling through forests on 30m tall ponderosa pines as we cranked over undulations of thousands of feet became quite acceptable. After all we were in the land of the giants. Behind us was the grandeur of Yosemite and a day's ride ahead Mariposa Grove, the national park nourishing the largest living things on our planet. The redwoods were becoming larger with each new mountain climbed and we were getting colder.

Even the oscillation of our altimeters between 1000 and 2000 metres wasn't enough to keep us warm. While climbing for an hour at a time the body warmth was appreciated but short lived. The following descent had our perspiration working as in a refrigerator. Goretex jackets, thermal cycle gear, woollen beanie, overgloves and toe warmers on the pedals allowed us maximum comfort under these high altitude conditions. It is essential to be adequately prepared. Mike rode without overgloves and glasses and paid the penalty: fortunately he was a little tougher than the rest of us.

The final climb through the snowline brought us to the Mariposa Grove National Park sign. The tops of the giant sequoias could be seen in the distance but viewing the tops of the roadside giants was impractical from bikes. The straining of the neck to that degree was dangerous on a bicycle. At the summit we parked our bikes beside a two thousand year old tree and took a photo. This is the land where only those born before Christ, over sixty metres tall and fifteen metres around the trunk get a look at the sun. We four insignificant little cyclists darted through the snow from one giant to another reading the statistics. Then we came to the big daddy of them all: "Giant Grizzly".





This tree is as big as things get on planet earth. This giant sequoia has been standing proudly on top of the mountain for 2600 years. It has seen Haley's Comet come and go more times than most cyclists have birthdays. From its 29 metre circumference it towers into space 79 metres. Although this tree leans 3 metres more than the Leaning Tower of Pisa it is so enormous that it appears vertical. Old Grizzly looks warm and comfortable tucked inside its two foot thick bark. As we headed down the snow fed stream to the camping area I wished my bark was as thick as a sequoia. It was so cold. Cleansing our bodies in the freezing stream, so desirable after such a tortuous ride was a spine tingling exercise before enjoying a hot campfire meal and snuggling into a superdown sleeping bag.

How often do you wake and find your water bottles frozen? Dipping a billy into the stream saved us from a dry museli start to the day. Our line of four all rugged up for the twenty kilometre descent to the flood plains below. In less than an hour we were pedalling through orchards and vineyards on flat plains horizons long. The pattern continued along highway 41 for two days.

However we soon climb into the clouds and the scenic undulations are replaced by views of mist hovering around the next hairpin bend. Poor visibility and an eerie sensation of pedalling through a

cloud had us hoping the next bend would find the summit. The road surface, although five percent in gradient, was smooth and the sealed shoulder was generous in width. So we push on for hours until an early twilight had us looking for a flat paddock preferably beside a creek. It was no use appealing against the light. Darkness was descending as quickly as level ground had receded. The air was damp and crisp, we were cold and hungry but the mountain was never ending and steepening.

It was obvious we had to stop soon for it was too dangerous to push on in this poor light. Just as we were mentally preparing ourselves to camp mountain goat style I saw a sign off to the right. What a blessing "The Jameson Ranch and Summer Camp" turned up for us. Ross Jameson cordially opened the camp which was in recess. I never knew hot showers, soft chairs and kitchen prepared meals could be that good. After bathing in freezing streams for the past few days, we were excused for using twenty students worth of hot water for our showers. Frosty is adamant that his shower was an all time best never to be equalled. I have never heard Frosty laugh so loud in the shower.

The Jamesons farewelled us in fine style after a morning breakfast that made

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**Springtime in the Sierra Nevadas – an easy cycling road with snow-fed stream nearby.**

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the residual three hundred metre climb to Alta Sierra 1880m seem easy. Soon the mauve buds on the elegant trees and the rainbows of wildflowers gave way to sparse and tussocky vegetation. We were descending yet again (1127m in thirteen kilometres). With both brake levers being intermittently applied during the steep and winding drop to Lake Isabella (752m) my hands were cramping. The contrast in vegetation in such a short distance was startling.

On this side of the watershed nature was struggling to support scrubby bushes and cacti on a background of rocky terrain and gravel beds. As we rounded the Lake past Kearnville we became more aware of the increasing aridity. Vegetation was restricted to dry creek beds and little local geology was left to the imagination. The reds, browns and orange stratas in their own way adequately decorated the landscape. Yet being springtime little clusters of flowering cacti and wildflowers displayed their magnificence before the summer heat would zap their lifespan.



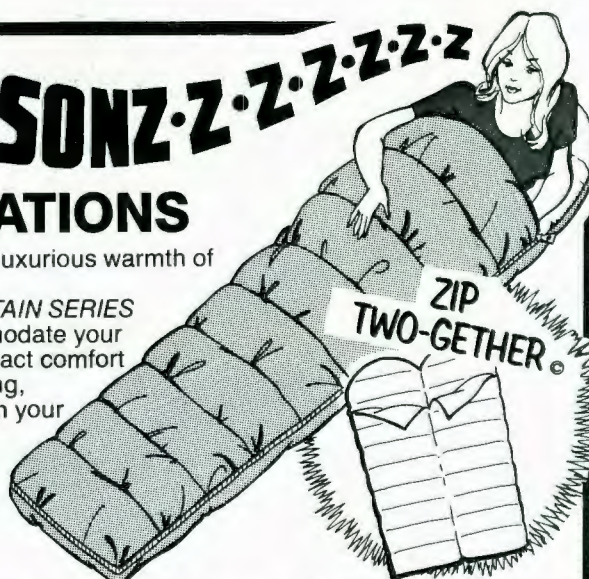
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Ahead on the three percent gradient climb was a tall slim cyclist in black tights, an aero-dynamically designed helmet with visor and a stars and stripes shirt. This trim, taut and terrific gentleman was training for a 24 hour triple century bike ride. As the world record is over 500 km. in a day why was our new friend so spectacular? The guy was seventy years old! He was bright as a button and would soon be the world record holder for his age division. Who would argue? The graceful and almost gentle pedalling technique of this highly tuned yet wrinkled body had us inspired. Later in the desert were were to meet several interesting characters whose motivation injected additional enthusiasm for our coast to coast bicycle adventure.

Our friend continued on his training ride around the beautiful desert fringing Lake Isabella as we climbed the gentle gradient to Walker's Pass. At Ingkern we stocked up on supplies and filled additional water bottles. Our bodies were ready and we were eager to tackle some genuine desert. That night we discovered why Ingkern had real green grass in the local park. At midnight all hell cut loose when the automatic sprinkler system turned itself onto our innocent tents and delayed our morning departure. The beautiful desert including Death Valley was awaiting and we were prepared for the next week of challenge.



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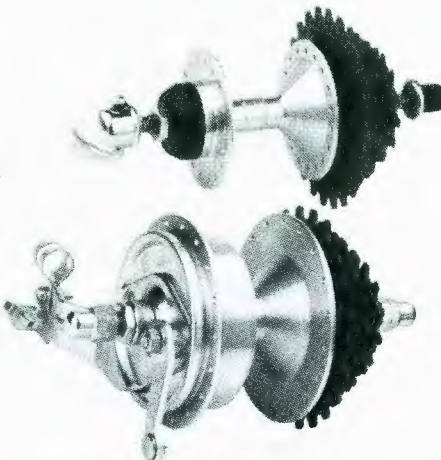
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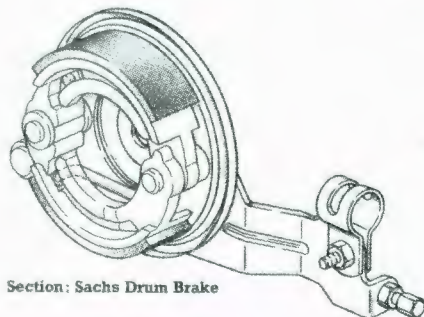
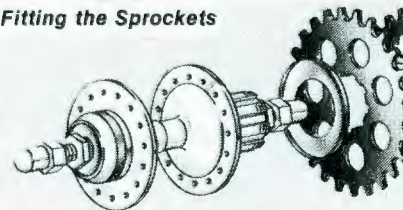


**SACHS Galaxie HT. Rear Wheel Drum Brake Hub**

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# Do it yourself touring in Britain

## Book reviews

**HARRY BARBER reviews three books that will help you plan your next tour of Great Britain.**

Whaplode, Affpuddle, Snailbeach, Diddlebury, Castle Pulverhatch, Beer Hacket, Winterborne Stickland, Sway, Cricket St Thomas and Nasty: place names alone would be reason for cycletouring in Britain.

But the old country has a lot of other things to offer. If you like literature or Thomas Hardy or both, you could go on a Tess of the D'Urbervilles tour written up in 1913 by Hardy's longtime cycling companion. I chose Welsh mountains, the Industrial Revolution, beer and friends of the family. Another Aussie cyclist I met was doing castles, cute villages and old boats. That still leaves narrow-gauge steam railways, old churches, canals, US bases, famous sporting grounds and much more. If you are a speed freak you could take on Sir Hupert Opperman who in 1934 pedalled the 800 miles from Lands End to John O'Groats in 2 days 9 hours and 1 minute — the record currently stands at 20 minutes under 24 hours.

The advantage of riding continuously like that is that you save on accommodation. For the less determined there are camping grounds around the country and for the strong of pocket there are bed and

breakfasts which currently cost upwards of eight pounds a night. Most of the Brits who ride about the place put their raincoat in a handlebar bag, throw a sleeping sheet in the saddlebag (I always wondered why there were so many saddlebags in the catalogs) and stay at Youth Hostels. These can cost as little as 2.30 pounds a night for seniors (21 and over). Most Hostels charge 3.35 pounds and the buzz is that in 1987 the breakfast, which is not in the good food guide, will be compulsory, so expect to pay 1.50 pounds more. Since there are 260 Youth Hostels, and most are in the places people want to visit, this is a good system.

You could in fact have a satisfying cycling holiday riding from one Hostel to another as the whim and the wind take you. But with this method you might unknowingly miss out on some good cycling or unintentionally find yourself playing Ben Hur with a drug-crazed juggernaut driver on a major road. There are three books written for people planning to spend time in the saddle in Britain that can help you avoid these mistakes. *The CTC Book of Cycletouring*, *The CTC Route Guide* and *Cyclist's Britain*.

*The CTC Book of Cycletouring* is a beginner's introduction to the whole business of bicycles and touring. But one third of the book, a gazetteer, or geographic dictionary, of cycle routes, is useful for all cyclists. The author suggests day rides around Britain (including Northern Ireland but not the Republic) and provides track notes to take you from town to town:

**Horning** this is a picturesque spot on a bend in the river, a prosperous little place with some attractive pubs. Retrace along the village street and cross the A1062 where there is a sign to *Neatishead*.

*The CTC Route Guide* is written for the more experienced rider. A short description of each geographic region, including the Republic and Northern Ireland, is followed by a map showing the location and connection of the numbered routes. Then a series of hand-drawn maps define the routes in more detail and the notes comment on the places *en route*:

**Luffness:** the sixteenth century castle is on the site of a Norse raider's camp. The book concludes with short appendices on such things as the rules of the road, track and path in Britain, contact addresses and so on.

The disadvantage of these two books is that the track notes, although interesting, are not of direct relevance to someone turning the pedals of a bicycle. This is the strength of *Cyclist's Britain*. I used this book for a month and recommend it to both beginners and experienced cyclists. The bulk of the book is black and white reproduction of small sections of Ordnance Survey *Routemaster* 1:250 000 maps — 1 inch to 4 miles or 2.5cm to 6.8k. Green lines and symbols have been printed on top of these maps. The lines indicate roads that contributors found 'suitable, useful or enjoyable for cycling'. The 33 green symbols indicate things of interest to the cycle tourist including nature reserves, Youth Hostels, rail access and cycle mechanics who 'are known to be friendly to cyclists'. One symbol footnotes road conditions:

**In and around Oxford**, a town of cyclists, it is virtually level. Fast traffic on A40, A423 — leave town via *Marston*.

Another symbol points out highlights:

**N from Ystradffyn** some of the best mountain scenery in Wales; superb reservoir sections as marked; **NW from Abergwesyn**, bleak, wild.

A thumbnail sketch of each geographic area and some suggested tours on the green network introduce each section of maps. The book does not cover Northern Ireland or the Republic.

The writers claim *Cyclist's Britain* is for cyclists to use while on the road but I did not use it to navigate. Some of the maps take only an hour to cross and a



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## The Freewheeling Tenth Anniversary Tour of Europe

Imagine yourself gliding along quiet back roads in Scotland, riding through rural France or exploring the bikeways of Holland. This year you can be part of a very special bicycling tour of Europe lead by our publisher Warren Salomon. The fun starts in London on June 21 when we ride the fabulous London to Brighton Ride the worlds biggest one-day fun ride. Following that we leave for a weeks cycling in Scotland and then on to France and Holland

finishing in Paris where we will witness the final stages of the Tour de France. Numbers are limited so register your interest now!

To receive our trip information itinerary and special air fare and tour prices write to Freewheeling Tenth Anniversary Tour of Europe PO box K26 Haymarket NSW. We will place you on our mailing list and send you our colour brochure and full details as they become available.

day's ride on the border of two regions would have you jumping backwards and forwards through the book. Also the grey OS map is too faint to be easily read and the green overprinting sometimes obscures features.

I used it in tandem with an RAC 1:250 000 road atlas. The atlas had three good qualities. It covered all of Britain (I wasn't sure where I was going); it was cheaper than buying all the full-colour *Routemasters* I would have needed and it showed steep gradients with a little arrow. Every so often I used a highlighter pen to mark the green routes I was likely to use onto the atlas and then I navigated from that. I did, however, take *Cyclist's Britain* with me and referred to the information symbols before (at breakfast), during (at lunch) or after (at tea) the day's riding.

There are problems cycling in picturesque Britain but, apart from obvious ones like busy roads and unavoidable ones like all the shops closing at 5pm, the difficulties too are picturesque. Wildlife such as sheep, grouse, rats, rabbits and stoats will try and dive under the front wheel; summer clippings from the roadside thorn hedges puncture your tyres and some of the delightful back roads are so narrow that if you meet a cyclist coming the other way one of you has to reverse till you get to a passing bay — well that's nearly true.

Probably the most serious problem is that in the populous parts of the country the cream-tea shops, bakeries and pubs in the next town are only a few minutes from the one you just left. No wonder Baden Powell felt they all needed discipline!

Equipment is a dilemma. Do you buy then sell? Buy and bring back? Rent? or BYO? Bicycles are no cheaper in Britain than Australia, possibly more expensive: the Dawes Galaxy, a 531, 10 speed tourer with Suntour AR11 gears and Weinmann brakes, is listed at 315 pounds, though I saw it for 280 pounds, Karrimor Iberian panniers are 44 pounds. You can rent a 10 speed tourer with panniers in London for 30 pounds a week. If you are only going to cycle it's probably worth taking your own bike as your luggage. If you are contemplating buying a new iron, you could buy it there and bring it back.

*The Bicycle Buyer's Bible*, a complete listing of all new prices, is published every year and is available from newsagents.

There is no way you can talk about Britain without mentioning the weather, it's a topic the locals love, witness some place names: Mistley, Rainhill, Hailsham, Wetwood, Waterhouses. Now you may not believe me, and it is true that I didn't need any suntan cream, but in a September on the road it only rained for ten minutes. Fair dinkum.

*The CTC Book of Cycletouring* John Whatmore, 1983. Grafton (Collins) 3.95 pounds.

*The CTC Route Guide* to cycling in Britain and Ireland. Christa Gaudsen and Nicholas Crane, 1980 Penguin. 3.95 pounds.

*Cyclist's Britain* A complete guide to on-and-off highway routes. Pan/Ordnance Survey, 1985. 5.95 pounds.

also  
*The Hardy Guides* (two volumes) Herman Lee, Penguin. 4.95 pounds each.

*Country Towns* National Trust, Grafton. 4.95 pounds.

*Castles* National Trust, Granada. 3.95 pounds.

*Great Homes* National Trust, Granada. 3.95 pounds. (Aust \$15!)

*Good Beer Guide* Camra. 4.95 pounds.

*The Bicycle Buyer's Bible* UKBMX Publications, 139 Tooley St, London SE1. 2.50 pounds.

*Great Britain Road Atlas* RAC, 1984. 3.50 pounds.

### Contacts:

Youth Hostel Association (England and Wales) Trevelyan House, 8 St. Stephen's Hill, St Albans Herts AL1 2DY.

The Cyclist's Touring Club is a good place to start if you want more information about cycletouring in Britain. Their address is 69 Meadow, Godalming, Surrey GU7 3HS.



# Technical Q & A

## Bicycle mechanics

Readers are invited to submit their questions to our panel of technical experts on any problem relating to the operation of your bicycle. Questions must be kept brief for publication though you may include additional information to enable us to make a detailed evaluation. Questions in this issue were compiled from the many letters received in the last few years.

**Q** My mountain bike is a new (and I am told) state-of-the-art machine but its gear shifting is far from perfect. The big problem is getting the chain off the middle chainwheel and onto the small inner ring. Sometimes I can complete my shift successfully but most times I am forced to dismount and move the chain by hand. My front derailleur is a SunTour Mountech as is my rear changer. The front gear ring combinations are 48/38/28 and my rear freewheel is a standard 14/30 SunTour.

**A** Your problem seems to be more related to the chainring sizes than the quality of the equipment. Mountain bike gear changers are required to perform the herculean task of pushing the chain off one chainring or sprocket onto another. The one would expect that the difficulties should arise with up-shifting – that is moving the chain to a higher gear by pushing it up onto a bigger chainwheel.

A closer look at the modern front derailleur will demonstrate that much of the designers ingenuity has gone into designing the inner plate to perform this task well. I have never had problems up-shifting mountain bike gears. Downshifting is a different matter.

When the chain is worn it develops a lot of side to side flex. This can create problems for derailleurs that operate on the chain at a substantial distance from the sprocket or chainwheel. In the case of front derailleurs where the outer cage has to push the chain off the cog the amount of over-shift needed to compensate for the flex of the chain is often not available because the derailleur has reached its bottom limit.

This effect is often exacerbated by the pressure applied to the chain by the rider during the shifting operation. The downshift onto the lower front cog is al-

ways performed when the rider is desperate for a low gear to get him or her up a steep slope. Even if the front gear shifter was able to over-shift sufficiently to move the chain across the standard spring assisted action of the 'bottom normal' would not have the strength to do the job.

In this case the derailleur return spring is acting at the end of its usable range and it is only able to exert a very weak force. One alternative would be to fit a top normal front derailleur so that the cable action physically drags the derailleur across thus shifting the chain.

A better solution, though considerably more expensive, would be to reconsider the gear ratios fitted to the bike.

The current breed of evenly-spaced, wide-step gear shift combinations has been popularised by the Japanese manufacturers who have fitted this form of gearing to all of their mountain bikes. The 48/38/28 combination might give a more evenly spaced set of gears but it is a shifting disaster when the chain is worn.

A better alternative is to go to the half-step and alpine combination popular with the European cyclo tourists. The object is to space the top and middle chainwheel sizes so that each shift is approximately half that of each shift on the rear freewheel. The small inner cog can then be as small as needed giving a true alpine range.

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TURBO/VR®	Competition (folding)	700x25C	115	110 Kevlar	165
TURBO/S®	Competition (folding)	700x25C	115	106 Nylon	170
		27x1"			
		700x28C	105	66	230
		27x1-1/8"			
TURBO/R®	Competition (folding)	700x32C	95	66	245
		27x1-1/4"			
		700x19C KILLO™	115	106	165
		700x25C	115	106	170
TURBO/LS®	Competition	27x1"			
		700x28C	105	66	230
		27x1-1/8"			
		700x25C	115	106	215
TURBO/LR®	Competition	27x1"			
		700x28C	105	66	260
		27x1-1/8"			
		700x25C	115	106	215
TOURING II®	High Performance, Sport Riding	27x1"			
		700x28C	105	66	270
		27x1-1/8"			
		700x32C	95	66	280
TOURING X®	Heavy Touring, Tandems	27x1-1/4"			
		700x32C	95	66	290
		27x1-1/8"			
		700x25C	100	66	335
TOURING K4®	High Mileage, Sport Riding, Puncture Resistant	27x1"			
		700x28C	95	66	345
		27x1-1/8"			
		700x32C	95	66	360
COMMUTER™	High Mileage, Commuting	27x1-1/4"			
		26-1-3/8"	95	25	500
		27x1-3/8"	85		610
		700x35C	95	66	475
HIMBUS™	Rough Road Riding	27x1-3/8"			
		700x32C	95	66	300
		27x1-1/4"			
		26x1.4"	35-65	66	500
CROSSROADS™	Dual Purpose, Dirt/Street	26x1.5"	35-45	36	600
		26x2.125"			820
		700x35C	75	36	470
		27x1-3/8"			
TRICROSS™	Dirt/Mud Riding	26x1.5"	35-45	36	529
		26x2.125"			780
		24x1.5"			500
		26x1.95"	35-65	66	770
GROUND CONTROL™	Dirt Competition				

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A suitable combination for mountain bikes might be 52/47/28 coupled with a 14/28 freewheel if you like high gears or 48/44/26 coupled to a 14/32 or 14/34 if low gears take your fancy.

There are some disadvantages with this approach but by putting the two top cogs closer together your shifting problems with the smaller cogs will be reduced. Oh yes, don't try looking for these combinations on a Japanese bike as their manufacturers don't produce them and the Taiwanese get their equipment from the Japanese so they're in the sameboat too.

**Q** I would like to take my ten year old child touring next autumn. What type of bike would you recommend and how many gears should it be fitted with?

**A** Nine or ten is about the lower limit for taking kids on bike tours. I would first recommend that you get your child a ten or twelve speed bicycle with 24" wheels. Repco and Apollo both make 24" wheeled bikes but they have steel rims and gears. If you are used to alloy gears and equipment then you will need to be

sensitive of the extra weight your child will have to push with their small machine.

If you start with short day and weekend rides including lots of breaks your child should eventually ease into it and then you should consider lightening their load. It is a big commitment to convert a basic steel ten-speed into a lightweight small wheeled tourer. Most of the gearing will be similar to any adult bike but the smaller alloy wheels will have to be specially built. Shorter cranks (165 mm) should be fitted to match the child's leg length and these may be difficult to obtain.

As a suggestion you should contact your local bike club and ask if any of their members may be selling their child's bike. Children grow out of bicycles quickly and as bike enthusiasts are not afraid to spend money on a decent machine for their children you may pick up a good second hand machine. When sizing your child for a bicycle you should not fall for the myth that it is best to put your kid onto a large framed bike because, "they will grow into it soon enough". Children often do not have the muscular power to control a 'big' bike and often equipment such as brake levers do not fit their hands.

**Q** Why do racing cyclists shave their legs? Is it to improve their aerodynamics or are they just kinky?

**A** Shaved legs are a long standing tradition in the bike racing world. Possibly the most important reason is because of frequent injury a hairless wound heals quicker with less risk of infection. Next time you are at a cycle race have a look at the knees of some of the top riders. The numerous scars are an indication of the kinds of hazards that the racer has to contend with.

**Q** I recently decided to upgrade the headset on my bicycle and bought a fancy new Campagnolo Super Record model from my local bike shop. When I disassembled my old unit and went to fit the new crown race I found that the new race was too small. I was able to ream down the surface of the forks to fit.

Then I found that the top and lower bearing surfaces were too large to fit into the tube. Having gone beyond the point of no return I filed down the surfaces until at last they would fit snugly into the head tube. Triumphantly I fitted the bearing races and slid the forks into the head tube only to find that there is not enough thread to fit the lock nut or the washer. None of the 'experts' I consulted warned me about this and now my bike is unrideable. What can I do?



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**CYCLES**



**A** Headsets are one of the least standardised of all bicycle components. The dimension which has caused you anguish is called the 'stack height' and the way out for you is to try a different head set with a lower stack height. The Super record has the biggest stack height of all the Campag sets so at least the Record should give you an extra 3 mm to play with.

Before you do anything however we suggest that you consult *Sutherlands Handbook for Bicycle Mechanics* which lists the vital dimensions for a number of popular headsets. If you had consulted it in the first place you would have found out that your Campag headset was the wrong size for your frame and would have saved yourself a lot of reaming and filing.

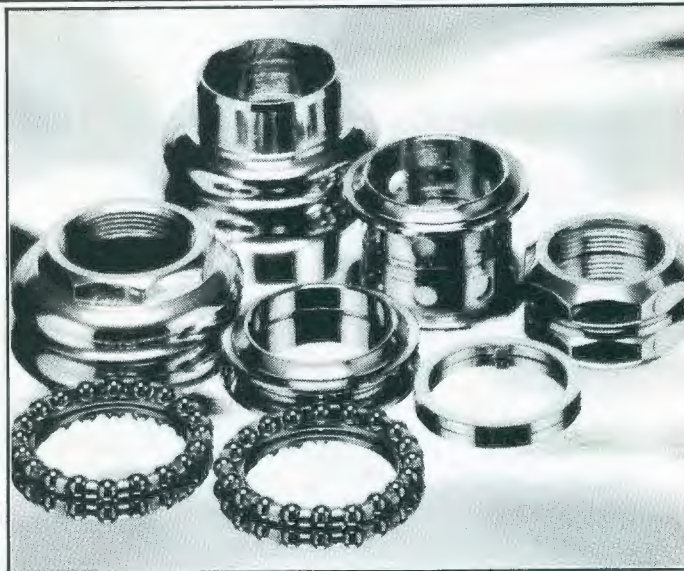
Another solution would be to mill off a few millimetres from the top of the frame head tube. To do this you should use a proper frame builders tool that holds the cutting jaws squarely to the tube. You should avoid milling off the bottom of the tube as this will slightly alter your frames handling characteristics.

A third remedy would be to buy a new set of forks with a long steering tube. In any case you should have at least three turns on good threads to ensure a correctly tightened headset.

*Sutherlands* is a very expensive book to purchase so you may have to see if your local bike shop will let you consult theirs. They should be able to order you one from a wholesaler but be prepared to pay up to eighty dollars or more. If you are a committed bike nut the consider the price as an investment for future peace of mind.

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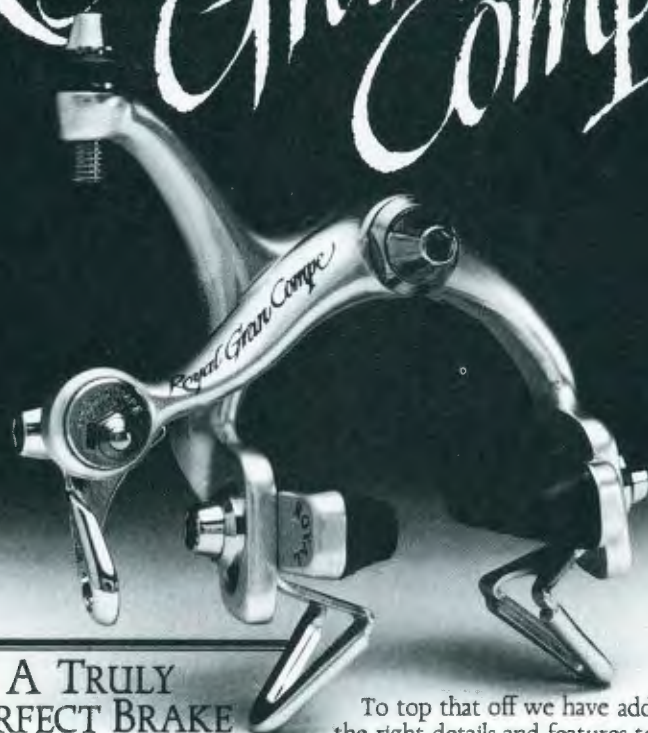
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The shape of the special cold-forged, alloy arms has been analyzed and refined to put more material right where you need it and less where you don't. Resulting in incredibly rigid and stiff arms, that together with a heavy-duty spring, give the RGC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

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

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

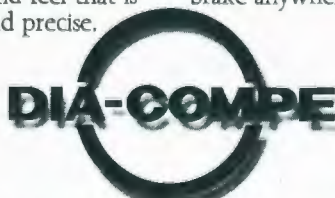
To top that off we have added just the right details and features to improve performance and increase riding convenience. Features like a special polyacetal pivot bolt bushing for smoother action, forged alloy pad holders, an infinitely variable static quick release mechanism and allen key fittings.

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## Book review

**A** new book about America's oldest organised bicycle touring event is reviewed by WARREN SALOMON who organises the Repco Sydney to the Gong Bicycle Ride.

**A**S the three thousand riders pedalled off to Wollongong this year and a similar number set out to Melbourne a week later on the Caltex Bike Ride few if any of the participants would have heard of a bike ride known by its acronym TOSRV. The Tour of the Scioto (pronounced sigh-oh!-toe) River Valley is one of the most talked about events on the US bicycling calendar. It is also the oldest and this year celebrated its twenty fifth anniversary.

The ride started by Greg and Charlie Siple began as a father and son outing between the Ohio state capital Columbus and Portsmouth. The route down and back up the valley is 170 km in each direction and the riders stay overnight in Portsmouth. The second year saw a group of Greg's friends swell the numbers to four and from that point on the ride continued to grow to its present ceiling of around four and a half thousand.

Cycling is an enormously popular sport in the United States and as the ride grew the organisers felt that they had to place a ceiling on the numbers not because of the ability of the roads to han-

dle the crowds but because of the quality of support they were able to offer. Nowadays people come from all over the USA (and indeed the world) to participate in this event and the ride is usually sold out weeks in advance of the day.

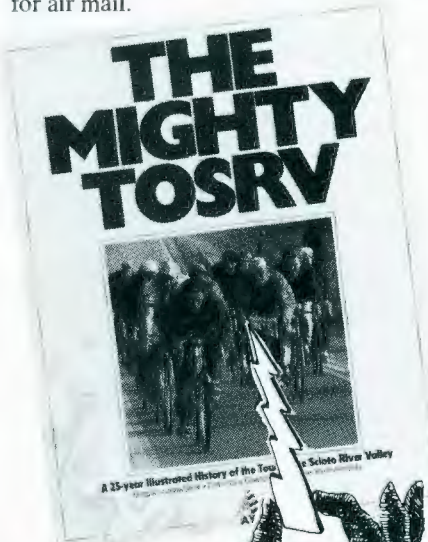
*The Mighty TOSRV* is a documentary record of twenty five years of TOSRV's. It was compiled and produced by Greg and June Siple who have combined considerable design skills to produce a thoroughly enjoyable 128 page magazine format book. Greg is the chief cartographer and designer for the Bikecentennial organisation and many of his cartoons and photographs illustrate the book.

The splash of water that forms part of the cover illustration alludes to the ride's tradition for wet weather. The book's pages are likewise filled with stories and pictures of tropical rainstorms, cloudbursts, angry 'weather gods' and the inevitable soaked and still-smiling bikers. One of my favourite stories concerns a young woman's wet weather collision with a cow. A year later she was photographed on the ride riding her new bike which now sported a cowcatcher.

The large format book is beautifully illustrated in glorious black and white and offers the mind boggling statistic

that as of 1986 cyclists on TOSRV have ridden a total of ten million miles (that's 16 093 000 km) roughly equivalent to twenty one round trips to the moon.

Copies of *The Mighty TOSRV* can be ordered from the publisher Columbus AYH, 629 Dennison Ave., Columbus OH 43215 USA. The book costs \$US 9.95 plus \$US 1.50 for postage and handling. You should add an extra \$US 5.00 for air mail.



Dubbed the 'TOSRV Weather God' the character in this illustration was the design for the TOSRV 84 T-shirt.



# FOCUS

## BICYCLES

# HIGH TECH-TOP SPEC



## 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 Bar St Mordialloc VIC 3195.

### 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.

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## National Bike Events Calendar

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

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.

### 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 Crt; Sunday in the Park from 1-5 pm on the 15th. Bands and Displays. 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 Ballaw. Mass ride in Sydney on the 24th. For full details contact Vetsports Promotions (03) 773 1808.

**Saturday 14 to Saturday 21 Pacific Bicycle Route** Eight days cycling along the new Route between Coffs Harbour and Grafton. Sag wagon support. Contact Bicycle Australia (062) 27 2186.

**Sunday 29 Melbourne Autumn Day Tour** 100 km and 50 km routes for riders of all abilities. This fully sup-

ported 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 (02) 958 4989. during 1987.

**April 17-20. The Great Eastern Australian Rally** Australia's first bicycle rally will be held in the Southern Highlands area of NSW. Overnight camping at a fixed site with day rides of 40 to 120 km. Organised by the Bicycle Institute of NSW. Contact (02) 212 5628.

**April 17-20. The Canberra Monaro Explorer.** A 200 km sag wagon supported ride Goulburn - Canberra - Goulburn organised by Bicycle Australia. Contact (046) 27 2186 for details.

### 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.

**Saturday 13 to Monday 20. Winter on the Southern Highlands** A mystery tour organised by Bicycle Australia. Sag wagon support. Contact (046) 27 2186.

### SEPTEMBER

**Saturday 19 to Monday 27. The Snowy Mountains Trail.** A Bicycle Australia supported tour of the high country. Nine days of excellent riding. Contact (046) 27 2186.

### OCTOBER

**Saturday 3 to Monday 5. The fourth annual Four Rivers Ride.** Bicycle Australia's tour of the Hunter Valley region. Sag wagon for luggage, evening meals and breakfast provided and hall accommodation. Contact (046) 27 2186 for details.

### 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 complete with fashion parades and lunch time entertainment. 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.



**Don Hatcher**

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### LOW RACK

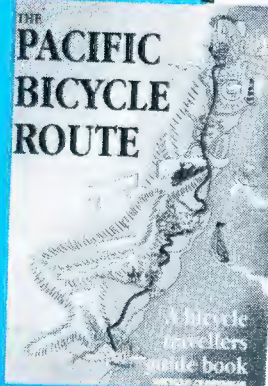
Model AFC-LR1  
Weight: 380g

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## Bike Expo for Sydney in 1987

### Bike events

Following a successful three year run at the World Trade Centre in Melbourne Bike Expo the largest display of bicycles, equipment and accessories will move next year to Sydney. Over leaf we present a pictorial for the 1986 event.

Above: An elated Graeme West Manager of the Repco Cycle Company accepts the Bike Expo Award for Bike of the Year. Repco won its award this year for the Superlite a chromoly twelve speed which has been consistently been improved by the company since its introduction. Right: Part of the cheery welcome for visitors to the '87 show from Bicycle Institute of Victoria volunteers at the reception desk. Though this years attendance figures were down on the previous year the industry and the Expo organisers the Retail Cycle Traders Association of Australia were pleased with the outcome. The Sydney venue next year will be the first time a major bicycle exhibition has been mounted in that city since 1980.





- **FRAME / TANGE** No. 900 Cr-Mo Double Butted 3 main tubes, Hi-Tension steel Seat & Chain stays. Fully lugged frame.
- **FRONT FORK / TANGE** Hi-Tension steel blades with AB-2-QW crown
- **HEAD SET / NTL-CH SET**
- **HANGER SET / MY SET**
- **HANDLE BAR / ALPS** Maes style steel C.P. 400mm (19 1/2), 420mm (21, 23, 25)
- **HANDLE STEM / SR-SR-4H** alloy 60mm (19 1/2), 80mm (21, 23), 100mm (25)
- **GRIPS / FOAM CUSHION GRIPS**
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- **BRAKE LEVERS / DIA COMPE** FM-165 with safety levers
- **CRANK SET / TAKAGI** TO-ST-TFD-AG3 alloy cranks & guard, -steel mat finish chain rings 52-40T x 170mm
- **CHAIN / DID** black finish
- **PEDALS / MKS** RT-7 C.P. with reflector
- **REAR DERAILLEUR / SHIMANO** RD-2501
- **FRONT DERAILLEUR / SHIMANO** FD-2202
- **SHIFTING LEVER / SHIMANO** SL-2401 alloy, handle stem mounting
- **FREEWHEEL / SHIMANO** 50W 14-17-20-24-28T 5 speed black
- **SPOKE PROTECTOR / SHIMANO** 5.4" plastic
- **SADDLE / KASHIMAX** F-4 anatomic

- **SEAT PILLAR / stainless** ø26.6
- **REFLECTORS / CAT EYE** C.P.S.C. approved reflector set
- **HUBS / SHIMANO** alloy small flange 36 holes with quick release front & steel small flange 36 holes nutted rear
- **SPONES / TAG** U.C.P. with steel nipples
- **TIRES / MITSUBISHI** CRUISE LINE 27x1 1/4 Jumbosid, 95 psi, high pressure & tubes with schrader valves
- **RIMS / ARAYA** SP-30 27x1 1/4 alloy 36 holes
- **SIZES / 19 1/2, 21, 23, 25** x 27" & 19 1/2, 22 x 27" Made
- **FRAME COLORS / EXCEL RED, LIGHT CONCORD BLUE**

**TANGE**  
SD-200



DESIGNED BY  
**BIKECORP**  
P.O. BOX 204, EAST NEWTOWN, VICTORIA 3805  
TELEPHONE (03) 598 0088



# The Shimano Index System A New Approach to Shifting.

## BETTER PERFORMANCE THROUGH SYSTEM COMPONENT DESIGN

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

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

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

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

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

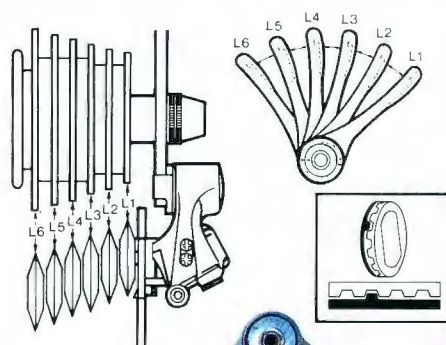
On the other hand, with SIS, changing gears is just like tuning that same radio with pushbuttons. One touch and you've got it.

## LEVER AND DERAILEUR—THE SYSTEM APPROACH

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

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

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



Easy SIS synchronization with the cable adjusting barrel.

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

A derailleur must provide two actions.

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

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

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

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

## CENTERON AND UNIGLIDE SPROCKETS.

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

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

## UPGRADE WITHOUT OBSOLESCENCE.

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

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

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

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



## NEW DURA-ACE

See New DURA-ACE at your professional bicycle dealer.

