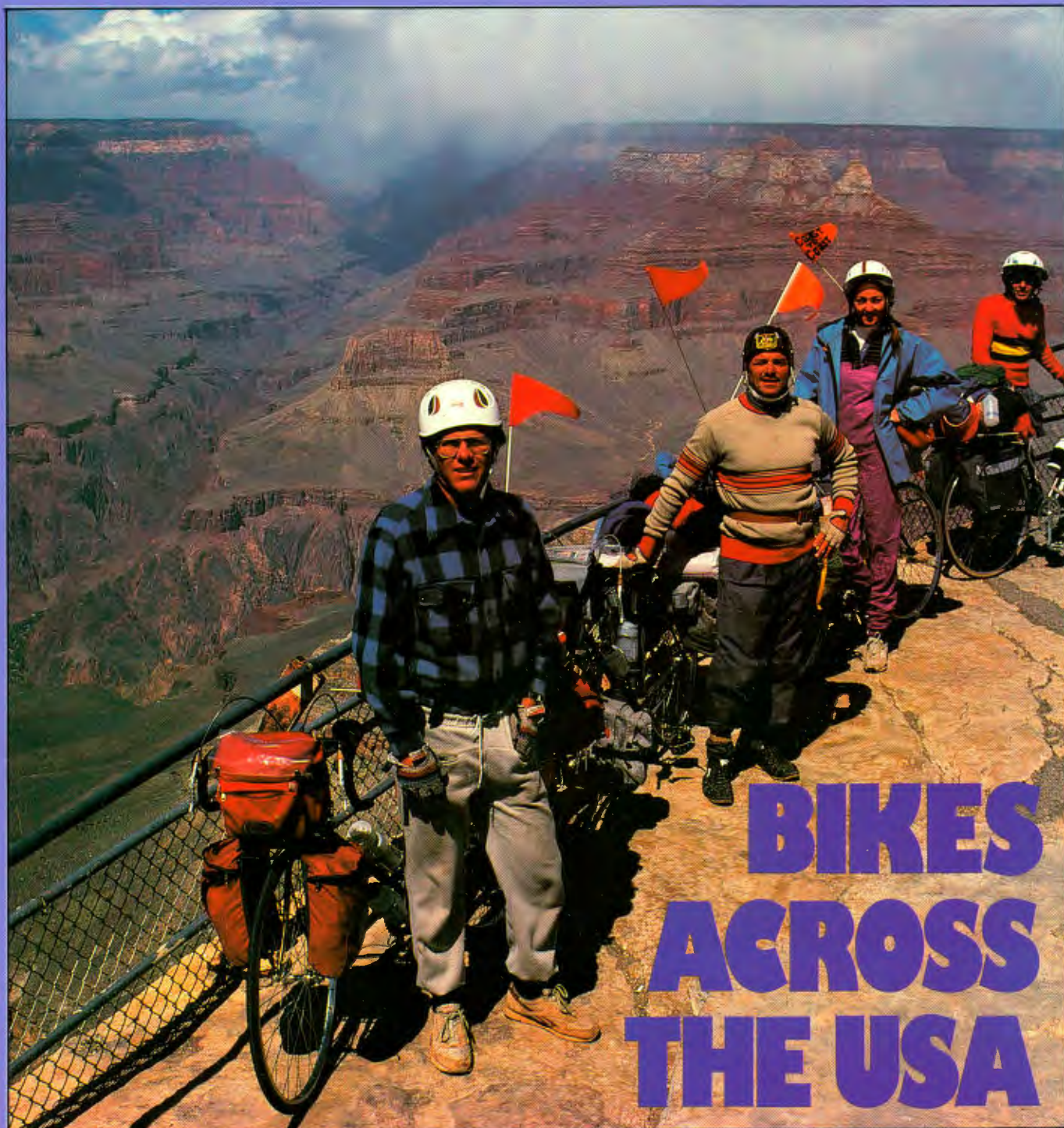


THE AUSTRALIAN BICYCLING MAGAZINE
NUMBER FORTY JANUARY-MARCH 1987 \$2.50

Freewheeling



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 Pannaracer Tri Sport tyres make this the intelligent choice for the discerning cyclist.

15 SPEED CRESTA

A touring bicycle to the end. The Cresta is built with emphasis on long distance touring. Frame features Tange No. 2 and No. 5 Cro-Mo tubing, three bidon holders and extra eyelets to accommodate carriers. Drive train is Sugino TRT coupled to the new Suntour Mountech Tri pulley derailleur. Cantilever brakes, 40 spoke rear wheel and rear carrier completes this fine touring bicycle.

Available from leading cycle dealers

MODEL No. 2780



REPCO



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Cover photo by John Brown. During his epic journey across the North American continent John and his companions gather for a photo on the rim of the spectacular Grand Canyon. Cartoon this page by Don Hatcher.

The World Awheel



Most Cyclists are Happy with Bikepaths

How do you measure what cyclists want? Should we listen to the outspoken individual or listen to more peoples' opinions by using sophisticated interviewing methods and group discussion techniques? The use of professional listeners known as moderators trained in the art of letting everyone have their say and systematically recording the outcome is one way of overcoming individual bias and providing cycling groups with a better idea of what cyclists needs are.

After years of intuitive development of policy by bicycle advocates for the first time we have a thorough study of cyclists' opinions, attitudes and chosen preferences for action by Government in Victoria.

This study (SBC 1986) which cost \$60,000 answers a lot of questions about what cyclists actually think and believe about bicycle helmets, bike lanes, bike paths, motorist education, bicycle lighting and much more, and tells us how cyclists differ from each other and the general public and it's very likely that a similar study in other States would tell a very similar story. The long standing Bicycle Institute of Victoria's policies are more than justified by the findings of this

survey of 1250 cyclists' attitudes and opinions. It also comes at a very timely moment because there is a dispute going on in the real world about what needs to be done for cyclists.

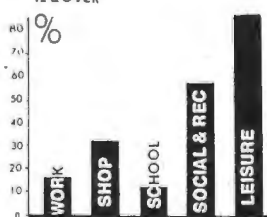
After a decade of unconfused and clear advocacy by cyclists to Government the ugly spectre of self-defeating internal wrangling has sprung up about bikeways at a time when bicycle planning in this country is becoming accepted by Government at all levels, and needs informed input from cycling groups — that is, free from contradiction and confusion.

CYCLIST VIEWS ON BIKE PATHS

FAVOURABLE ASPECTS*	%	UNFAVOURABLE ASPECTS	%
Safer/away from traffic	80	Too many people walk or jog	18
More enjoyable/comfortable riding	19	None available for my trips	11
Getting away from pedestrians	12	Hard to get on/to find	7
Can ride together easily	6	Poorly marked or sign posted	5
Quick	5	Badly made/uncomfortable	5
Other	4	Dangerous to cross roads	3
Don't know	8	Hard to see at night/poor lighting	4
		Dangerous at night	4
		Too slow/and or indirect	Other: 12
1250 Respondents who are bike riders		Don't know	48

TRIP DESTINATION

650,000 BICYCLISTS
12 & OVER



FACTORS CONSIDERED

WIKEN CHOOSING BIKE ROUTE	%
Safety/few cars	53
Directness	26
Scenic	18
Smooth surface	10
Fewest hills	9
Convenience	9
Speed	8
Bike path available	4
Few pedestrians	4
Presence of parked cars	1
Other	4
Don't know	3

BICYCLE ROUTES USED

DESTINATIONS	WEEKDAYS				WEEKENDS			
	Main Road %	Back Streets %	Foot-Paths %	Bike-Ways %	Main Road %	Back Streets %	Foot-Paths %	Bike-Ways %
Just for leisure, riding around	36	36	11	17	33	35	8	23
Shopping	48	40	9	3	47	35	11	7
Visiting a friend	44	39	11	5	45	38	13	3
Exercising or training	56	25	7	12	53	27	13	7
Recreation venues	53	28	6	13	53	24	6	16
Secondary school	52	36	10	3	53	20	27	-
Work - other location	58	23	16	2	74	11	4	11
Train station	65	18	7	9	76	14	5	5
Work - city	68	24	-	8	57	14	5	19
College/university	71	17	8	4	67	22	-	11
Participating in sport	50	19	13	19	50	25	13	13
Touring	67	22	-	11	75	-	25	-

There is no need for cyclists to argue about what policies and programs cyclists want, this survey shows what most cyclists think about, route selection, what trips they make, and the extent to which footpath, bikeways, back roads are used. Last but not least in a city with 200 kilometres of shared footways (bikepaths) it tells us for the first time about user satisfaction. The tables from the SBC report speak for themselves. The report was prepared by Spectrum Research. Copies of the report will soon be available on Microfiche from the State Bicycle Committee of Victoria.

Alan Parker

Bicentennial Authority Announces Australia's Longest Bike Race

All of Australia will follow the challenge faced by competitors in Australia's longest ever cycling classic, 3,444kms, to be staged in the Bicentennial year.

On 19 June, 1988, a non-stop bike race will set off from Perth. The race across Australia's southern seaboard takes in the Nullarbor Plain, the Adelaide Hills and climaxes at Melbourne's Highpoint City Shopping Centre.

The object of the race is not only to test the rider's endurance to the fullest, but also to generate a greater understanding and appreciation of the issue of mental health in our society.

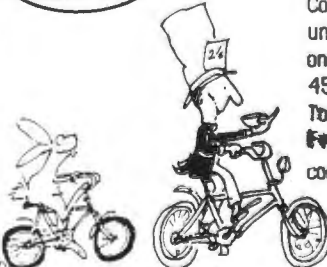
Cycling Around Sydney tours book reprinted

The popular Bicycle Institute of NSW book *Sydney Bicycle Rides* which has been out of print for some months has found new life with a recent reprint sponsored by the NSW Department of Environment and Planning. The new edition contains complete route descriptions of 22 tours in and around Sydney each illustrated with two-colour maps. The old edition which was funded by the State Bicycle Committee is now a

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.

cherished collectors piece partly because of its more colourful production and partly because the new version omits the wonderful original cartoons by Phil Somerville. Rumour has it that some of Phil's cartoons were too politically sensitive for publisher and its new funding body.



Certainly the drawing of the Department of Main Roads worker touching up the red cross bar on the 'no cycling' sign with the blood of a fallen cyclist could be considered offensive to that agency but unfortunately the cartoonist's wit only tends to mirror the state of affairs as it exists in the real world. At present the Bicycle Institute is locked in a struggle with the DMR over its dangerous 'S' lane treatments of main road intersections. In its obsession with speed and traffic flow the DMR has conveniently overlooked the bike rider so its a pity that the latest edition of this excellent bicycle guide overlooks the cartoonists contribution to the ongoing campaign for a safer riding environment.

The new edition is called *Cycling Around Sydney* and costs \$5.00 from DEP offices or the Bicycle Institute.

Sprocket Man says

Bicycle riders who regularly ride the streets of our cities will be well aware that the parts of the road most used by cyclists are usually in the worst condition. Pot holes that never seemed to be repaired, gaps in wooden bridge decks and parallel bar drainage grates are all hazards which make riding a risky business especially in traffic.

Alan Parker Vice President of the Bicycle Federation of Australia and the Australian sponsor of the comic book character Sprocket Man says that we should heed the advice of the masked marvel and report all hazards to our local traffic engineer.

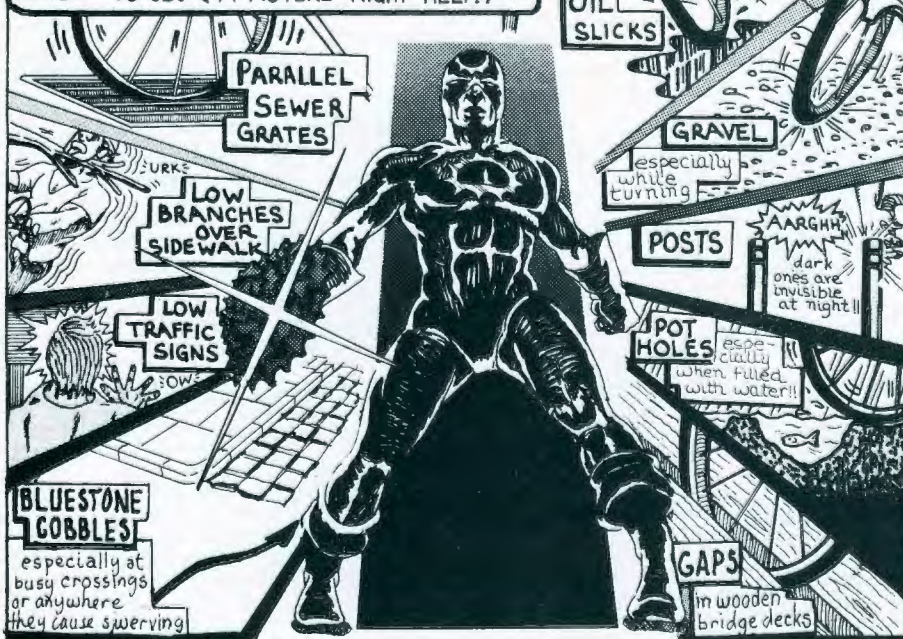
In most cases the hazards remain simply because the busy road maintenance staff are not aware or consider them an urgent priority. Alan says in all cases where he has reported road defects to local councils and State government road authorities the problem has been fixed in quick time. All you have to do is write a letter or do what the London Cycling Campaign does and send a post card. The LCC issues these special format cards to its members to encourage them to take action on road hazards.

The sheer **NUMBER** of bikes in use these days shows that the days when bikes were merely **TOYS** for kids are **BYGONE.....** and that the **ANARCHY** of the cyclist can be afforded **NO LONGER!**

Here are a few tips on **SURVIVAL** skills and **SAFE** riding etiquette.

HAZARDS you should be especially aware of are listed below.....

Should you encounter a hazardous situation, **WRITE** your city's **TRAFFIC ENGINEER**. Tell him you've found a **DANGEROUS AND DEFECTIVE CONDITION** and where it is. (A PICTURE MIGHT HELP.)



BICYCLE AUSTRALIA

NATIONAL BICYCLE INSURANCE SCHEME

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Please forward details on the Insurance scheme to

First name

Surname

Address

Postcode

Telephone (H) (W)

QUEENSLAND (Average age 57.5 years)



1. DENIS WHELAN (Capt) 50. Coffee Shop Prop. Former Ireland champion, 3rd in Ireland's National Best All-rounder comp. in 1958, and first Ireland rider to pedal 25 miles unpaced in under 1 hour (58 min. 18 sec's in 1956) Winner Gold, Silver and Bronze medals in Vet. Ch'ships in Australia, and major placegetter in many events against young riders.



2. LEN HERING (V. Capt) 60. Plumber Builder. Winner many track & road titles as junior with Footscray (Vic) club and capt. of Premiership team. After keeping fit by playing squash and jogging (won Qld. 10 kms track & cross-country Vets title) returned to cycling 3 years ago to win State Titles (3rd in 1986 Nat. Title). Judged 'Old. Vet of Year' in '84 & '86.

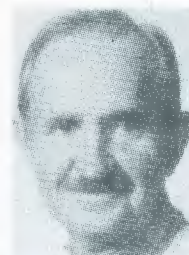


3. LUI STOCCO 57. Concreting Expert. Only rode a few events as youngster in Italy, but since making comeback a couple of years ago, has been placed in several major events. Represented Australia in '85 and '86 World Vet Titles and '85 World Masters Games and finished 9th in 3,000 kms "Apple & Pear" Geeveston-Brisbane race in 1986 (winner Cootamundra Stage).

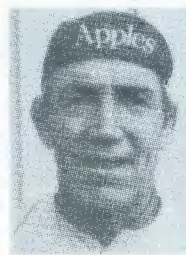


4. HARRY NOCK 63. W'front Worker (Ret.). Top junior before the war, placed in several State titles. After war, won State titles from 20 to 117 miles on road, and major Wheel Races on track. Following 30 years off bike, returned a few years ago to win major placings in many vet. events (close 4th in '86 Nat. title (60-64) and 2nd in Scratch event the next day).

NEW SOUTH WALES (Average age 58.2 years)



5. KEN MARTIN (Capt) 57. Telecom Tech. Tough vet rider who has only been in the sport for about 5 years. Followed 4th in '86 Vets Tour of Victoria (graded) race, with great 6th in the Geeveston-Brisbane "Apple & Pear" Tour. Finished within 6 lengths of '86 World Title race winner before finishing in first 10 in two big week-long Vet Tours in France.



6. EDDIE GOODWIN (V. Capt) 51. Eng. Assist. Renowned time-trialist in England in his youth (1st teenager to break one hour for 25 miles unpaced) and winner of many tours, handicaps, and scratch races incl. championships in NSW during the past 8 years. Won his age div. scratch event at '86 Nat. Titles, after finishing 10th in the Title race.



7. JOHN KING 60. Lab. Analyst. London born, John was fated to be a bikender, with a father who made bikes for Rudge & Dayton in the U.K. John is an expert mechanic, who has been manager-mechanic to top U.K. teams. A top time-trialist when young, also prominent on the track in cyclo-cross and on tandems. Finished 2nd in '84 Nat. Title (55-59), 2nd in '85 Southern Hemi Cup, and won Parramatta-Holroyd amateur club's aggregate.



8. NORM SIMPER 67. Public Serv. (ret.). Great all-rounder in younger days, has since won many vet. races, and a place in history by winning TWO World Vet Titles ('75 & '82) at his first two attempts. Finished 7th in '86 World Vets Title (65-69) after being ill with virus in week of championships. Sons Stephen and Paul are both very good cyclists, who have won many club and open events.

TOUR ROUTE

• Denotes overnight stops

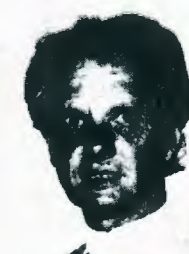
START: Brisbane — March 13
FINISH: Lenswood — April 12

(post-race Stage:
Lenswood to Adelaide)

3,800 Kms.



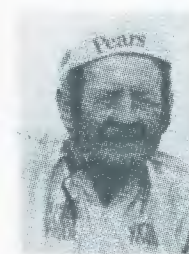
VICTORIA (Average age 59.7 years)



9. BILL MURRAY (Capt) 57. Engineer. New York-born, Scotland raised, former Scottish champion, winner of Vets Tours and championships in Australia. Finished 3rd in 3000 kms "Apple & Pear" Geeveston to Brisbane Tour (55-59 yrs). Good all-rounder who can sprint, climb and time-trial unpaced, in road events.



10. BRIAN SCHEID (V.C.) 56. Barrister. Former S.A. champion in younger days, and regular winner of top events in his former state, incl. championships on both road & track. As a vet. has outstanding record incl. wins in several classics (Colac Classic in '85 etc.). Leading veteran administrator - Pres. of both Vic. and National veteran councils.



11. KEN FLAKEMORE 61. Farm Mgr. (Ret.). Top track cyclist in late '40's, and in International Derby Final on Nth Essendon board track, finished close 2nd to World Pro Sprint Champ., Reg Harris (Eng). After 33 yrs off the bicycle, (incl. 5 yrs as a top motor cyclist and many yrs as a competent golfer), Ken returned to win 2 of his club's premier events, finish 2nd in the '86 Nat. Vets Title (60-64 yrs) and a close 3rd in the State Title race.



12. LEON SAVAGE 65. Painter. Regular winner of Open track & road races in Victoria in the 40's, and big Tour race rider. made comeback last yer to compete in the '86 "Apple & Pear" Geeveston to Brisbane race (after winning several club events) but had to retire due to illness at the halfway mark of the 3,000 kms event. Finished 4th, inches behind Ken Flakemore in '86 State Title, but did not contest the National Championship.



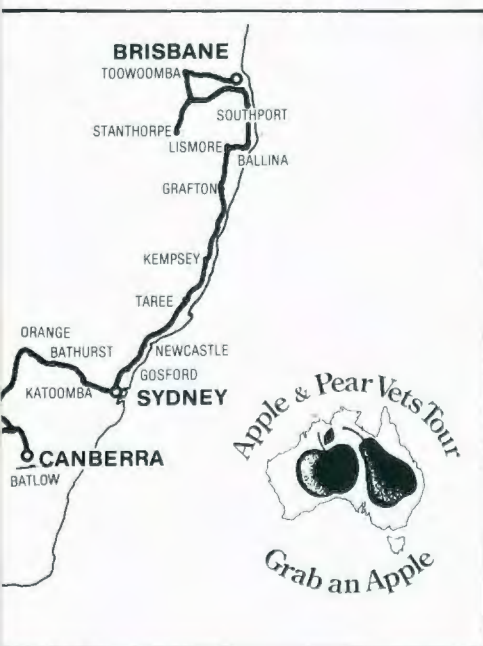
13. WARWICK DALTON (Capt) 50. Plumber. Represented N.Z. at 2 Olympic Games ('56 & '60) and 1 C'wealth Games ('58) winning two bronze medals. Also won many top events on international scene as an amateur and pro, on road & track. Won many National titles (N.Z. & Aust.), Tour of Britain Stage wins, and Pro 6-day track race. Made comeback in '86.



15. DOUG KINGSFORD 71. Electrician (Ret.). Top all-rounder when young, has won many events during past 20 yrs. Won World All-Round Vets Title in Belgium at age 65 (rode in 2 championships for younger veterans, after winning own age division), placed in first 5 in World Vet Titles on six occasions. Finished in both '86 S.A. "Apple & Pear" Tour and the Geeveston-Brisbane event, winning final stage (for 60-plus riders) in latter race.

In addition to featuring teams from the six Australian states and New Zealand, it is Australia's longest race ever staged for racing cyclists of any age and it is only a few hundred kilometres shorter than the famed "Tour de France".

The Australian Apple and Pear Marketing Corporation is a Commonwealth Statutory Marketing Authority whose activities are financed solely by Australia's 3,000 apple and pear growers. Their association with the event, one of the largest (if not the largest) sponsorship deal in the history of Australian horticulture is based on the clear connection between the fruits they represent — apples and pears — and the amazing physical fitness of this unique group of endurance road racers.



(Average age 59.0 years)



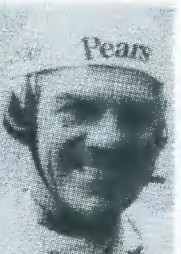
14. TOM BLAKELEY (V.Capt.) 57. Stonemason. One of 4 cycling brothers, Scotland born, Tom won his country's National Allrounder Championship on the road in '53 and '55. Following Army service in Egypt, and long spell off the bike, returned to win a number of top Vet events including National N.Z. Title (45-49 yrs) in 1985.



16. ALAN PEIRCE 61. Ex-taxi driver. Former top-class Vic. rider with Preston club (rode off scratch with Sun tour winner George Goodwin) came back as vet to win 6 club titles in Old. (Logan City) and be placed in many other Open events. Holds world record for riding BACKWARDS (100 kms in 4 hrs 5 mins, '83). Also 500 kms in 12 hrs on ordinary exercise bike - '85.



25. JOHN SMITH (Capt.) 59. Sales Rep. (Ret.) Championship-winning career ended prematurely with disastrous track crash. Came back as a vet 11 yrs ago, shedding six stone in weight in a year before winning State Titles and being placed in several National Championships (and Southern Hemi Cup events). Won Vets "Mini-Goulburn" in '80. Won '86 "Apple & Pear" 817 kms W.A. Tour (55-59 yrs).



27. BRIAN ROBERTS 51. Gold Miner (etc, etc.). Former Aussie Rules footballer (Subiaco club) became a veteran racing cyclist only a few years ago after competing in a triathlon event (and enjoying the bike leg). Showed steady improvement in club events to reach the top grade and win several races. Won 50-54 yrs division of 817 kms "Apple & Pear" W.A. Tour in '86.



26. PETER PARENT (V.Capt.) 56. Eng. (Ret.). Versatile rider at home in sprints and on hills. Has ridden more marathon tours overseas in past 10 years than any other rider (more than 35,000 kms). Former Dutch rider, won Pt. Broughton 160 kms classic in S.A. in '79 (Mountain King in '79 and '80) and his club's Vets Title in '82 and '84. 2nd in '83, '85, '86. Finished 4th in Geeveston-Brisbane and 3rd in S.A. 1986 "Apple & Pear" Tours.



28. CARL STICKLAND 63. C.I.G. Foreman. Junior champion early in his career, winning State titles, and also the Inter-Services Championship in the Northern Territory, when serving with Navy during war. As a vet, Carl has won many big events. Leader in the 60-plus div. of 817 kms "Apple & Pear" Tour in '86 when crash put him out of race. Won '86 "Vet of Year" points aggregate with West Coast Vets Club - W.A.'s biggest club.

TASMANIA (Average age 58.5 years)



17. COLIN APPLETON (Capt.) 57. Eng. foreman. Son of former top Tas. road rider Charlie Appleton, Colin has made great comeback as vet after winning many events during his youth. He was 4th in his division in '84 "Casino to Casino" 205 kms race, and 28th (of more than 100 riders) overall. Finished 7th in 3,000 kms Geeveston to Brisbane "Apple & Pear" Tour. Nickname: "Apples".



19. REX WELSH 67. Builder (Ret.) Champion on road & track during '40's and '50's, winning State Titles and Stages in tough "Mercury" Tour of Tasmania against Australia's best. Won Gold & Silver medals at '76 Senior Olympics in U.S., Nat Vets Title in '85 (65-69) and finished in the 3000 kms Geeveston-Brisbane "Apple & Pear" Tour in 1986.



18. DICK CAMPTON (V.Capt.) 50. Police Officer. Grandson of famous cyclist Steve Barker, Dick was top junior in '50's before retiring to concentrate on work and raising family (cray fisherman before joining Tas. Police Force). Won several vet. events before placing 3rd in 3-day tour race in '86, and 3rd in D-Grade (against young riders) in 205 kms "Casino to Casino" Open in same year.

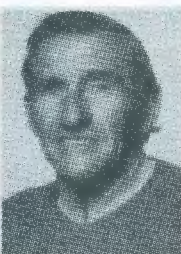


20. ALLAN TAPP 60. H.E.C. Linesman. won scores of events as youngster, and was one of his State's few representatives in inaugural "Mercury" Tour of Tasmania in '54. After 27 yrs out of the sport, came back to win 'B' grade section (against riders much younger) of Hobart Veteran's Club in '84. Also won 50 kms championship for riders 55 and over in 1986.

SOUTH AUSTRALIA (Average age 59 years)



21. DOUG HOLLY (Capt.) 53. Firefighter. Four times National Champion (incl. '86) 3rd in World Vets Title, winner '86 Geeveston (Tas.) to Brisbane "Apple & Pear" Tour and 2nd in S.A. event. 1986 Masters Games Road Race and Road Time Trial Gold Medalist. Close 4th in both these events at '85 World Masters Games (Canada).



23. EDDIE HEAVER 64. Farmer. Winner big open events as youngster (Gawler, Casterton, etc.) finished in 24 Melb-Warmambool classics, won '81 Vets Tour of Vic. (55-59), won Bronze Medal in road race (60-64) at '85 World Masters Games, 2nd in '86 National Title, and won one Gold and seven Silver Medals at '86 Masters Games on road and track.



22. JOHN LAW (V.Capt.) 57. Eng. (Ret.) National Road Champion in '53, Olympic Games (Helsinki) rep. '52, C'wealth Games (Vancouver) rep. '54, "Mail" Tour winner '53 and National Track Pursuit Champion '54, 2nd in '86 "Apple & Pear" S.A. Vets Tour (55-59), and 2nd in National Vets (55-59) Title in 1986. State Champion.

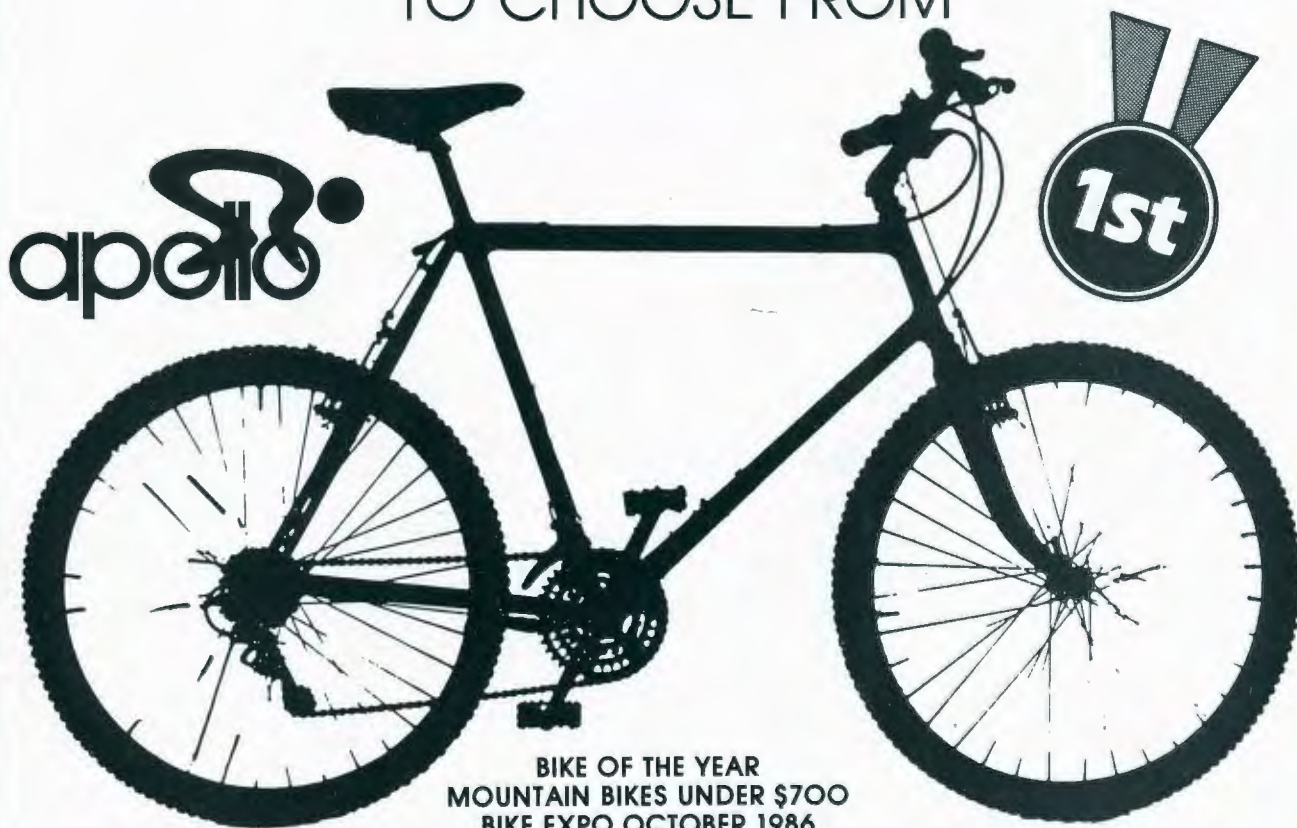


24. LEN HAMMOND 64. Aust. Post Tech. (Ret.) Former NSW and National Champion, Goulburn-Sydney classic winner, Vic. Vets Title winner and 3rd in '86 National Title (60-64), finished both Geeveston-Brisbane (3000 kms) and S.A. (620 kms) "Apple & Pear" Tour races in '86. Father of famous Hammond brothers, Gary (Games rep.), Terry (dual Sun Tour winner) and Len Jnr. (top pro all-rounder).

WESTERN AUSTRALIA (Average Age 57.5 years)

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Apollo Himalaya \$549

Plain gauge chrome moly frame with braze-ons for water bottles and cables. High quality Japanese componentry like the Sugino chain-wheel set and the excellent Dia Compe 980 cantilever brakes and levers make this bike a good mid range machine designed to take all you can give it. Available in Gunmetal Grey or Ferrair Red the Himalaya is a well made bike for city and country use.

Apollo Everest \$699

Australia's number one mountain bike. The winner of the Mountain Bike of the Year Award at the 1986 Melbourne Bike Expo. This superb bike features chrome moly frame sealed bearing hubs and headset. Fitted with SunTour XC Sport alloy gears, brakes, hubs and levers. Cunningham pattern rear brake and Dia Compe cantilevers on the front. A stunning performer both on and off-road. Excellent value for money.

Apollo Kosciusko \$429

The ideal mountain bike for the beginner or strapping teenager available at a price that won't break your budget. Kosciusko has a plain gauge chrome moly frame with water bottle braze ons. The Araya alloy rims are designed for rough terrain and the SunTour gear set will give good service in all conditions. An SR triple chainwheel set is fitted and the wide-range gearing is designed to help you climb the steepest hills with minimum effort.

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The World Awheel

European manufacturers in turmoil

A series of bankruptcies and takeovers has rocked the normally staid European bicycle manufacturing scene. In Holland the second largest maker of bicycles Batavus was declared bankrupt towards the end of last year and was forced to lay off hundreds of its workers from its frame building plant. Since then the company has been bought out by a Dutch gas stove manufacturer and has resumed production recalling most of its staff.

In France the freewheel and chain makers Maillard and Sedis have been taken over by the West German firm Fichtel & Sachs. This company had previously bought out the French derailleur maker Huret some years ago.

Close by in Austria the largest bicycle maker Triumph went bankrupt in October 1986 and the other large bicycle maker Steyr Daimler Puch is ceasing the manufacture of bicycles and in future will concentrate on marketing imported bicycles only in the Austrian and Swiss markets.

This regrouping and restructuring of the European bicycle market is expected to result in more bicycles being ordered from Taiwan. However with the Taiwanese already feeling the pressure from massive North American orders and the Japanese unwilling to give up their position in the bike scene without a battle the bike world looks set for more of the same as the international bicycle industry copes with its second hundred years of existence.

Pine Gap Kryptonited

High security bicycle locks featured in another demonstration closer to home. During a protest outside the US military base at Pine Gap near Alice Springs demonstrators succeeded (albeit for a few hours) in their objective to close the installation.

A Kryptonite K4 lock was used to lock the main gates together and bemused demonstrators watched while security staff spent the next few hours

attempting to remove the high security bicycle lock. First a three foot pair of bolt cutters were tried and when these failed a larger pair was used. After the failure of the bolt cutters, hacksaws and other cutting tools were tried all to no avail.

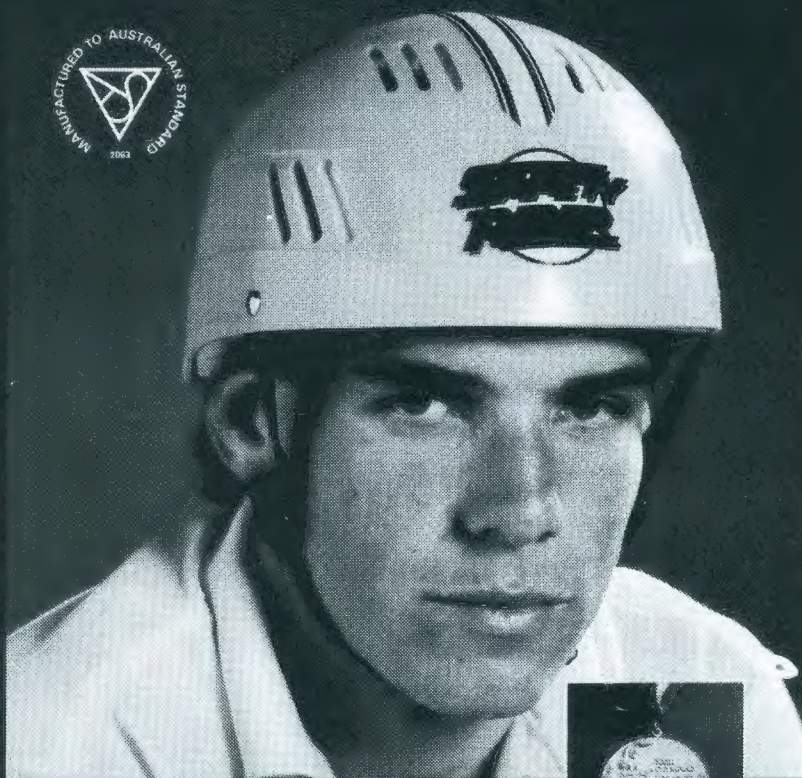
Finally pressure from the day-shift workers wanting to leave for their homes in Alice Springs produced the solution: an adjacent panel from the chain wire fence was removed to allow vehicles to exit around the main gate.

Much to the amusement of the demonstrators and the base workers the Kryptonite lock was finally removed later on using oxy acetylene cutting equipment.

Dates for 1987 Sydney Bike Expo announced

The hugely successful Melbourne Bike Expo, the largest exhibition of bicycles, parts and accessories in the southern hemisphere, will be held in Sydney this year from Friday August 14 to Sunday August 16. Expo director Bill Long of the Retail Cycle Traders Association of Australia said that the Sydney exhibition will be bigger than all previous Expos. The venue will be the Arts and Crafts Pavilion at the Sydney Showgrounds and a major city newspaper will be involved in the pre opening promotion.

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Raleigh in the UK taken over by US interests

After seven years of operating losses the giant British bicycle manufacturer Raleigh has been sold to a conglomeration of three companies with North American connections. The Australian, Canadian and South African subsidiaries plus Sturmey Archer and Gazelle Rijnwielafabriek in Holland are also reportedly part of the deal.

A representative of the former parent company Tube Investments is reported as saying that ultimately the environment of an international engineering group (TI Industries) is not ideal for this business. Furthermore he stated that to

The winner of the Tropical Bicycle Odysseys/Woolys Wheels Lucky Seventh Anniversary flyaway holiday to tropical North Queensland Eddie Fraissard (left) is seen here accepting her tickets from Woolys Wheels proprietor Michael Kamahl.

succeed Raleigh must be established as a free standing proprietor-managed business — a structure which he believes is preferable for a company in the bicycle industry.

The Raleigh company will be reformed as Derby International Corporation and its major new shareholders include Kleinwort Benson Ltd, Globe Investment Trust PLC and Witan Investment Company. The sale was announced

barely one month before the British company was to have celebrated its centennial.

Farce at Fulham Road

London cyclists received a major setback recently when the Royal Borough of Chelsea and Kensington decided to remove the painted cycle lanes along busy Fulham Road. The lanes were installed in 1983 by the Greater London Council as part of its commitment to improving the traffic environment for London's beleaguered bike riders.

Despite a fierce campaign by the London Cycling Campaign, the Cyclist's Touring Club and Friends of the Earth

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CYCLES

the lanes were finally removed by council workers even though the Department of Transport and the Council's own evaluation of the scheme's operation suggests that they should be retained.

A daring attempt to obstruct the removal of the lanes was thwarted when two members of the London Cycling Campaign were arrested in the process of locking one member to the roadway using Citadel U locks. Holes were drilled in the kerbing on the previous night and the LCC protesters fitted expanding bolts with eyelets during the demonstration. Police intervened just as the key was being turned in the high security Citadel lock to lock the LCC volunteer by the neckj'""C'kacross the roadway.

Those crazy Cranes do it again

Nicholas and Richard Crane whose previous exploits include running the length of the Himalayas and 'riding' their mountain bikes to the top of Mt Kilimanjaro (Africa's highest peak) have concluded their latest adventure: a bicycle trip to the centre of the earth. To raise money for the Third World charity Intermediate Technology the English cousins rode from the Indian Ocean near Calcutta to the one place on the planet furthest from the sea. The place turned out to be a set of map co-ordinates in the Gobi Desert in north western China near the Soviet border.



The cousins rode specially made English Raleigh bicycles fitted out with two rear Karrimor bags each with enough room to carry the lightweight gear needed for their 58 day dash. The 5301 km journey was completed on schedule but not without some difficulty. Temperatures ranged from minus 10 to 46 degrees celsius and 1788 km of the roads were unsealed tracks.

During the journey they made the first ever crossing of the Tibetan Plateau by bicycle crossing passes of over 5000 metres. During the journey they climbed a total of 24500 metres. Their biggest climb was the 4600 metre haul

up the 153 km road from Nepal into Tibet while the descent from the Altun Shan mountains into the Gobi 2400 metres in only 180 kilometres.

They were arrested in Bangladesh on suspicion of interfering in local politics and twice arrested in western China for travelling in restricted areas without permits.

The Cranes are currently preparing a book on the journey which should be released sometime later this year. A review of the book detailing their Kilimanjaro expedition appeared in *Freewheeling* 36.

Help sought for history of derailleur gears

Ron Shepherd is preparing a history of derailleur gears and is seeking the assistance of anyone who can provide information of their introduction into Australia. Ron believes that the first derailleurs were brought into the country in the 1930's though they were invented much earlier in France.

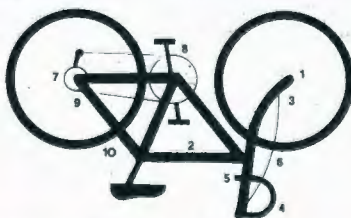
Any reader who can recall those days or who can provide information should contact Ron Shepherd, 12/18 Tintern Ave, Torak VIC 3142.

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New Products and Ideas

Shimano to introduce designer derailleurs!

A new range of bicycle components called Sante has been introduced on the North American market by Shimano during December. The component range provides a 'designer' approach and will feature the popular SIS gear index system. The Sante gearing components come in an attractive painted finish for the style conscious sports rider. The range also includes a seven-speed derailleur.

Shimano will market six different component ranges this year starting with the prestigious Dura Ace. The redesigned 105 group features a new front derailleur that moves at an angle rather than side to side to give better shifting.

Atom Sprinter ladies bike

In the past women have had to make many compromises when buying a production competition bicycle. For women shorter than five feet four inches the smallest frame would be generally too small and too long in the top tube. Atom Imports have changed the situation for today's woman and have released a new range of bicycles to fit women from less than five feet tall to up to five feet seven inches. Frames range from 17 inches to 22 inches with the smaller bicycles using a 24 x 1 1/8" front wheel. It has been found that the trunk and arm length of most women varies very little with height but their reach is much less than men.

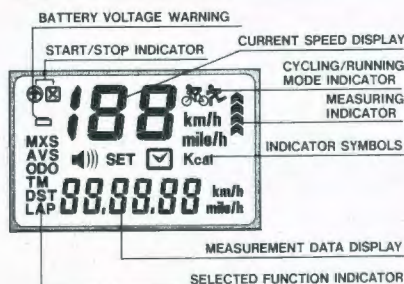
Atom did not stop with the frame to make this an efficient and comfortable competition bicycle for women. The brake levers are of shorter reach for smaller hands and the handlebars are narrower to match shoulder width. 165 mm cranks are used to match the shorter leg length and a lower range of gears are provided to allow the rider to spin over hills with ease.

Shimano SIS gears are used to allow for smooth trouble free shifting and a womens anatomic saddle completes this well thought out package. For dealer information contact the distributors: Atom Imports (02) 550 1655.

Matex fitness monitor

This new type of cyclo computer allows the rider to monitor performance during a training session. The meter measures speed (current, maximum and average up to 120 km/h), distance (trip and total), time (elapsed and lap), and calorie consumption. It has a built in 24 hour clock and mounts on a special bracket on the handlebars. The unit can also be carried on the hip while running. The Matex meter is powered by solar cells and is distributed by Atom Imports Pty Ltd.

Not all indications are displayed simultaneously.



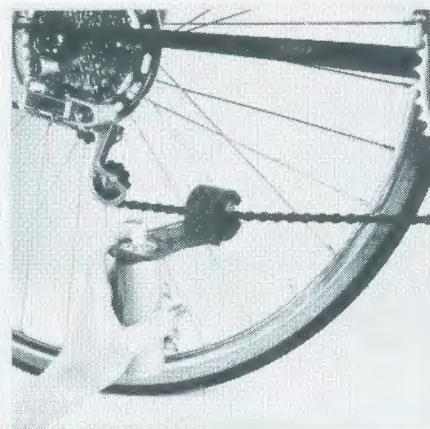
Rudy Project sun glasses

Lightweight carbon fibre glasses worn by Hinault and Moser are a feature of the new range of sports glasses from Europe. The stylish glasses are designed to give maximum visibility and comply with international standards for optical equipment. The Rudy Project sun glasses are resistant to knocks and abrasions and will retail at competitive prices. Distributed by Atom Imports Pty Ltd.

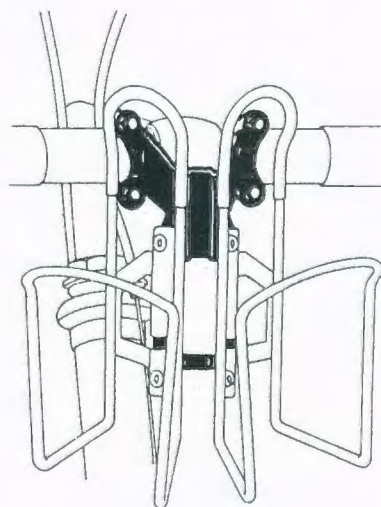


Allsop chain care

This new lubricant in a can offers a unique one-step method for cleaning and oiling bicycle chains. The product was released at the recent IFMA show in Cologne and is being marketed in Australia by K W Thompson Holdings Pty Ltd. Allsop Chain Care consists of a uniquely designed brush applicator which attaches to the aerosol can which contains the lubricant. The unit cleans as well as lubricates and has the big advantage of never needing to remove the chain. The Allsop lubricant does not attract dirt or moisture like other lubricants. A combination of solvent and a super synthetic wax which remains be-



hind after the solvent evaporates is used in the compound which is claimed by the manufacturer to increase the life of the bicycle gearing system. Allsop is well known in the USA for its range of hi-fi and video care products.



Good news for thirsty bikers

A solution to the perennial problem of fitting additional water bottle capacity to a bicycle is the Minoura ABH-2B handlebar mounting twin bottle holder. The holder is designed to accept two water bottle cages and is made of black anodised alloy. The holder comes with all necessary attachments to fit it to the handlebars (water bottle cages are not included). Distributed through Pro Bike Dealers by H & L Imports.

Slicks for the city

The US manufacturer Avocet have recently expanded their range of smooth tread tyres (known also as slicks or baldies) to include a tyre for the fat-tyre fancier. The tyre is a 26 x 1.9 high pressure tyre called the Avocet City. The size is actually larger than 1.9 and in line with a number of 26" tyres understates its size to comply with some obscure US import regulation. The tyres perform well on city streets and will take pressures up to 80 or 90 psi.

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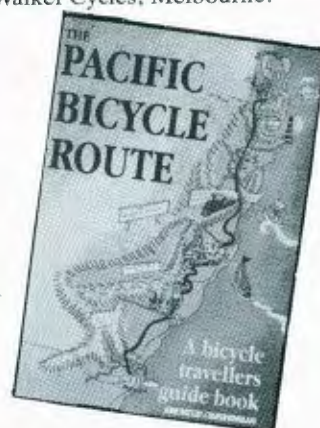
**309 Princes Hwy, Banksia
Phone 597 3981**

New Products and Ideas

High security locks

A range of locally made high-security locks are now available at good prices. Cycle Concepts locks come in two basic types both in either long or extra long hasp lengths. The locks have thick vinyl coating and are fitted with a round key locking system. As there are 1/2 million combinations of this key system it is unlikely that the lock its self could be broken. Both models have hasps made of HSLA hardened steel and will resist saws, drills, hammers and the dreaded bolt cutters. The Ultimate Bike Lock is the heavier of the two while the Heavy

Duty Lock weighs only 0.75 kg. Cycle Concepts locks are distributed through Cecil Walker Cycles, Melbourne.



New guide

Australia's first ever long-distance touring guide book detailing the 1000 km Pacific Bicycle Route between Sydney and Brisbane has now been published. The 64 page illustrated guide book provides touring cyclists with a complete package and provides details on accommodation, points of interest and a detailed route description. A feature of the guide book is a removable 16 map set in full colour. The maps provide route information and data on all the major hills. Wholesale copies of the book and map set can be obtained from specialist bike dealers or by mail order through the publishers: Bicycle Australia phone (046) 27 2186.

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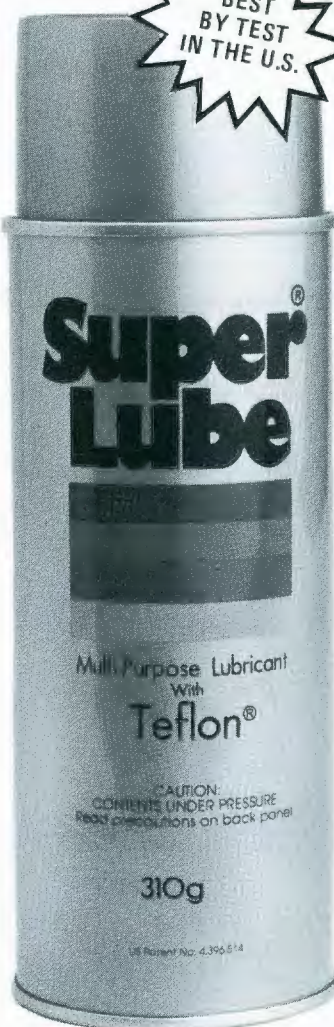
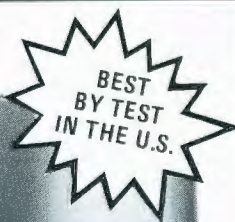
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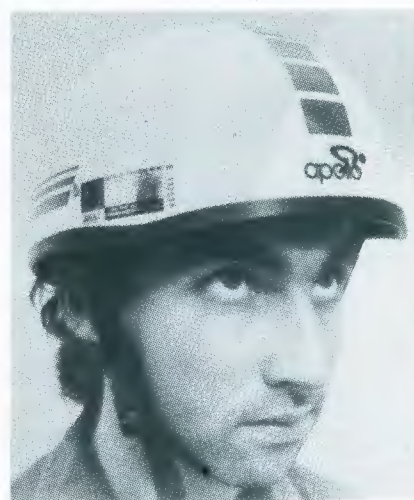


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Daylyte helmet upgraded

In an effort to make a good helmet better the Apollo company has released a new version of their Standards approved cycling helmet. The Daylyte II retains the all perimeter air flow and adds better adjustment to its harness. The strap now has a quick release fastener plus the normal strap tension adjustments. The Daylyte helmet also has an approved internal harness and will retail for around \$55.00 from Apollo bicycle dealers.

CENTURION

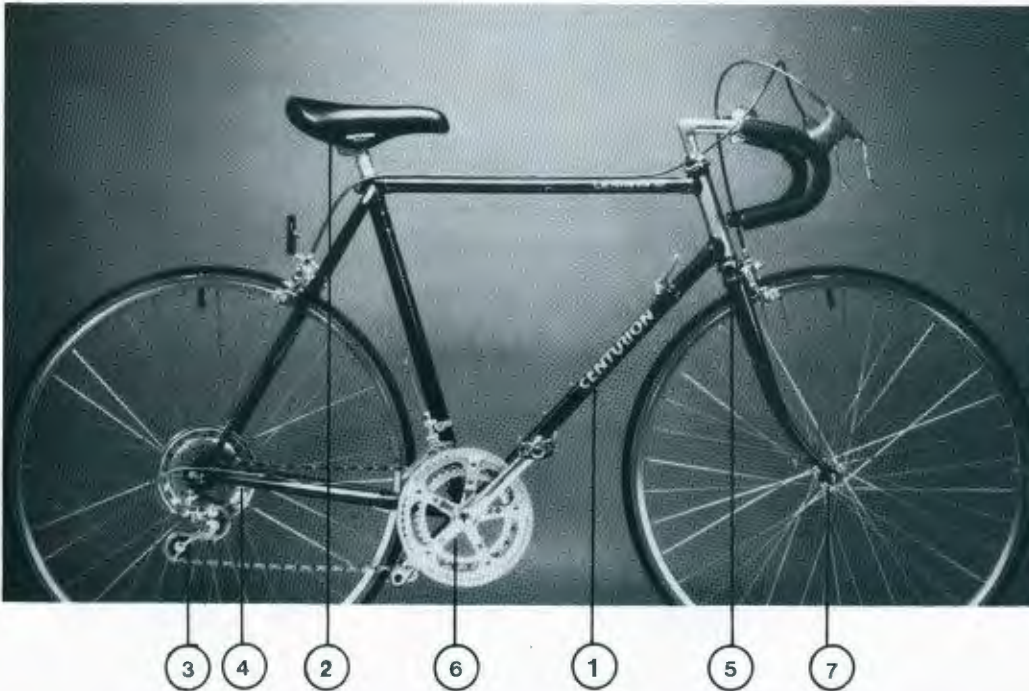
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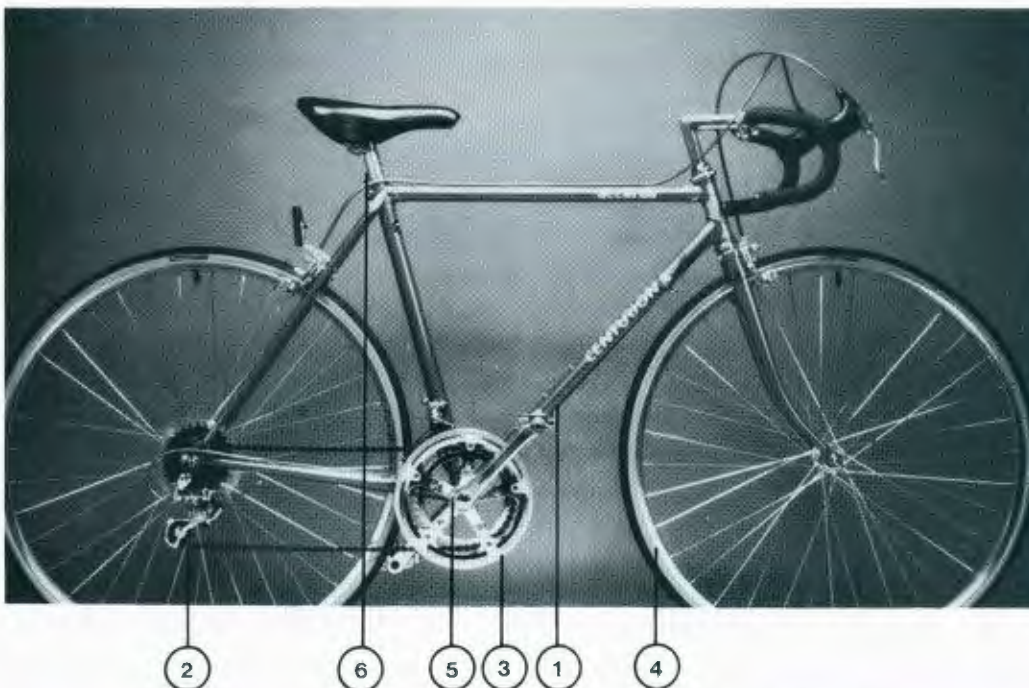
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Write On

The Bikes Behind the Bikes

As a participant in the recent 'Gong Ride, I anxiously awaited your magazine coverage of the event. When I received my copy, I was not a little disappointed at the lack of any mention of appreciation to the motorcycle riders who acted as our escorts.

Several times throughout the ride these men and women placed their machines between riders and cars bent on harassing them, often at considerable risk to themselves. I was almost being pushed up a hill by one car driver when a large black Honda with two people on it overtook the car and pulled in beside me, escorting me till the car had passed. I even saw one of the motorbikes with a cyclist and his damaged bike aboard being carried out of the park to the station.

Please remember that such people and their motorbikes are a very necessary part of touring and racing in large groups not only to act as marshalls but to keep us safe. Thanks to the bikers that day.

Tony Williams
Darlinghurst, NSW



Extra 'Gong ride support?

I would like to thank you for a great day Sunday November 22 and to congratulate all the workers for all their

hard work. The organisation was a great credit to you all.

I noticed there was an increase in motor car traffic and I think that quite a lot of it was due to support cars. I wonder if next year, before the start of the Ride, you could suggest that all those cars could leave well ahead of the riders. The hill into Audley was very congested and I think that if the support cars arrived at Audley ahead of the riders it would make it far more pleasant.

I realise that this is very difficult to police but as the word goes around that the wait for trains at the other end can be long there will be more and more support cars.

By the way, the ride back from Wolongong is even more enjoyable and

maybe some of the fitter, younger people should try it and help relieve the congestion at the other end.

Nan Landon-Smith
Wahroonga, NSW

The number of private support vehicles has been steadily increasing year after year and the 1986 Ride saw their numbers expand dramatically. It was quite congested around the lunch stop in '86 and in future we will be implementing controls to see that the safety of our riders is maintained. With this years ride we will be publishing information and advice for private support vehicles to encourage their drivers to use alternative sections of the route and to meet their riding friends at specified stopover points.

WS.Ride Organiser.



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CYCLES

American odyssey- Death Valley and beyond

Epic Journeys

In our last issue JOHN BROWN and his three companions, two Americans and an Aussie, set off from San Francisco on their journey across the North American continent. In this episode we pick up their story in the deserts of eastern California as they head for famous Death Valley.

The feeling of fulfilment had permeated our San Francisco to desert fringe adventure. If contented with the versatility of California then surely we would be spoilt by the wonderful web the remaining eight states would weave for us. Today we didn't launch off from the lush Pacific coast but from the barren wilderness itself.

At 9.00 am on April Fool's Day we left the desert fringe town of Ingokern and headed toward a nothingness of a flat horizon. A blend of apprehension, boyish confidence and careful planning flavoured our descent deeper into this wasteland. We covered 48 kilometres in an hour without pedalling. The two percent downhill grades and a tail wind magnetized our group of four toward what may be "Hell's Gates". By lunchtime we were still on the escalator to Death Valley after virtually freewheeling through Ridgecrest, China Lake and Trona. The airforce base at Ridgecrest and the chemical mining at Trona had established thriving economies and decentralised populations in this wilderness.

With water bottles topped up we coasted toward the shimmering horizon

and the solitude of the desert. Ahead snowcapped peaks cradled the expansive but starkly beautiful Panimint Valley. The richly coloured mountains 3350 metres above the valley floor and spring wildflowers blooming as if defying the elements had to be captured on film. This photo taken on April Fool's Day 1986 would prove most costly. I made the mistake of bracing my foot against the back wheel while attempting to lift my overloaded bicycle back to the vertical. Who needs a badly buckled wheel in the desert on April Fool's Day? After much effort I became aware that the rim had to be replaced. Now where is "The Death Valley Bike Shop"?

The sun slipped behind the western snowy peaks. Tonight we camped beside the Death Valley sign I had photographed and tomorrow I intended to hitch a ride seventy miles to Ridgecrest to purchase a new back wheel. Just as we selected a suitable camping site, out of the blue came a blessing in disguise; a mobile home with two touring bicycles strapped to the front bullbar. Richard and Tinsie inquired if they could be of assistance. Within the hour we were treated to a

crisp salad, a cold beer and I had a new back wheel on my Fuji Touring IV. I exchanged a traveller's cheque for the wheel and since returning from America the balance after fitting a new rim on my old wheel turned up via air mail. The Americans met on tour were so hospitable, generous and helpful. I will never forget how two American friends came to the rescue after I jokingly suggested that Richard was really a mobile bicycle shop in disguise. Although the going price for bicycle wheels in Death Valley does fluctuate I got a bargain in every possible way. Waking by the Death Valley sign I unzipped my tent to admire my unmatched wheels knowing that I had survived April Fool's Day 1986.

The snowcapped Mount Telescope (4260m) smiled down just as fate and fortune did yesterday. Today after negotiating a 2000m pass we cycled well below sea level. The 7% downgrade was eerie. Although we dropped 1500 metres in the first 15km we pedalled into a hot updrafting wind funnel. Our loaded bikes were buffeted like kites especially when passing ridges and canyons. On we pushed into the forty knot north-westerly windtunnel, towards the settlement of Stovepipe Wells. In the surrounding Devil's Cornfield tussocks clung to the mobile dunes as we negotiated a severe sandstorm. Visibility was down to two tussocks either side of the road (ten metres), grains of sand ground into the gearing and irritated our inadequately covered eyes. Fortunately the road to Furnace Creek took a "U" turn and we soon glided like gazelles whose legs could keep pace with their bodies. Coloured dunes, sculptured mini canyons and a backdrop of high ridges whisked by as we sailed into the oasis town of Furnace Creek.

Date palms by the lake, luxurious apartment houses and Mexican style ranches decorated this tourist resort in the desert's centre. Ground temperatures here reach 60° in the summer. As we inhaled the clear, dry air the high midday spring temperature was most comfortable. Side tracks to Desolation Canyon, Devils Golfcourse, old Borax mine workings and Badwater provided majestic scenery and captured some of the desert's history. We parked our bikes beside the road at Badwater and walked onto the expansive saltpan gazing upwards 86 metres to the sea level sign on the adjacent ridge. I have never hung around below sea level for so long without holding my breath. Although Badwater is Death Valley at its deepest and deadliest, its scenery is breathtaking. We rode on slowly and wat-

The author and his American friend Frosty pause to drain their waterbottles once again as they cross the arid Death Valley.





The spectacular Grand Canyon was one of the highlights of John Brown's American Odyssey. All photos by the author.

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chfully gaining inner strength from this awesome sight.

This inner strength and a compatibility with nature is highlighted while camping in the desert at night. A billy of water, some dehydrated food and flickering flame all mean life. The appreciation of shelter, warmth and substance in their simplest forms is never wasted especially when shared with close friends.

Just past Shoshone a mini bus full of screams, cheers and waving arms overtakes us. Around the next bend fifteen excited teenage schoolgirls who insisted knowing why four guys are riding bicycles across the desert greeted us. The teachers explained that their bubbling busload is entered in the Anakeim jazz dancing competition this coming weekend. We jokingly suggest that an exhibition of the girls' routine would make our day as well as serve as a dress rehearsal for the competition.

The Congo beat blasts across the saltpan dance platform as the girls file out of the bus and assemble in formation. What a professional performance; flowing choreography, disciplined team work and exuberant vitality. Photos, handshakes and good wishes as the bus vanishes. We witnessed an amazing per-

formance! the desert dancers were no mirage for I could still see the footprints in the sand beneath my feet.

Turning off on the "Old Spanish Trailroad" to Las Vegas was a mistake. Having no traffic on this backroad was appreciated until we crossed the California-Nevada border. Behind us was smooth bitumen, ahead to our horror, a conglomeration of angular fist-sized rocks protruding from a film of tar. An hour dodging the obstacles at slower than walking pace had our fingers numb, backsides raw and panniers jumping off the racks. Without a doubt this is the worst ten miles of sealed road I have ridden. Even farm vehicles took to the scrub on side tracks to avoid some sections. The random arrangement of this oversized conglomerate created a barrier to traffic rather than facilitate its passage. How could this excuse for a road and the extravagance of Las Vegas co-exist in the wealth of Nevada?

Next morning the hazy silhouette manifested itself as wall to wall neon signs, unhurried six lane traffic jams and a race of towering casinos competing for the abundant sunshine. In our \$60 a day motel room we garaged bikes, eradicated traces of surviving a week in the desert and looked as touristy as the best of them. We had heard that "The Sands" had the best smorgasbord luncheon so four hungry souls headed for the garden buffet. Its delicacies soon had us bulging contentedly and we observed other even more rotund beings who had arrived here the easy way. Once our stomachs had shrunk we got hands into pockets and pooled our resources in games of chance. The roulette, black jack and slot machines had our team well ahead but as day drifted into night the crap tables took their toll. I was intrigued with the fixed expressions on faces, the dexterity of the dealers and the height of the towers of chips changing hands. After twenty-four hours inside tinsel city the desert with its days, nights and seasons has alot to offer. That night the cumulative impact of the flashing lights, architectural extravaganzas and living in the fast lane was balanced by some culture at the Folies Bergere. The costumes, brilliant sets, music and vibrance left us speechless. If the gambling doesn't agree with you, then the entertainment and food make a trip to Vegas a must.

By daylight we had taken in half a dozen more night spots including Caesar's Palace as we gambled and dancd through the wee hours. After minimal sleep we had the bikes loaded and rode on while the twenty-four hour circus raged on. Las Vegas had offered that comic relief so welcome on such a demanding physical challenge as our coast to coast journey.

Although we were weary that long thin bitumen line and its capacity for the

unexpected lured us onward. That afternoon we crossed the Colorado at Lake Mead and gazed over the 232 metre Hover Dam wall. Continuing into the hills we shared a camp with two of the Peace Walk participants. Paula and Connie were pushing a cart from L.A. to Washington D.C. The girls would alternate on the fifteen miles a day push and double up on the steeper terrain. I guess they have made it to the White House by now. I haven't tried cart pushing but I respect that quality of aspiration, tenacity and dedication.

Cycling through Arizona I relived my favourite cowboy movies. While passing mesas, buttes and rocky ridges I looked up to check if Indians crouched behind crevices waiting for our humble wagon train. But the real danger was avoiding collisions with twentieth century vehicles. While leading our group first thing in the morning I would automatically take to the left side of the road unknowingly and challenge the first uncoming vehicle. I gradually learnt that there were more wholesome challenges available. But old habits are hard to change. Frosty and Kevin were aware of my problem and would direct me to the "right" side of the road if they were close behind. Without our two American friends to direct our flight path Michael and I would repeatedly lead each other astray.

A safety tip here for budding cycle tourists: always carry a side flag. Not only does it encourage overtaking traffic to give you more room but the flag is a reminder to you which side of the road is yours. If the flag points at the gutter it is time to change sides or you will be pointing down a one way street. After lunch I rarely left first so the problem was virtually eliminated.

Frosty and I would take an extended lunch to write in our journals. Invariably we got carried away and gave Kevin and Michael thirty km start. This particular afternoon the sun appeared to be unusually low in the sky for a post lunch departure. Not only had we dawdled over our picnic in the sunshine but we had forgotten to advance our watches when entering Arizona time zone. To arrive at Peach Springs for dinner we pedalled long and hard well into the twilight zone. The resolution that "this is the last time we will play tortoise and hare with the sun" was reiterated with almost believable conviction.

The next day we again faced our dilemma. We chatted to the local Indians for hours and never had a chance of making our evening destination. But a flexible itinerary is a prerequisite for a wonderful cycling tour.

The more fragrant the blossoms, the later you leave. A few hours, even a few days, are insignificant on a two month crossing of a continent. Anyway if need-

ed we could make up time on the flats in Texas. Tonight we settled for a pine forest but had to skimp on water. Lucky I love pine forests; they are so cosy, tents snuggle into carpets of pine needles and kindling is abundant. At night we slumber to the call of coyotes; in the morning we are greeted by blue birds while inhaling the scent of the pines.

The next day we cycled over Haulopai Hilltop and descended toward the Havasau Indian Reservation. The Havasau Canyon is a most isolated and beautiful tributary of the Grand Canyon. The Havasau Indian tribe runs the mule trains and check permits into the canyon. We had obtained permits in advance from the National Park Service. U.S. Department of the Interior. With our bikes safely locked in the mule feed shed we backpacked into the canyon. In four hours we covered the 19 kilometres into the village where we purchased supplies and walked a few miles into the camping area to pitch our tents by the spring fed crystal stream. The number of permits issued for this hidden paradise is restricted, so booking in advance is advisable. Toilets and fresh water are on site but fires are not allowed. The water in the Havasau River is not recommended for drinking because of the travertine (lime) content but its constant 20 °F entice year-round refreshing swimming under the waterfalls and in the numerous pools formed by the travertine deposits.

This is the most precious place I visited on my entire crossing of the American continent. This thread of greenery running through the desert is spectacular and serenely beautiful.

reaches out with its spiritual qualities.

Twenty metres from the sparkling Havasau River lizards lounge under cacti. Beside the numerous cascading waterfalls lush vegetation overhangs into green tinged pools. For four short days we swam, backpacked, climbed behind the waterfalls and were entertained by the abundant wildlife. At night the gurgling stream and the chorus of plunging torrents sang us to sleep behind zipped tents. I have never felt so at ease with myself and nature as in the Havasau Canyon; the place we all must eventually leave so we can return.

We salvaged our bikes from the friendly mule keeper and repacked for the return ride over Haulopi Hilltop. The never ending walkout prolonged the painful farewell to the Havasau Canyon. Stiffness in the calves from five days walking emphasised that although we were very fit as cyclists, we were in no physical condition for hard walking. On long bicycle tours walking is restricted to supermarket isles and campsites. Cyclists be prepared if you intend mixing trekking with cycle touring; gradually increase the walking component before tackling a full day on foot.

It is Tuesday April 15 and the south rim of the Grand Canyon is three hundred and twenty kilometres away via the main road. By cycling cross-country on ranch roads we could cut across the loop and save two hundred and forty kilometres. Although we unanimously agree to tackle our first gravel road on tour we were apprehensive because of the Old Spanish Trail Road outside Vegas. But surely the distance saved would compensate for the rougher surface. Our walking practise may even come in handy! After four hours we covered 29km. Speed was out of the question because of sand drifts across our path, rocky ridges best negotiated on foot and deep tyre marks incrusting in clay.

Our sand-drift cycling technique required steady handlebars and feet out of toe clips ready to abandon bike. The lead rider would entertain and warn the followers as he slid out on uncertain sand drift depths across the road. The frequent falls damaged little other than pride.

The more testing riding was "gibber dodging". The rider weaves the front wheel in the valleys between rocks big as bowler hats. Anticipating a safe passage for the back wheel is virtually impossible as a gentle lowering of the new load as in easing a trolley downstairs was a viable alternative. When the "bowler hat maze" became too tight, walking was a safer alternative.

By mid-day a strong side wind was blowing dry tumbleweed across our path while wild horses galloped freely causing a large dust bowl. As the horses charged by for a second pass we stopped for a photo. The dust settled, we prepared to mount when our egos and bicycles assumed a deflated appearance. We had ridden through a patch of windswept prickles. Frosty took a booby prize with simultaneous front and back punctures. Kevin had five punctures in the one tube. Why is it so often the back tyre?

Mike had a rear puncture and I couldn't believe my luck. With both my tyres looking good I gave Frosty, Kevin and Mike a hand. Kevin's tube was so perforated it was discarded and left on a post to signify man's surrender to the thorny prairie and a warning to whoever may dare to use this short cut again. I volunteered a spare from my panniers but now I needed it myself. While helping the mates my front tube had died a slow death.

At this stage we were only 16 km from the junction of Highway 64 and beautiful bitumen. Yet in this distance we tallied twenty-six punctures. Kevin was overall champion with an even dozen opportunities to demolish our patch kits and spare tubes. He would have sold his soul for a thornproof tube. We didn't know whether to laugh, cry or scream; I guess we tried them all. I recall betting who would be the next to puncture and issuing challenges to survive to some distant point without stopping. These games helped us to share the trauma and kept us sane.

Tubes, patches and glue were in short supply as the sun set, the wind dropped and traffic appeared at the t-intersection in the distance.

After our bulk purchase at the Grand Canyon supermarket the next day, thornproof tubes were also in short supply. Our minds, bodies and tyres, although deflated at times, had made it. Seventy one kilometres in eleven hours is no world record but it had been a long day and we were glad to have it behind us.

We cooked up some dehydrated food with what water remained, pitched tents and slept, dreaming about bitumen roads, hot showers, washing machines, restaurants and one of the wonders of the world — "The Grand Canyon". Our surroundings for the next couple of days far exceeded my expectations. Concepts of vastness in three dimensions had never been thrust before me on such a scale. The impact of this geologic masterwork takes some getting used to. It was Wednesday April 16. We camped at 2400 metres and found that adapting to snap weather changes at this altitude was as testing on our bodies as the canyon was on our imagination.

The next morning we woke to find snow on our tents.



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COMPONENTS

Full Campagnolo Victory ensemble
Rims: Mavic GP-4
Tyres: Wolber Pro tubular
Saddle: San Marco Rolls.

FRAME

Main tubes: Reynolds 501 Chromalloy-M
Fork: fully chromed Reynolds 501 Chromalloy-M
Special features: Vitus Arcor Microfusion fork crown, B.B. shell w/Vitus cable guide, Vitus forged dropouts w/adjustors, Aero rear brake cable routing, Fastback seat cluster w/integral binder bolt, chain hanger, lever bosses, bottle braze-on, reinforced brake bridge.

COMPONENTS

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

FRAME

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

COMPONENTS

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

FRAME

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

COMPONENTS

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

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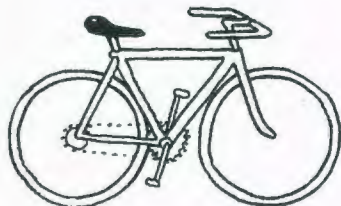
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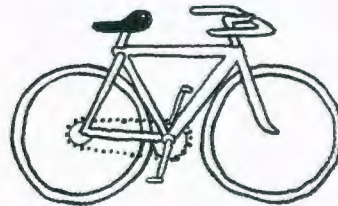
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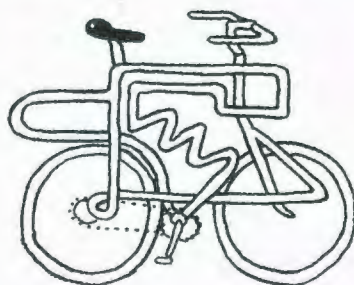
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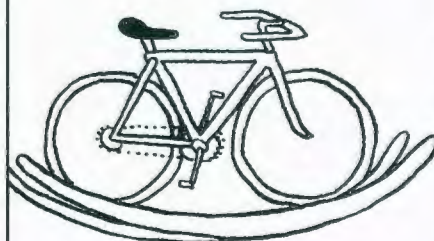
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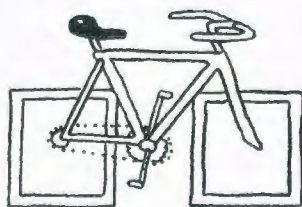
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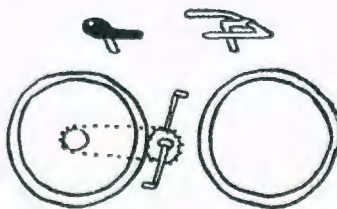
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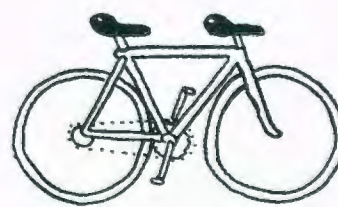
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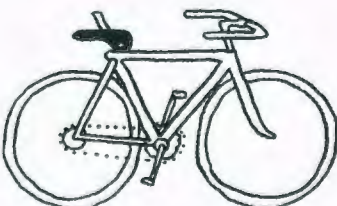
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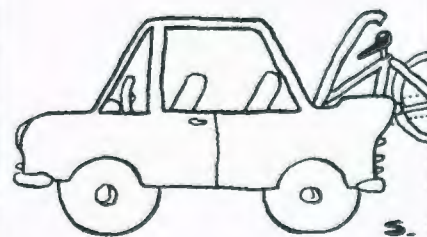
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A group of American riders discover rural Australia on the 1986 Caltex Bike Ride. Photography Ray Peace.

Caltex Ride moves to new territory

Bicycle touring

Without a doubt the largest travelling circus in this country is the annual Caltex Bike Ride. Every December thousands of fun seeking individuals saddle up for a weeks cycling through Victoria. This year the ride travelled through the Gippsland region and attracted around 2500 riders. Over the following pages we present three very different views of this remarkable event.

by Ray Peace

The Caltex Bike Ride in Victoria is one of Australia's largest cycling events and attracted a record 2,500 riders when it was run for the third time last December. The 1986 version of this mammoth nine-day supported tour featured a number of changes and improvements from previous years. With excellent weather until the final hour, the latest Caltex Ride was perhaps the most enjoyable so far.

This year the ride's organisers planned a few changes. The major alteration to the ride's format was the new route. After traversing the open farmlands of north-central Victoria from Wodonga on the Murray to Melbourne for two years, the ride was switched to the green hills of Gippsland in the eastern part of Victoria.

Though this involved some flat coastal riding early in the tour and some tough hills mid-way, the superb scenery on offer between the town of Yarram and the Dandenongs on the outskirts of Melbourne proved a major treat for the participants.



Cyclist's Lament by Narelle Renn

The dreaded Caltex Bike Ride withdrawal syndrome has me in its grip . . .

I'm compelled, as if in a dream, to leap out of bed at 5am and speedily pack every item within reach before the baggage truck departs — my head has this scary exposed feeling, only remedied by the comforting embrace of my trusty bike helmet — breakfast, or for that matter, any meal, can only be enjoyed whilst seated on the closest patch of green grass — I stand dejectedly outside the open toilet door, gazing vaguely at the un-

touched toilet roll, unable to proceed without a full 20 minute delay.

The hopeful treatment of a quick ride before work gives me, momentarily, the yearned for state of euphoria; sunfilter glinting, water bottle sloshing and legs pumping, I struggle valiantly up the closest hill, then whizz down, just for the bliss of riding up it again.

I hear voices — "passing, passing", "G'day, how're you going?", "not far now", "don't forget your book at dinner time", "showers are hot today" . . . I ride

doggedly on — but which way should I go? I search vainly for the trusty arrow, the cheery wave, the water stop, the Devonshire teas, the queued 'phone boxes, the comforting sight of a string of cyclists snaking ahead of me into the wide blue yonder . . .

No one here understands — no sympathy can be expected from the boss — I'm flung 'cold turkey' back into the work force — I sit gazing into space — only 355 days to go — can I last the distance?

The weather in South Gippsland is notoriously fickle and often wet, but here the Caltex Bike Ride was in luck. At the start of a generally lacklustre summer the week selected for the Ride was mostly warm and sunny, with consistent north to north-east and later south-east tailwinds that seemed made to order. Some found the hills tough going in the heat, but veterans of the 1984 and '85 rides found this preferable to the mediocre weather of those tours.

Distance for the nine-day tour was reduced by some 200 km to around 490 km overall. This allowed for the first time a rest day to be included in the tour, on which weary cyclists could indulge in bus tours, organise their own activities or simply recover. The little town of Foster,

200 km south-east of Melbourne, selected for this stop-over was ideally situated close to some of the most scenic hill areas of Gippsland and also to several good ocean beaches, as well as Wilsons Promontory.

The meals on the Caltex Bike Ride, all included as part of the \$169 entry fee, proved to be one of its better features. A team of professional caterers backed by volunteers cooked up good and varied fare for the duration of the tour at breakfast and dinner. Some more voracious treadlies found the quantity of lunch food served per person too small and resorted to pub meals and take-aways, but most riders found the meals adequate for the purpose of keeping them pedalling.

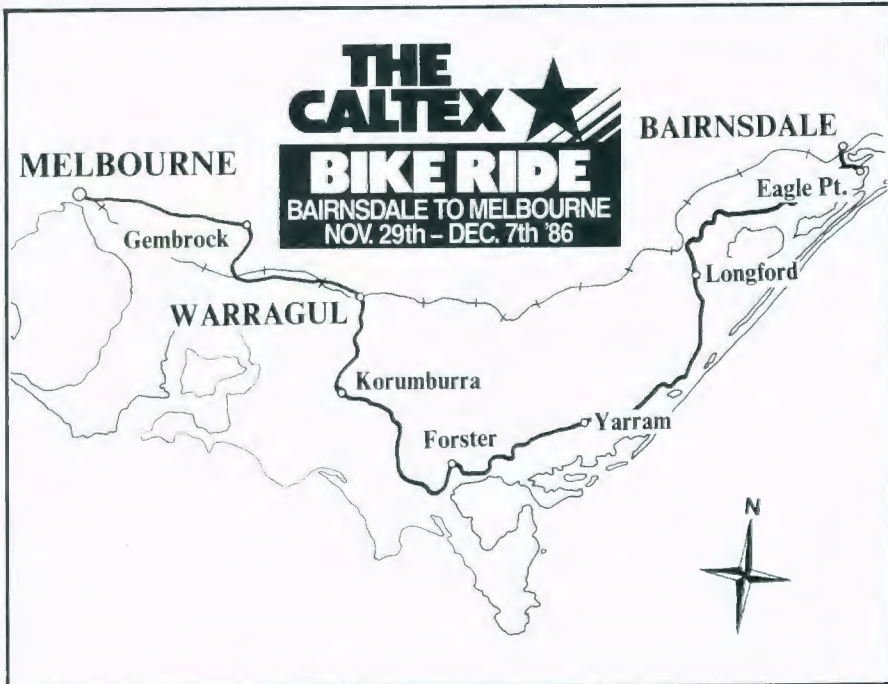
One of the Caltex Bike Ride's most talked-about features, the queues, were still almost inevitably present. The main ones for the meals, showers and toilet facilities were better supervised and faster moving on the 1986 ride, though at some times queues also formed for telephones, banks, the laundromat, the pub and even washing the dishes. Despite some problems with the portable shower blocks towed from town to town as part of the back-up convoy, few people had to wait more than 15 minutes for their daily divestment of sweat.

The mobile circus of back-up services and vehicles was similar to that of previous years. There were still some improvisations; in the hills between Yarram and Foster where the number of expiring cyclists rocketed, a cattle-truck was press-

ed into service collecting the unfortunates. Though many riders from the earlier rides came better prepared, a high level of mechanical failures and other mishaps persisted throughout the tour. The chief bike mechanic was at one point taken to hospital suffering from exhaustion. Despite the enormous numbers on the roads and the inevitable ratbag minority, the helmet-wearing rate on the ride was high, and the accident rate low.

Though some found the sheer numbers both on and off the roads overwhelming, the Caltex Ride brought out some media and cycling personalities who many of the riders became familiar with. Columnists Keith Dunstan and Peter Russell-Clark who covered the ride for the *Melbourne Age*, were conspicuous on their tandem and friendly to all who passed. Vintage bike collectors Paul and "Charlie" Farren and ride organiser Marion Hibberd rode a venerable English triplet. One of the catering crew showed a penchant for fancy dress and doubled as a stand-up comedian.

But the personality of the ride award went by general acclaim to veteran cyclist "Dimboola Jack". Arriving without fail just in front of the sag wagon, and a firm believer in pitting the power of Fosters Lager against the hills, Jack carried a saxophone in his bag for the whole ride, and



his morning renditions eventually displaced Graham Rebbeck's "official" wake-up calls.

Entertainment for the 1986 event stuck to traditional forms such as discos, rock-bands and bush-dances, though some were far removed from the main

camp area and not well patronised. More successful events included a Mardi Gras in the main street of Warragul, where the carnival atmosphere proved magnetic, and the bush dance on the final night in Gembrook, which left pleasant memories for the hundreds who joined in.



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The Caltex Bike Ride was intended to finish up with an approach to Melbourne along the main Burwood Highway, and then a grand parade of cyclists down the city's Flinders Street to the World Trade Centre. Swelled to over 3,000 by assorted friends of entrants and other drop-ins, the crowd of riders reached the assembly area on the edge of the city without problem, but unfortunately the famously changeable Melbourne weather intervened during the last kilometre with a massive deluge that almost literally washed out the end of the ride. Graham Rebbeck got a rousing cheer announcing the 1987 Caltex Bike Ride, but most of the bedraggled pedallers were mainly concerned with finding somewhere dry to drip or getting home.

The 1987 Caltex Bike Ride, again in the first week of December, will take cyclists to Victoria's Western District. The ride will include the scenic Gramscians National Park, and part of the world-famous Great Ocean Road. Looking further ahead, for the Bicentennial year of 1988 an enlarged and extended version of the Caltex Bike Ride, from Sydney to Melbourne, has now been announced as an official Bicentennial event following protracted negotiations.

The projected Bicentennial Ride is not on the scale of earlier proposals put forward early in 1986 by Graham Rebbeck. The number of Australian and overseas cyclists involved will therefore be more limited than it could have been. On the positive side, cycle-touring has at least been assured a place in the Bicentennial celebrations as it should be.

The Caltex Bike Ride has turned out to be an Australian cycling success story, from a bright idea amongst a barely known group of cyclists in Melbourne in 1981 to one of the largest events of its type in the world in 1986. With the pattern established and most of the bugs ironed out of the organisation, the Caltex Bike Ride should remain a major feature on the calendar of world cycling events.

Not far from the madding crowds?

by Bettina Woodburn

Meals on Wheels would arrive, and I'd be waiting, knife and fork posed for action. This was one bright gleaming ray of hope, compensating for the many disadvantages of growing old. Whilst I accepted the inevitability of joining the golden oldies, I was weighing up the pros and cons ... more freedom, more leisure time, less energy, more aches and pains.

Planning for retirement, preparing for the over '50s, even over 60's activities, thinking ahead, these were the catch cries. I bought a rocking-chair kit, which my husband put together, and practised beside the telephone. On fine days I could take it to the verandah to await my food-bearing volunteer. We'd exchange greetings, smiles, pleasantries. How I'd enjoy being waited upon, and a meal I didn't need to prepare!

But as I approached 60 I made a terrible mistake. I'd been riding a 5-speed Peugeot bicycle in cycle tours, bi- and tri-athlons. To increase my speed I needed dropped handlebars and a good, light touring bike. So, for my birthday, I bought an 18-speed Apollo, and spent THE day on the 1984 Great Victorian Bike Ride, half-way to Melbourne from Wodonga. In company with 2100 other cyclists we were celebrating the 150th anniversary of Victoria's break from N.S.W. The Caltex Organisation and the Bicycle Institute of Victoria provided camp-sites, communal accommodation, and meals. Here I was chasing them all over the State ... Beechworth, Benalla, Bendigo, Ballarat, Bacchus Marsh.

It was an enjoyable sit-down sport, lots of fun, so in 1985 I was off again on the 660kms Ride, with 1800 others, clutching my plate, mug, and cutlery.

This time (1986) as a concession to my age, I arranged for a bed on the nightly stop-overs, and found my own meals being independent of the mass of 2500 bike-riders. So in lonely motel or hotel rooms, or caravans, for breakfast I munched an apple and health bar, washed down with milk before taking to the roads, (and mainly the official route).

Picnicking along the way, it was **Meals on Wheels** indeed! Life was reduced to basics, but first priority was sustenance ... snacks, fruit, cool drinks, a water bottle and emergency food!

Since cyclists like to avoid sun and wind they rise early, leave before 7am, and if unrestrained arrive for lunch late morning, after the morning-tea stop. Then having established their base for the night they explore the town. Hundreds of bicycles are parked outside milk bars, hotels, and other fast food outlets! There's all afternoon to eat and drink before the normal dinner time.

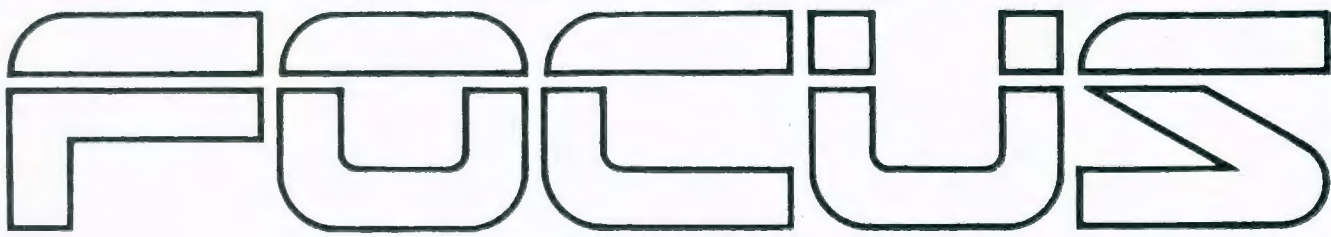
I couldn't spare 9 days, but cycled 4, averaging 70km daily (280km), seeing South Gippsland at its best, green and lush. I travelled from Sale to Warragul, via Yarram and Foster, with sunshine and tail winds.

There were hills in the Strezlecki Ranges — heavily laden as I was with gear, clothes and food. I hurtled down hitting 60km/h.

The "huff and puff" mob, after their breath-taking journey reached Melbourne from Bairnsdale on Sunday, December 7th. For most it was back to Mum's cooking. For me it was with reluctance I stopped chasing my meals. I don't quite qualify for the official **Meals on Wheels** Organisation ... pity!

The day after I arrived home, my 63rd birthday, the family feted me, and plied me with quiches, cakes, and salads, produdly produced and delivered by cars.

A very special heart-warming **Meals on Wheels**.



BICYCLES

HIGH TECH-TOP SPEC

Keeping cancer under wraps

Health and fitness

Bicycle riders as lovers of the great outdoors need to take care and protect themselves from the harsh rays of the sun. In this feature article issued by the Cancer Council we present an outline of the risks to riders and the simple precautions for safe fun in the sun.

Playing in the sun has long been a part of the Australian way of life. It helps produce healthy, good-looking bodies, but it has always carried a risk with it. That risk is increasing as Australians take advantage of increased leisure time to spend longer in the sun and as changing fashion conspires to bare greater expanses of skin.

The cause is the sun's ultraviolet rays which can damage the genetic material of skin cells, leading them to grow out of control. Our ancestors might have spent all day working in the sun, but fashion was on their side. The broad brimmed hat and long sleeved garments protected vulnerable areas of skin that are often exposed today.

The vulnerability of white skin to the intensity of Australian sunlight has always made us candidates for skin cancer. Changed custom has ensured that we lead the world in the incidence of the three types, basal cell carcinoma (BCC), squamous cell carcinoma (SCC) and malignant melanoma.

The incidence of skin cancers appears to be rising sharply in Australia, probably as a consequence of greater leisure time and changing dress fashions.

The first social phenomenon affords more opportunities for recreation in the

sun, the second has resulted in less protective clothing being worn at work and play outdoors. Far less prevalent than the other skin cancers, malignant melanoma is the only one on which reliable statistics are kept.

In the state of NSW the male death rate from melanoma has more than doubled over the last 30 years. According to the NSW Central Cancer Registry, male deaths from melanoma rose from 2 per 100,000 in 1955, to 2.4 in 1965, 4.2 in 1970, 4.6 in 1976 and 5.1 in 1982. There has been less change in the female death rate, which went from 1.7 per 100,000 in 1955 to 2.3 in 1982.

The two common forms of skin cancer, basal cell carcinoma (B.C.C.) and squamous cell carcinoma (S.C.C.), may not seem a big problem because they are relatively easy to cure when treated early. BCC, which accounts for about 75% of all skin cancer, starts in the base layer of the epidermis, or outer skin. It is known also as rodent ulcer because it ulcerates and gnaws at surrounding skin. It can cause great local destruction if neglected, but very rarely metastasises or spreads to distant parts of the body. Metastasis has been estimated to occur in only 0.01% of cases.

SCC, which accounts for about 19% of all skin cancer, starts in cells of the epidermis that form squames, the minutes scales on the surface of the skin. Squames are usually shed unnoticed, but can be seen as dandruff. Metastasis is estimated to occur in about 2% of cases of SCC.

While this is a low risk, it can give rise to a large number of disseminated cancers because of the prevalence of SCC in Australia. In fact, the 2% metastasis rate is regarded by some skin specialists as constituting a significant public health problem.

Malignant melanoma is much more dangerous than the other skin cancers because it is much more likely to metastasise quickly and freely. Early detection is an important factor in its successful treatment. It differs, too, in the directness of its association with sunlight.

A broad relationship exists in that the incidence of malignant melanoma increases within Australia with lessening distance from the equator. Thus on the eastern seashore the incidence is lowest in Tasmania and rises progressively in Victoria, South Australia and NSW to reach a peak in Queensland of 28 cases per 100,000 males and 27.2 cases per 100,000 females.

But the people most constantly exposed to UV radiation — the outdoor workers — have a lower incidence than indoor workers.

Another perplexing feature of melanoma is that it can occur on parts of the body which are relatively unexposed to the sun. The first contradiction — the

higher rate in people with less cumulative exposures to UV radiation — may have been explained by recent epidemiological research.

This suggests that intermittent intense exposure to sunlight by office workers at play outdoors on weekends and holidays is a greater risk factor than the steady exposure of the outdoor worker. Greater risk has also been associated with the number of episodes of severe sunburn in a person's life. People who have suffered 2-5 such sunburns have 1.5 times the average risk of melanoma, while 6 or more sunburns increases the risk 2.4 times.

The second contradiction — the occurrence of melanoma on parts of the body largely protected from the sun — has prompted the theory that UV radiation may produce a systemic effect which reduces immune defences against the cancer.

The riskiest part of the day for recreation outdoors is the two hours either side of noon — from 10 a.m. to 2 p.m., or 11 a.m. to 3 p.m. daylight saving time. This is when the sun is highest and its rays, having less atmosphere to penetrate, are less scattered and absorbed on the way to earth. Ideally, people should avoid outdoor activities or seek shade during those four hours.

As a matter of practice all people exposed to the sun regularly or occasionally for sport and leisure should follow the cardinal rules of skin cancer prevention:

- Wear protective clothing, such as a hat and long-sleeved — just as our sensible settlers did!
- Apply a broad spectrum sunscreen to exposed skin and renew it regularly. Broad spectrum products protect against UV-A as well as UV-B.

Sunscreens are now numbered according to their sun protection factor (SPF) from 4 to 15+. The system is based on the time it takes for unprotected skin to start reddening when exposed to the sun. This happens in about 12½ minutes with the average Australian skin. For many people that is the end of the tanning process on any one day. The UV radiation has stimulated the melanocyte cells in the basal layer of the skin to produce their quota of the pigment, melanin, and further exposure produces sunburn, not further tanning.

The SPF numbers represent the number of times the period of exposure required to produce minimal reddening is multiplied when the product is used. If this period is the average 12½ minutes, an SPF 15 sunscreen gives protection for 15 x 12½ minutes = 187 minutes, or about 3 hours. At the end of that period the user will have the minimal reddening which would result from 12½ minutes' unprotected exposure.

Australia's summer sun was made to be enjoyed! Good sense in the sun will let us all enjoy it safely and longer.



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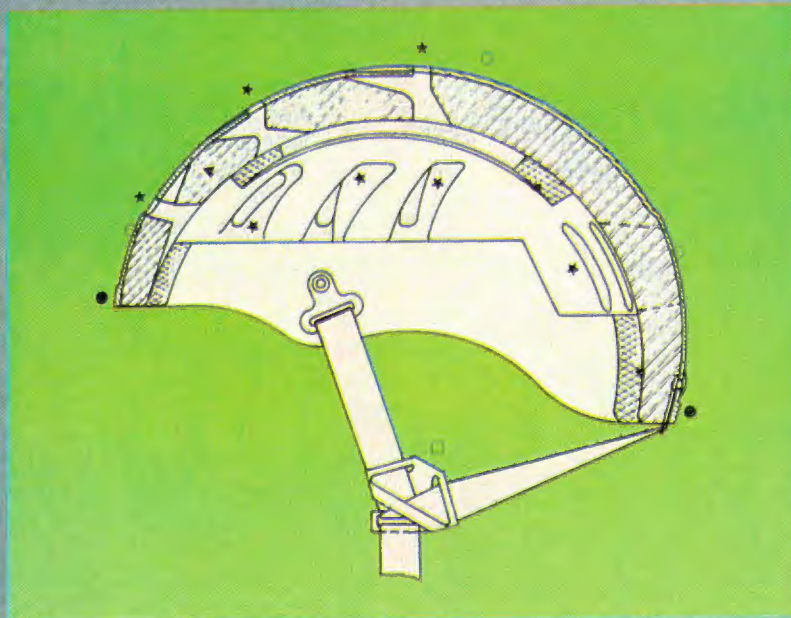
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What is the shortest day of the year? Most people would say that occurs in mid June, but for me it was mid October in 1986 when daylight saving started. This was the day when a few fellow travellers and myself attempted the Opperman 24 hour all-day trial. What is that you may ask? My quick and easy reply would be HARD!!

I guess it all started long ago, but more recently when I rode in my first Audax ride in June 1985. After that I rode another '200' in September along the Great Ocean Road and followed that with a ride in the Geelong Otway Century. Along the way two of my sons, Andrew and Robert, became interested and also a young fellow from my work place, Gary Blick. Gary rode his first ride in the Geelong Otway, 170km and did very well. He was looking forward to his first Audax ride and of course the Brevet and medallion go with it.

My 1986 year had been a disaster. Late in 1985 I broke a rib in a fall, which curtailed my cycling activities for awhile and then after Christmas I wanted to ride a '200' in February. I failed miserably, my learning curve is very shallow I'm afraid. The ride in question was a leisurely ride from McCloud to Seymour and return. There were no steep hills and plenty of good pleasant riding. I was to ride with my son Robert as chaperone. I don't object, cycling alone is not so good that it can't be improved by having a good companion.

The weather was the enemy, by 11.30 am the temperature was nudging 40°C. Not my day, after a mere 60kms I was getting the first signs of leg cramps. I just couldn't drink enough fluid and the fluid that I had in my bidon was too strong.

The magical bidon serves two purposes. Firstly to quench thirst and supply electrolytes and secondly to feed. In very hot weather the first priority must be to maintain the body's rather complex fluid balance. The body loses moisture through evaporation at an enormous rate. Up to a litre an hour under these conditions. The ideal replacement is a very, very weak electrolyte solution, something like 1/3 or 1/4 strength Staminade or similar product. Higher strength solutions cause all sorts of problems because of the imbalance to high moisture loss. Well as you gather now, I blew it!

Gary Blick rode his first randonnee in March, a '300' with Robert. Pam, Robert's fiancée and I together with Gary's wife, Bronwyn, and father Lance, were service vehicles and both Gary and Robert finished in great form.

The club had a prize presentation in July and the successful teams for last year's Opperman were presented with medals for their achievement. Robert said, 'I'd ride for one of those.'

I agreed with him, so did Gary!

24 hours riding on a 23 hour day

Health and fitness

What is it like to ride in an endurance event? **TED HODGSON** who took up riding with the **AUDAX** club to improve his fitness after a major heart operation writes of his latest challenge, the **Opperman 24 Hour Trial**.

After the March Randonee Gary's father who had started to become seriously interested in riding again went for a check-up to his local medico. The outcome was not pleasing, he discovered that he had high blood pressure. The Doctor advised him to change his diet and to exercise moderately, increasing his commitment slowly. This he did and by the beginning of September Gary had started to get restless. He wanted his father Lance to ride in a '200' but at this stage I think Lance was still unsure of himself, so he just kept on training. Gary, Robert, Andrew and I rode and sort of decided that if we were OK for the '200' we would have a go at the 'Opperman 24 hour.'

Entry forms were available so we plotted a route nearly the shortest possible. The minimum qualifying distance for the Fleche Velocio is 360kms. The event which is held in Europe every year is usually at Easter and cyclists from all over Europe converge on the birth place of Paul de Vivie. He was the one who wrote down the Golden Rules of cycling. They still apply!

Riders ride in teams of not more than five machines nominating their own route. Some pick hard and hilly routes which are short, say 360kms, others go for records on all kinds of machines, tandem, trike etc.

I think the current record stands at about 700kms, not bad for a bunch of tourists. This cycling event is then follow-

ed by a weekend of friendship as only bikies know how. The sport transcends language and political barriers and we find that after all, we are all human.

The Australian equivalent to the 'Fleche' is the 'Opperman All Day Trial' named in honour of one of Australia's greatest randonneurs.

This year there were twelve teams participating in the event. One team in particular were riding from South Australia and accepting the challenge of over 600kms. Another from Wagga Wagga and so on.

The week before the ride Lance went to his medico again and the results were miraculous. By careful exercise and diet control his blood pressure had dropped to normal without medication. The Doctor said he wished his blood pressure was as good! So he had a green light and our team was complete. A father and son team, Lance and Gary Blick, Robert, Andrew and myself. Both Lance and I with previous unfriendly medical histories, and supportive sons.

Saturday October 18th arrived. The longest day! We left Geelong in two cars at 7 am with machines loaded on the back headed for Hamilton, intending to commence our ride at 11 am. It was a beautiful morning with reasonable NW wind and a SW change forecast for the evening, temperature to be about 20°C. Things looked good. By the time we had reached Mortlake along the Hamilton

Highway the rain was sluicing down. I never miss pouring rain, scorching sun or howling winds, they seem to be the story of my life. No good being faint hearted at this stage anyway.

We arrived in Hamilton earlier than anticipated and I had a few winks of sleep in the car. We discussed starting an hour early in order to compensate for daylight saving which started on Sunday, but the clouds opened up again and we decided to have a second breakfast in a convenient gazebo in a small park nearby.

The sky started to brighten and the rain ceased. Everybody was anxious to make a start, so we agreed to ride in wet weather gear and start when we could find somebody to sign our brevet card.

Believe it or not at 10.15 am on Saturday morning there was nobody about. It was like looking for a Ferrari dealer on King Island. Eventually we found a garage open and the friendliest guy signed our cards and stamped them and we were on our way, at 10.19am.

The rain was now only a slight drizzle and the sky kept getting brighter all the time. We know that it would take time to settle down to our natural cadence and get muscles warm. Over the past eighteen months I have learned a few things about myself in particular, Audax riding in general.

Firstly to ride yourself in pays dividends and not to aim too high.

When a long sustained effort is required a highly trained athlete can perform continuously at about 70% of his total capacity, if you exceed this level then lactic acid builds up in your muscle tissue faster than your body can disperse it and that means pain!

A sprinter may exceed this performance level and aim to finish just as their muscles become saturated and the pain barrier too high. On a really long ride you don't get a big enough rest break to disperse lactic acid so the trick is to ride a little below yourself. Then when you climb or exert yourself above the norm, the body will cope.

I have changed my riding quite a bit. No more fixed wheel, I am now a sissy with granny gears.

We planned our ride over the flattest course possible i.e. no steep hills, and based it on the prevailing wind in October being a westerly. The first bit worked out OK. The course was dead level after our last randonee through the Stresleki Ranges, but the wind was only fair. It was a northerly and we were travelling east. The best we could say was that the heavy rain clouds were at least crossing our path and in that respect we were extremely fortunate and of course we didn't have to pedal into the wind.

After ten minutes or so of riding we had broken up. Lance was way ahead, Gary following him and Robert, Andrew

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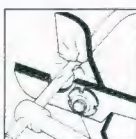


Warranty pays up to \$350

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

Stops the tools used by thieves

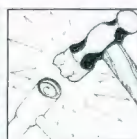
The CITADEL™ is an entirely new concept in bike locks. Its solid, Molychrome™ alloy construction is specially thru-hardened to give superior protection against cutting and smashing. A high security round key cylinder also thwarts picking and its unique Drill Guard™ stops possible drilling attacks.



Boltcutters



Hacksaws



Hammers



Drills

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

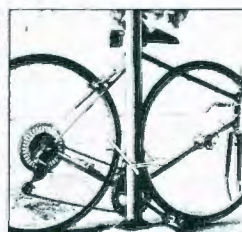
Secures bike easily; stores simply

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

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

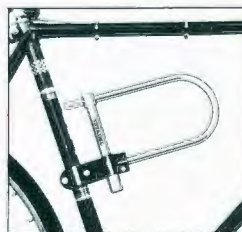
Longer model available

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



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

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and I were tail-end Charlies, but the rain had almost stopped.

Robert suggested that he ride with Gary, and Andrew and I ride together so we gave Lance his head. I'm afraid to begin with we were a bunch of individuals, certainly not a tight knit team. We had our first control at Caramut and arrived there well on time, at this stage we were riding 57kms in about 2½ hours. A shade over 20km/hr, just about right.

Bronwyn, Sandra and Pam were waiting with the billy boiled, and we had a welcome break. In recent times Andrew and I have found that a hot drink and one sandwich at each control at approximately 50kms is the ideal way to keep going. We supplement this with banana chips and other back pocket goodies. This way the digestive system is lightly loaded most of the time and a slow energy release keeps us going. Secondly the break should not be too short but not too long either, otherwise you have to ride yourself in again. Say twenty minutes.

That wasn't to be; just as we were about to leave we had a squally wind, thunder, lightning and the sky opened. Lance said, "What do we do?" My reply was obvious, we still had 21 hours to go and there was no point in getting saturated. Twenty minutes later all was OK. Darlington here we come! Lance was still eager and off he went like a jack rabbit.

I made a near fatal mistake. When it was raining I had another cuppa and a beautiful piece of homemade quiche and thoroughly enjoyed it. But, when we got on the road again it was ever present, and threatened to upset my gait. Like I said before my learning curve is shallow. I should have known better.

The road from Caramut to Cressy seemed to be easier and the wind more favourable and we started to fly. Cars started to come towards us with headlights on. Ahead there was this enormous black cloud which seemed to extend right into the ground. Andrew and I were still tail-end Charlies and we felt the odd spot on our cheeks. So we put on our wet weather gear and frightened it away.

Darlington, a pub, a hall and a tennis court. No toilets! That wasn't very good planning, was it? It just goes to show that you can't judge the size of a town by the size of the dot on the map. The girls were waiting, and we were looking for Ferrari dealers to sign our brevet cards again.

Robert spotted a lady and she obliged. She was a policeman's wife from Mortlake a little further down the track and very friendly. She said that she would like to ride a bike, but her husband wouldn't let her, in case she wrote off a truck and he couldn't afford the repair bill.

Cressy here we come! Much the same again, Lance rode off like a shot, rain

behind us, rain in front and rain beside us, but we rode in weak spring sunshine. Cressy is on the edge of an old volcanic area. All around are lakes and volcanic plug weathered into mounds called mounts. One such mount is called Elephant which disappeared and reappeared as rain squalls crossed our path. The last bit into Cressy saw me starting to feel a little weary but it was only 5 o'clock and we had covered 167 kilometres in 6 hours and 40 minutes which included two meal breaks. Not bad, in fact better than my wildest dreams. Every hour gained meant SLEEP!!

Our faithful companions greeted us with the boiling billy, hot chips from the local milk bar and a welcome rest. Lance said he got a little rain on him coming into Cressy and my reply was, "Well I only booked 20 km/h with the guy upstairs!" We left Cressy to ride along the shores of Lake Colac with at last the wind astern, a beautiful sunset over the lake and a comfortable feeling that we only had to travel another 100km on this leg of our journey.

Birregura came up after a nice quiet team effort. Once dusk came we stuck together for the mutual protection of our lights. The south westerly change which we ordered would have been handy at this stage, but they were having delivery problems. Ten hours, Birregura 220kms under the wheels and only 50 to go tonight, with still 14 hours up our sleeve. The moon was full and we ambled from Birregura towards Geelong. We had lost our sting, I was still tail-end Charlie and apart from a puncture at layard our progress was steady and now slow, but we rolled into Geelong and bed at midnight.

I didn't shower or anything, just straight to bed. My muscles were sore by this time and I wondered how I would come up for air. We had agreed on a 4.30am start on Sunday morning for the last 100kms.

Everybody turned out on time, slept, showered, fed and we rode away into the dawn. Werribee came up at 7.30am and second breakfast. We met up with another team Alec, Rob, Tony and others I can't place at this time. They had ridden from Portland and were about an hour ahead of us. A hot bread shop did a brisk trade in buns and brevet cards, and of course our supporters were supporting. Pam went, picked up Andrew's wife and we rode off on our final leg.

By this stage we were in strict regimental order and starting to grin! I am still grinning. We made it! Through a final secret control by Sue Gross, she's another unsung hero in the world of Audax. Five intrepid travellers who had the audacity to accept the challenge for a tiny piece of metal.

Good on you Lance, Gary, Robert, Andrew, Bronwyn, Sandra and last but not least the little lady Pam.

Faster and safer than the automobile.

Bicycling science

Some of us have known for a long time that the humble bicycle is the most energy efficient means of propulsion known to humanity. In this study by STEPHANIE JARRETT and ASHLEY CAMPBELL we learn that the bicycling is also faster and better for our cities.

In *Energy and Equity* Ivan Illich estimates that a typical U.S. male devotes 1600 hours a year to a car only to achieve an overall average speed of 8km/h (5mph). This result is achieved when factors are taken into account e.g. hours spent earning money to pay for car expenses.

Does Illich's analysis, which was done in U.S.A. in the early 70's apply for cycling, public transport and walking to give us an easy comparison? We also look at other important aspects of transport alternatives — energy consumption, safety and environmental impact. Economic costs for the community as a whole as well as the individual are also included.

The comparison is based on November 1986 costs and wages.

Cars

In the first table the costs associated with owning late model cars in Adelaide are summarised. The table is derived from an article in *S.A. Motor*. These figures assume:

- 70% no claim discount on insurance.
- Interest loss of 14.5% p.a. on capital outlay.
- 22.5% depreciation p.a. on vehicle value.
- 5 tyres replaced over 3 years
- Brakes relined, machine disk/drums, exhaust pipe replaced, battery and headlamp replaced over 3 years.
- Labour rate in the last line of the table is taken as the average wage (\$11/h before tax). We assume our transport user can vary the number of hours worked each week according to her/his needs. For a marginal tax rate of 43% the net income from the extra hours worked to pay for transport is \$6.27/h. Note that the marginal tax rate is applicable here not the average tax rate.

The average speed for city car travellers equals =

$$\frac{(a) \times (b) \times (c)}{[(c) \times (d)] + (e)}$$

where:

(a) is the average number of people in the car (city travel) = 1.3

(b) is the average distance travelled per week = 288km for the cars in Table 1.

(c) is the proportion of driving which is in the metropolitan area. We take this to be 6/10

(d) is the hours per week needed to own and maintain a car. This includes the last line in Table 1, time buying parts, accessories, petrol, cleaning the car, time spent organising repairs and services, time earning money to pay for parking fees, fines etc. Obviously these figures will vary a great deal between car owners e.g. in Sydney some people are now paying \$250/month for a parking space in the city centre! For our 'average' car owner we calculate a figure for (d) of approximately 23h/wk for a new Toyota Corona S, # 4-speed sedan.

(e) is the total hours the car occupants spend 'travelling' in the city. It includes driving time, walking between the car and destination, flat tyres, flat batteries, breakdowns and traffic hold ups. We estimate

(e) to be $(a) \times 7.4\text{h/wk} = 9.6\text{h/wk}$.

Therefore the overall speed equals

$$\frac{1.3 \times 288 \times 0.6}{(0.6 \times 23) + 9.6} = 9.6 \text{ km/h.}$$

This result is slightly higher than Illich's figure.

	Ford Laser L 5 door 1300 manual	Toyota Corona 4 speed Sedan	Holden Commodore Executive auto Sedan	Mitsubishi Magna SE Auto Sedan
Standing costs	\$12,438	\$13,964	\$17,810	\$18,335
Driving Costs	\$3,333	\$3,880	\$4,002	\$3,953
Total costs	\$15,769	\$17,844	\$21,812	\$22,288
Total cost/km	35.0c	39.6c	48.5c	49.5c
Total cost/wk (July '86)	\$101	\$114	\$140	\$143
Total cost/wk (Nov '86)	\$104	\$117	\$144	\$147
Hours worked/wk to pay car costs	16.6	18.7	23.0	23.4

TABLE 1 Vehicle costs over 3 years based on 15,000 km p.a.

As the age of the car increases the cost of owning and maintaining the car can decrease significantly. Here we assume the costs vary as follows for a Corona over the period from 3 years old to 6 years old when compared with the Corona in Table 1. Car depreciation changes from \$6649 to \$3100 and repair and maintenance costs increase from \$950 to \$1200 over the 3 years. This reduces weekly costs to \$95. If the time spent on minor repairs increases by 0.3h/wk and breakdowns increase by 0.1 h/wk then the combined effect of the reduced weekly costs and increased breakdowns etc gives an overall average speed of 10.4km/h.

Taxis

For a 10km trip the waiting time, travelling time and walking time are assumed to add up to 25 minutes. The cost of the trip, including phone call, is \$7.70. These figures give an average speed of 7.3km/h assuming the average number of passengers is 1.3 (the same as the average occupancy of city cars).

Bicycles

We assume \$400 is spent on a good 10 or 12-speed bike and it is used regularly (4000 km p.a.) and maintained well.

Depreciation at 15% p.a.	\$60 p.a.
Special accessories (helmet, lock rain gear etc)	\$150 at 20% depreciation rate
	\$30 p.a.
Loss of interest on capital outlay (14.5% p.a.)	\$80 p.a.
Repairs and maintenance (tyres, chain, cluster etc)	\$60 p.a.
Insurance	\$40 p.a.
Membership of cyclist's lobby group	\$10 p.a.
	\$280 p.a.
	= \$5.40/wk = 7 c/km

Hours worked to cover costs =	0.9 h/wk
Riding time 77km/wk	
16km/h	4.8 h/w
Repairs, punctures etc	0.5 h/w
Changing clothes, extra showers	1.0 h/w
	7.2 h/wk
Average speed = 77/7.2 =	10.7 km/h

Trains, Buses and Trains

Here we assume 10 x 10 km trips per week and our commuter does not need to change buses/trains/trams during each trip.

Walking to/from the train/ bus/tram stops	2.5 h/wk
Waiting time 10 x 5 mins	0.8 h/wk

$$\text{Travelling time } \frac{10 \times 10 \text{ km}}{30 \text{ km/h}} = \frac{3.3 \text{ h/wk}}{6.6 \text{ h/wk}}$$

$$\text{Cost: } 10 \times \$1.20 = \$12$$

$$\text{Average speed} = \frac{10 \times 10}{6.6 + 12/6.27} = 11.8 \text{ km/h}$$

Walking

As the cost of shoes comes to only 2 or 3 dollars per week, 'overheads' have little effect and the average speed for walking should be approximately 5km/h allowing for traffic lights and occasional rests.

Motor Cycles

Although an analysis like this for motor-cycles should result in a comparatively high average speed, they are not included here because of safety problems particularly during wet weather.

Other Issues

The Chart 2 on fuel economy is prepared using published data. Chart 3, like Chart 1, gives approximate figures only, actual

figures depending greatly on the commuter's circumstances. Charts 4, 5 and 6 are included to remind people of these important issues. Chart 7 looks beyond the private costs which are used in developing charts 1 and 3. Andrews, Lacey and Moriarty have performed a detailed analysis of public transport and car travel in Melbourne to determine the overall social cost of these options. In Chart 7 the Private Cost of a transport service is the cost borne directly by the user of the service. The Community Cost includes all costs not borne directly by the user of the service. Community Costs are paid for either by the community as a whole, as, for example by way of government subsidies to public transport and to car users

A lifetime of cycling protection

As a parent, you want your child to have all the good things you've had — and some that you didn't. But as a cyclist, you also know the importance of wearing a helmet. That's why you wear a Bell bicycle helmet whenever you ride. But you've never felt comfortable with the children's helmets available to you. And neither has your child!

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By putting your youngster in a L'il Bell Shell — whenever you ride together — you're providing a head start on a lifetime of cycling enjoyment.

A good helmet is one item every touring cyclist should own — and use. And Bell created the TourLite to meet the special needs of Touring riders. It provides the protective performance that cyclists riding in such an environment demand.



**Chart 1. Approx Overall Speed
— City Transport**

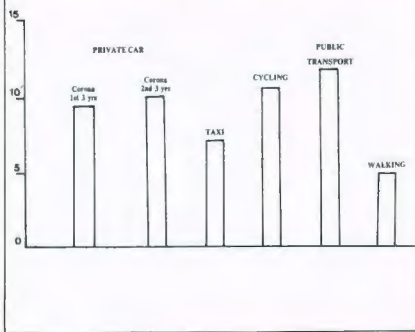


Chart 2 Fuel Economy

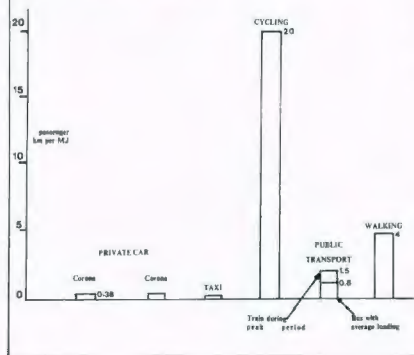
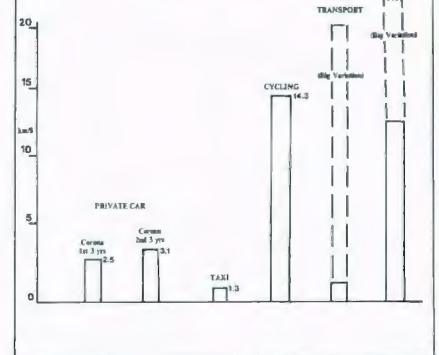


Chart 3 Economy



via public expenditure on roads; or by specific groups in the community, as for example, by the victims of road accidents and pollution from cars. The Social Cost is defined as the sum of these two figures.

The figures in Chart 7 include the cost of road accidents, road costs, police services, air pollution, noise pollution and oil depletion. (Note that these figures are 1978/9 costs.) However many of the costs involved cannot be expressed adequately in monetary terms e.g. the human cost of road accidents and unhealthy air.

The figures for buses and trams are higher than the figures for trains because the average trip length is shorter and frequently a tram or bus trip is made in busy

traffic so that the route speed is slower and operating costs higher.

The general assumption that car ownership saves time in meeting our transport needs should be challenged. We estimate cycling and public transport to be slightly faster than city travel for our 'average' commuter when one takes into account the time spent earning money to pay for transport costs, the time wasted in traffic hold ups etc.

Cycling is by far the most efficient form of transport in energy terms and compares well in other respects especially economic and environmental issues.

However the problems of safety and harassment of cyclists need urgent attention.

In an ideal world, rich in community support networks, cycling could be the main mode of transport for a greater number of ecologically concerned people than at present. But in our society, the environment in which one makes choices unfortunately extends beyond the physical ecology. It includes societal factors confronted by people, particularly oppressed groups such as women and children. Such groups are less able to choose a mode of transport solely on the grounds of ecology, time and fuel efficiency than the more affluent powerful sec-

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Chart 4 Safety (excluding harassment)

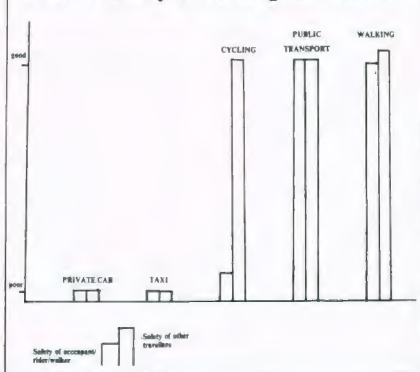


Chart 5 Environmental aspects

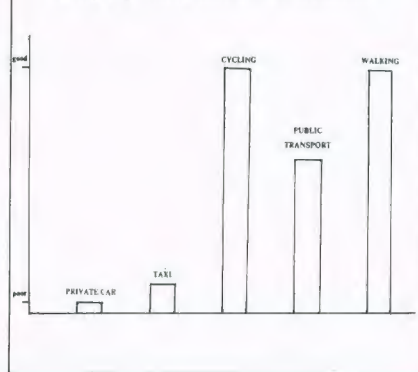
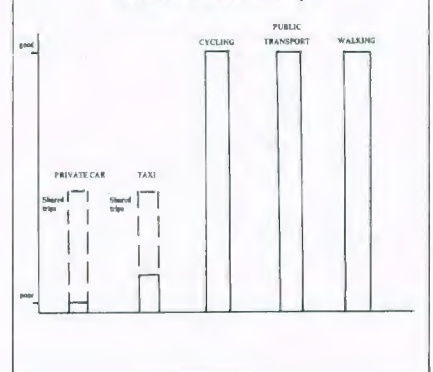


Chart 6 Sociability

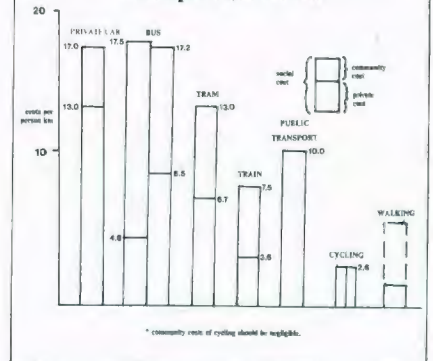


tors of society. More attention should be devoted to this problem by those concerned with developing a more ecologically harmonious society.

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Chart 7 Social Cost of Melbourne Transport (1978/79)



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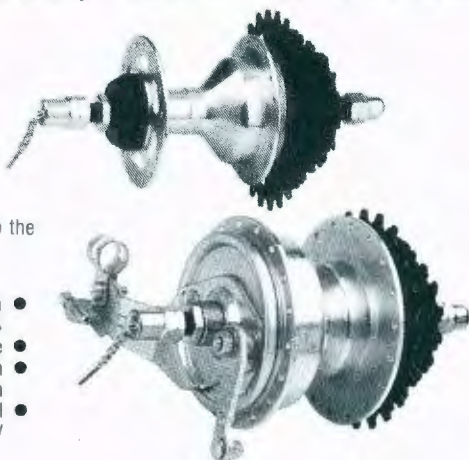
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- Replaces front double chain-wheel, with tooth differential of approx. 13 teeth
- 6-cog sprocket cluster, matching front wheel hub: SACHS Orbit V



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

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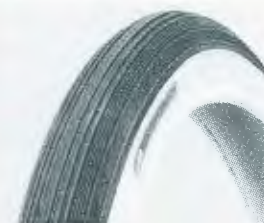
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The SACHS Orbit hub replaces the second front chainwheel and the derailleur, felt by many to be difficult to operate. Together with the 6 speed Commander derailleur, this new combination provides 12 easy-to-shift sportsstyle speeds.



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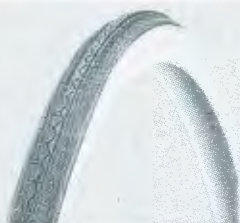


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Eastern states miss out on bikepath funding

Bicycle facilities

Now that the Federal Government Community Employment Program is being wound up bicycle advocate groups in three States are beginning to realise that they have missed out badly on what was possibly Australia's largest ever source of funds for bicycle pathways. What worked well for cyclists in the West and the North did not have a significant impact in the more populous States as ALAN PARKER reports.

The Community Employment Program (CEP) was launched by the Federal Department of Employment and Industrial Relations on August 1st, 1983, and provided for the first time in Australia the opportunity to spend up to \$20 million each year on bicycle facilities.

To assist this Federal Transport Minister Peter Morris, redefined bikepaths and shared footways (Bikepaths) as local roads so they could be built with CEP funds under the Jobs and Local Roads Program (JOLORS).

Local government also had to provide matching funds to qualify for these projects and the total value of shared footways and bicycle paths was \$52 million to August 1986. Note the funds referred to in the following article are the CEP funds only.

Three hundred and eighty four bikeway projects worth more than \$38 million have been completed using CEP funds of which \$25 million (65%) went to NT, Queensland and WA which have only 26% of Australia's population. In those Australian States with large bicycle groups and the oldest State Bicycle Committees, Victoria, NSW and South Australia only \$13 million (34%) of CEP funds were used for the benefit of 70% of Australia's population. The distribution and per capital allocation of CEP funds have provided more than 3,500 jobs throughout Australia which is just less than 2% of the 106,700 people who have been employed on the 19,500 worthwhile community projects funded by the CEP.

There is no reason why there would not have been another 3,000 jobs on CEP bicycle projects in SA, Victoria and NSW, what was lacking was a lack of political competence by the State Bicycle Committees and the cycling groups involved to get a commitment from the State Government. Such a golden opportunity has been passed up and it's impor-

The end result of Melbourne's share of the CEP bikeway funding is this wonderful shared footway along the Maribymong River in the cities western suburbs.

tant that this does just not happen again. The CEP saga needs to be discussed and not just ignored like a ship passing in the night.

As we now know, only the City of Perth and Darwin really benefited by the use of CEP funds and most of the \$10 million CEP funding spent in WA was for building shared footways in the Metropolitan area. In Victoria the Ministry for Planning and Environment partly stimulated by this writer's lead letter in *The Age* set up a \$2 million CEP bikeway construction project on which this writer was employed for one year as a bicycle planner. The main problem in Victoria was the impractical attitude of the State Bicycle Committee, which could

BIKEWAYS FUNDED BY CEP
COMMONWEALTH EMPLOYMENT PROGRAM JOBS
CREATED AND BIKEWAYS FUNDED AS OF AUG
1986 TOTAL FUNDS OVER 3.5 YEARS

STATE	TOTAL JOBS	NO. OF PROJECTS	\$ MILLIONS	\$ PER CAPITA
QLD	1068	74	12.4	5.0
WA	909	113	10.2	7.5
NSW	576	76	7.8	1.2
VIC	574	88	8.0	1.5
N.T.	273	10	2.8	16.3
S.A.	88	11	0.7	0.5
TAS	82	12	1.1	1.5
	3570	384	38.4	

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not latch on to the idea of concentrating on bikeway construction while the funding source lasted and then going back to a more balanced program when the funds dried up.

The Ministry of Planning and Environment took the initiative in Victoria and the photographs show some of the most innovative schemes by some of Victoria's most go-ahead councils. Essendon and Knox City Councils have done a great job in using both their own and CEP funds to build shared footpaths.

CEP was launched with the aim of creating job opportunities for the long-term unemployed and others disadvan-

tagged in the Labour market such as the disabled aborigines, migrants with English language difficulties, older job seekers and women. Bikeway projects are shown in the table. These figures speak for themselves, and bicycle groups concerned should investigate their own inaction and inquire why more of these funds were not used and in particular why the Adelaide, Melbourne and several minor Bikeplans in Sydney were not implemented more fully with these funds. The use of \$10 million of CEP funds as the result of the actions of one man in WA Michael Harding, the Deputy Secretary of Local Government shows quite clearly what could have been done in Victoria, NSW and South Australia.

Cyclists' Views Ignored

This writer in *Freewheeling 19* in an article entitled *Bicycle Planning Projects Bridge the Employment Gap* outlined the opportunity to use CEP funds to implement Bikeplan but these proposals were opposed by small bureaucratic cliques that control the State Bicycle Committees of Victoria, NSW and South Australia. In Victoria this writer tabled these documents for discussion, but they were put in the too hard basket, because the Minister for Transport disapproved of CEP projects. What the Bicycle Institute of Victoria (BIV) proposed was practical and realistic, but was never acted upon but is set out in the box, so that readers can judge for themselves.

Bicycle Institute Proposal for Melbourne — May 1983

That the \$20 million bikeway network, proposed in the nearly complete Melbourne Bikeplan be designated as an employment creation scheme, and that Federal employment creation funds could be used to supplement Victorian Ministry of Transport Funding.

This proposal would enable the Bikeway network to be completed in five or six years instead of 12 to 20 years, which is how long it would take given the level of funding established by the previous state Liberal Government and being adhered to by the new Labor Government. (Until 1986).

The proposal is based on detailed knowledge of the type of construction needed and the direct labour content. The Institute claims its proposal would create more jobs per million dollars spent than roads or railways because building bikeways is much more labour intensive. Building and repairing bicycle paths, painting bicycle lanes and repairing the edges of roads where cyclists ride have between 40% and 70% direct labour content. This work cannot be highly mechanised and requires some skill that can be got through experience on the job.

If a decision was made now it would be possible to start construction very quickly because a bikeway plan is nearly complete in Melbourne.

Most of the work would be done by local government. Additional employment creation funds would greatly encourage local councils to build bikeways. At present Melbourne councils are funded on a \$1 per \$1 basis. The Institute proposes that this allocation be increased to approximately \$3 for every dollar.



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Freewheeling

Tenth Anniversary

Tour of Europe



Freewheeling, Australia's premier cycling magazine, celebrates the 10th anniversary of publication in a suitably grand fashion! Join the publisher, Warren Salomon, on a cycle tour of England, Scotland, Holland and France.

Trip Description

Depart Sydney/Melbourne on 18 June, returning 24 July 1987. The trip will leave Australia for London in time to join the famous London to Brighton Community ride. We then train to Scotland for one week of cycling through some of the scenic regions of that country. Across to Paris, before heading to the Loire Valley for 2 weeks of ultimate cycle touring. We return to the magnificent city of Paris before setting off on our tour of Europe's ideal cycling country, Holland. We will cycle for 7 days from small town to village enjoying the hospitality of the Dutch.

We fly back to Australia from Amsterdam or you may continue in Europe, returning at a later date.

Cycling distances will average 50 kms per cycling day and should be comfortable for people of an average level of fitness. It will not be an endurance test and we will have

enough time to stop and enjoy the sights. Luggage will be carried on support vehicles while on tour.

Bicycles

We have designed the trip on the basis that all members will bring their own bike which should be in good order and clean. Riders will be responsible for their own repairs but assistance will be provided.

Pannier racks and bags will be needed as we will use our bikes between accommodations and train stations.

Trip Cost and Inclusions

There are two prices:

- \$4610 if using the Youth Hostel trip in Scotland
- \$4850 if taking the B & B option in Scotland.

The trip includes return economy airfare from Australia to Europe with Singapore Airlines, all accommodation on twin share basis where possible at tourist class hotels or guest houses. Breakfasts are included throughout the trip with some additional meals while touring in Holland. This flexible approach allows you to eat according to your budget and tastes. All transport (train, bus and ferry)



The Freewheeling Tenth Anniversary Tour of Europe



The bicycle riders dream holiday!



within Europe specified in the itinerary. Support vehicle when touring, except for the London to Brighton ride and rest or free days.

Please note that fluctuations in exchange rates and price changes by operators, airlines, accommodation sources and public transport will be passed on. All attempts to minimise this impact will be made.

Airfares

Return economy airfare from Sydney/Melbourne to Europe return are provided. The ticket is valid for 12 months and your actual flights can be specified by you. You can fly to Europe or return on any date and still enjoy our special group rate. A stopover can be made at Singapore. The trip is priced for departures leaving in June. Seasonal airfare adjustment may need to be made if you depart at other times: May \$100 less; March/April \$200 less.

Bookings and information

Tailwinds Bicycle Touring, 9 Sargood St, O'Connor, A.C.T. 2601. Tel: (062) 496634, have coordinated the programme and detailed information can be gained by contacting Robert Fletcher. Warren Salomon the tour leader can be contacted on (02) 2648544.

Bookings **must be made direct to Tailwinds**. Your place can be secured by sending a deposit of \$200 to Tailwinds. On receipt Trip Preparation Information will be sent along with a Booking Form.

Itinerary

- Day 01 18 June: Depart Sydney/Melbourne for London with Singapore Airlines
- Day 02 19 June: Arrive London at 06.30. Transfer to our accommodation. (If you have travelled over earlier you join the trip today).
- Day 03 20 June: Free day in London. Assemble and check our bikes. A call at some bike shops and CTC will be arranged.
- Day 04 21 June: Ride in the famous London to Brighton community cycle ride.
- Day 05 22 June: Train to Aviemore and commence 7 day cycle tour in Scotland.
You can choose one of two trips:
A. Youth Hostel accommodation, preparing own meals, or
B. Bed and Breakfast, Guest Houses with breakfast provided. Support vehicle provided for both trips.
- Day 11 28 June: Depart Scotland for Paris by train and ferry.
- Day 12 29 June: Arrive Paris. Ride to our accommodation.
- Day 13 30 June: Travel by train to Chateaudon to commence our cycle tour of the beautiful Loire Valley. We will stay at Vendome, Blois (2N), Amboise, Tours, Chinon (2N), Montsoreau, Azay-le-Rideau, Tours, Blois. Arrive by train in Paris. Ride to our accommodation.
- Day 26 13 July: Free day in Paris.
Depart Paris by evening train to Amsterdam.
- Day 27 14 July: Arrive Amsterdam. Ride to our accommodation. Free day in Amsterdam, exploring the city by cycle path.
- Day 28 15 July: Commence 7 day cycle tour in Holland, on bed and breakfast basis. Support vehicle provided.
- Day 34 21 July: Return to Amsterdam and prepare for flight to Australia.
- Day 35 22 July: Depart Amsterdam with Singapore Airlines. (If you are returning to Australia at a later date you leave the group today).
- Day 37 24 July: Arrive Australia.



Freewheeling

Dear traveller,

I'd like to offer you the opportunity of a lifetime! Tailwinds bicycle Touring has used its extensive international contacts to put together this attractive two-wheeled travel package and I hope that you will be able to join me in an exploration of the real Europe. Our itinerary allows for a good coverage of the best touring areas with enough flexibility to explore some of Europe's most attractive cities.

Tailwinds has done an excellent job in assembling the tour package and I recommend it to you.

Warren Salomon

Warren Salomon
Tour leader
Publisher,
Freewheeling magazine

Photographs on the preceding pages depict some of the highlights of the *Freewheeling Tenth Anniversary Tour of Europe*. Photograph on page 51: The Loire Valley in France is dotted with picturesque villages, chateaux, vineyards and patisseries offering a visual and gastronomic treat for our group. Page 52 top: During the tour we will spend a weeks cycling in Holland riding the extensive bikepath network and visiting fabulous cities like Amsterdam. Page 52 bottom: The grandeur of the Scotland's landscape awaits us when we spend a weeks cycling in the magical Scottish Highlands and Islands Region. Photographs courtesy of Stephen & Heather Nesbitt and the British Tourist Authority.

Freewheeling 10th Anniversary Tour of Europe

BOOKING FORM

YOUR DETAILS

FULL NAME: _____

ADDRESS: _____

_____ P/CODE _____

DATE OF BIRTH: _____ PASSPORT NO: _____

PASSPORT ISSUE DATE: _____ NATIONALITY _____

PHONE NO. (HOME): _____ (WORK): _____

YOUR OCCUPATION: _____

NEXT OF KIN DETAILS

NAME: _____

ADDRESS: _____ P/CODE _____

PHONE NOS. (HOME): _____ (WORK): _____

Release and Assumption of Risk

I am aware that during the cycling tour, or other trip or vacation that I am participating in under the arrangements of Tailwinds Bicycle Touring and its agents or associates, certain risks and dangers may occur, including but not limited to, the hazards of travelling accident or illness in remote places without medical facilities, the forces of nature and travel by air, train, automobile, or other conveyance.

In consideration of, and as part payment for, the right to participate in such trips or other activities and the services and food arranged for me by Tailwinds Bicycle Touring and its agents or associates, I have and do hereby assume all of the above risks and will hold them harmless from any and all liability, actions, causes of action, debts, claims and demands of every kind and nature whatsoever which I now have or which may arise of or in connection with my trip or participation in any other activities arranged for me by Tailwinds Bicycle Touring and its agents or associates. The terms hereof shall serve as a release and assumption of risk for my heirs, executors and administrators and for all members of my family, including any minors accompanying me.

I have read and agree to the conditions especially noting the policy on cancellations and refunds, as stated under 'General Information' in the current Tailwinds Bicycle Touring Brochure.

Enclosed is \$200.00 being deposit for the above trip. I have read and understand the conditions associated with cancellations and the fine print.

Signed: _____
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When this Booking Form and deposit is received we will return a Trip Preparation booklet along with your receipt.

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The Freewheeling Tenth Anniversary Tour of Europe



Booking Procedure, Deposit and Cost

To confirm a place on one of our trips please complete the attached booking form and send it directly to Tailwinds Bicycle Touring with \$200 deposit. The balance is due 60 days before departure. Final ticketing will take place approximately three weeks before departure. If you cancel more than 60 days before departure you will receive all moneys less a cancellation fee of \$100. If cancellation is less than 60 days before departure, refunds will depend on an assessment of costs incurred but every effort will be made to minimise your loss.

Reservations for most trips are accepted up to 21 days before departure. However, many fill up well in advance so it is wise to book early.

Trip costs

Our cycling programme is based on airfares and land costs current at the time of printing. Tailwinds Bicycle Touring reserves the right to amend such prices prior to the departure of any tour should any fluctuations in prices due to changes in exchange rates or airfares or land costs occur. Trip costs are calculated ex Sydney/Melbourne.

Most trips are costed on an optimum group size. We intend to fill each trip to ensure maximum economy for the participants. For a smaller group we may be forced to impose a surcharge to avoid cancellation of the trip.

What I don't get

Not included are the following: Passports, Bicycles and airport departure tax; medical examinations and immunisations; excess baggage, laundry charges, alcoholic beverages, and all items of a personal nature; travel insurance and emergency evacuation; domestic accommodation and flights within Australia.

Travel Insurance

Tailwinds Bicycle Touring strongly advises you to take out comprehensive travel insurance cover on all our trips. Should you organise your own cover, make sure it includes emergency evacuation and cover for cancellation fees.

Delays and Route Changes

Travelling in remote areas may conflict with your realm of normal experience. Other cultures we will come in contact with have totally different concepts of lifestyles, in particular, time. If a trip has to be delayed because of bad weather, political or other reasons for which Tailwinds Bicycle Touring cannot reasonably make provision for, the cost of these delays is not included. There is always the possibility that a route change may be necessary on any trip due to weather, political or some other local reasons. Route changes will always be at the leader's discretion. NO REFUNDS will be made after the commencement of the trip.

Medical and Health

Bicycling can be a strenuous exercise, the fitter you are the more you will enjoy the trip. It is essential that you undertake a programme of regular aerobic exercise well before your departure. It is vital that persons with medical problems notify us well before departure. Hospital

facilities for serious problems are often unavailable immediately, and evacuation can be prolonged, difficult and expensive. The trip leader has the right to disqualify anyone at anytime during the trip if he or she feels it is medically necessary. Refunds are not given under such circumstances.

Baggage

Most major carriers have a free baggage allowance of 20 kilograms. Any excess will be charged at the applicable rate and is your responsibility.

Domestic air travel

We can assist with any bookings you may require to bring you to and from our departure points. Trips leave from Sydney/Melbourne. Contact our office should you wish to fly to or from our departure point.

Trip Information Sheets

Upon receipt of your deposit and completed booking form we will post you your receipt and detailed information sheets

The Fine Print

Tailwinds Bicycle Touring including its employees, subsidiary companies and associated agents accept no responsibility for any damage including injury, delay or loss of any nature arising out of or incidental to the tour organised by itself or any activities arising therefrom whether due or found to be due to the negligence of Tailwinds Bicycle Touring or not. That all bookings made by Tailwinds Bicycle Touring are subject to the terms and conditions imposed by the carrier and Tailwinds Bicycle Touring accepts no responsibility for any default and/or omission and/or other acts of the carrier. The carrier means any person, persons and/or companies engaged in the movement of the participant undertaking any tour organised by Tailwinds Bicycle Touring.

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The participant further acknowledges that the international tours are carried out in an area that is without proper medical services and he/she hereby expressly authorises Tailwinds Bicycle Touring to take such action as it deems necessary should the participant be in the opinion of Tailwinds Bicycle Touring in need of medical services and it is hereby expressly agreed that the participant will, within seven days, refund to Tailwinds Bicycle Touring and keep Tailwinds Bicycle Touring indemnified in respect of any expense incurred by Tailwinds Bicycle Touring on the participant's behalf. The participant hereby agrees to follow the directions of Tailwinds Bicycle Touring and should such directions not be complied with then Tailwinds Bicycle Touring may treat its obligation to include the participant in the remainder of the tour at an end and in such event, Tailwinds Bicycle Touring is under no liability to refund to the participant any moneys whatsoever. Provided, however, if in the opinion of Tailwinds Bicycle Touring the participant refuses to follow a direction and/or directions in such place that Tailwinds Bicycle Touring is of the opinion that such refusal jeopardises the safety of the participant and/or the safety of other participants, Tailwinds Bicycle Touring is hereby authorised to take such reasonable steps as it may decide to force the participant to obey such directions until the nearest habitation is reached. Tailwinds Bicycle Touring does not state that the route suggested or recommended for any tour is the best or the most suitable from any particular point of view. Nor that the exact distances between the towns/villages or other places of interest are given in the brochure, itinerary or other documents supplied to the participant. Nor that the routes shown in the detailed itinerary are at all times open to traffic and are the most economic.

Maps illustrated in the brochure and other documents are for information only and may not necessarily reflect exact routings. These terms and conditions cannot be altered or waived by any servant, agent or representative of Tailwinds Bicycle Touring or of any person providing services on the tour.

Completion and signing of the Booking Form will be taken as an understanding by Tailwinds Bicycle Touring that the participant has read and agrees to abide by these terms and conditions.

Singapore Airways does not by virtue of its endorsement of this brochure represent itself as either contracting with any purchaser of a holiday from Tailwinds Bicycle Touring or as having any other legal relationship with any such purchaser.

Technical Q & A

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 have been supplied by our readers and the technical panel for this issue is Charles Coin, Doug Thompson and Warren Salomon.

Q Your technical Q&A column is great. However your computer system has dropped the part I need to know about matching chain and sprocket wear (Issue 38). A repeat of this would be appreciated. John Gregory, Auckland New Zealand.

A Oops! Our Q&A column seems to be affected by computer gremlins. In that same issue we mentioned that a section of text in a previous issue had disappeared in the electronic void and reprinted the missing passage. Our proof reader apologises for allowing this error to occur and promises that he will redouble his efforts in the coming year. We reprint the Q&A in its entirety.

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

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

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

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

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

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

When the new chain is fed onto worn freewheel cogs from the rear derailleur pulleys it will tend to become displaced and ride up on the tops of the sprocket teeth. This happens because the chain on the back of the sprocket is not under load and the lengthened pitch of the sprockets will cause the new chain to catch prematurely on the tops of the teeth. Only the top four or five teeth are under pressure so when the displaced chain reaches the top of the freewheel it is suddenly forced to mesh with the cogs. This produces the characteristic 'jump' or gear slipping as some people often refer to it.

If you lift the back wheel and slowly pedal the chain around a few times in the worn gear even with a light pressure on the pedals you will observe this process.

At the root of this problem is the fact that chains tend to wear out quicker than freewheels. Any professional bike mechanic will recommend that you replace your freewheel when you change your chain but often you will be throwing away a freewheel with plenty of life left in it. With precision fully adjustable freewheels such as SunTour's Winner series the worn freewheel cogs can be easily replaced.

Another solution is provided by Chas Coin of Biketech writing in one of our earlier issues. Chas suggested rotating three chains throughout the life of the freewheel. He estimated that the life of a freewheel is equivalent to the lives of three chains and to enable the chains to wear evenly you have to change them over every few months.

Using this method you will get about three or four runs through of each chain in turn and you will find that the life of the freewheel can actually be increased.

* * * * *

As a further explanation of the chain jumping problem I add this information supplied by John Henderson and printed in *Freewheeling* issue 20.

"Your author correctly observes that the new chain will ride up on the top of the teeth of a worn freewheel. But he errs in stating that this is because the distance on the sprocket between the tips of each adjoining tooth of the sprocket has been increased by the old chain. Such wear (towards the tops of the teeth) should create no special problems. The trouble in fact arises because more wear occurs towards the base of the teeth.

A worn chain is a stretched one. The distance between links is increased slightly and such a chain will promote tooth wear through its failure to spread the load over several teeth.

The underlying cause of transmission jump can be appreciated by considering the manner in which the chain feeds onto a rotating sprocket at the bottom of the freewheel. Because its links are spaced at precisely the correct distance a new chain under pedalling tension will not feed smoothly onto a sprocket which has developed what we may call 'tooth overhang'.

Its links will not always be able to slip past the (relatively) raised top inside edges of worn teeth in order to reach the (recessed) load bearing surface. So it rides up on the outside edge of a tooth until it approaches the top of the freewheel. The offending link will finally drop into place by suddenly advancing and establishing a new meshing pattern by skipping one freewheel tooth. Hence a very pronounced jump."

John Henderson's simple solution to the problem is to remove the problematic cogs and file the 'overhanging' section of the tooth tip. He further observes that sprocket teeth should reflect the shape of waves in deep water and not the shape of crashing waves nearer the shore. Specialised tools are required to remove the freewheel sprockets and these are usually sold at specialist pro bike dealers.

Q In one of your previous columns you described a particular type of damage to headsets called 'brinelling'. You suggested that replacement is the only remedy. Can you give more information on this subject.

A It seems to me that headset pitting has become more of a common problem since the in-

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Technical Q & A

roduction of caged headset bearings. With the resultant critical loss of ten or more bearings from the two races. Rather than go to the expense of replacement the one dollar solution is to buy a pack of loose headset bearings and replace the caged type with them. I've done this on several bikes and its proved a long-term solution.

On my own bike brinelling damage (the tendency for the steering to lock centrally) started to appear after a year and I replaced the caged bearings with loose ones enabling the use of considerably more bearings. Nine years later that headset is still on the bike with no sign of problems although it is only a cheap unbranded type.

The beauty of this solution is that the loose bearings sit in fractionally different locations to the caged ones and these do not settle into the brinelling pits. A short term solution to headset 'self-centring' is to adjust the top headset ctp 2 mm either way to misalign the pitting.

It would be great if loose bearings were once again standard equipment even if it did mean a return to the days of slower assembly and ball bearings all over the floor. **DT.**



Q Why do racers shave their legs? I know you ran this question in the last issue but how about a more detailed answer?

A There are a number of reasons why racers shave their legs; all but one of dubious validity.

They are:

1. Psychological intimidation. The same reason that body builders shave and oil themselves – it looks nicer that way. (Maybe they are kinky after all).
2. To make wounds heal faster. Then why not just shave the outer side of the legs (and the arms and the head)?
3. To make leg massage easier. True if no oil is to be used but it makes little difference with most people when oil is used. It only works if legs are closely shaved and not stubbly.
4. Wind resistance. Trifling! Why not shave the arms and other hairy exposed parts of the body?
5. Cold and wet weather. The 'Coolgardie Safe' Effect (evaporative cooling). This is probably the only valid reason and the only reason I ever had to do it. **CC.**

Perhaps its all because in a traditionally male sport the fellahs don't like to think that girls should have all the fun. Besides shiny legs and shiny lycra go so well together.

*It seems that the origins of the practise are shrouded in the mists of time and tradition. We would like to hear more from readers on this subject. **WS.***

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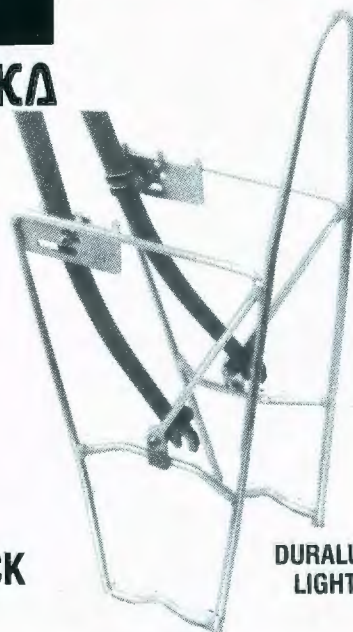
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Down to Wollongong without a pedal

'Gong Ride '86

On a ride of possibly more than 2500 people it is hard to keep track of some of the more interesting stories that tend to circulate. One of the more interesting snippets of information that filtered through the staff network on the day of the 1986 Repco Sydney to the 'Gong ride concerned the fellow who wore a huge hole in the bottom of one of his shoes. How could have it happened? Now it can be told. In his own words Jim Bannister recounts his eventful journey to the 'Gong.

Sunday dawned fine and clear after a week of stormy weather. At 7 am John arrived with the trailer, we all put our bikes on board and then we were off to Belmore Park.

Arrived at 8.05 and some had already started so we unloaded the bikes, took a couple of photos, then through the starting gate and off to Wollongong.

I pedalled slowly out through the suburbs towards Audley. It was nice to meet a few friends who were also on the ride. Just before the turnoff to the National Park I noticed a lady in distress near her bike. Nobody seemed to be stopping so I thought that she needed some cheering up. So I got off my bike and walked it over to her.

She was holding on to a pole in absolute agony. Cramp! And in both legs above the knee. I had no idea what to do so I said "Hello" and asked if I could help her. So in a little while there was the sight of a middle aged gentleman (it sounds good) kneeling on the ground kneading this poor lady's thigh muscles whilst she holds on to a pole and moans

in agony. Thank goodness my wife didn't see me. Finally her legs loosened up and off to Audley for a drink and piece of cake.

Had an exhilarating ride down the steep hill to Audley with brakes full on and very worried about the last bend at the bottom. After a piece of carrot cake I set off through the park enjoying the cool air when suddenly, after a couple of kilometres, two young ladies, who were standing in front of me about three metres ahead, hopped onto their bikes and I had to take evasive action. The result was that I fell off my bike and disaster struck: my pedal snapped off!

So I had a real problem – or was it a challenge? Approximately 60 kilometres to go and I had only one pedal. So I set off, pushing hard with my left foot but not knowing what to do with my right foot.

About three kilometres further on I seemed to have mastered this one-legged cycling when a motorcyclist comes up the track towards me heading back to Audley. When I pulled over to the left side of the track into a deep layer of leaves and twigs I didn't see the two-foot branch thrown between the spokes. The branch jammed my wheel and ripped 6 spokes out of the front wheel. To top it all I fell off my bike again! "C! I thought I was in big trouble as I believed the front wheel might collapse at any minute. Now I guessed it was only 55 kilometres to go so I decided to push on; slowly walking up the hills and coasting down the other side.

Finally I walked into Red Cedar Flat to see all the cycle shop maintenance vans. Help at last, there must be a new pedal here.

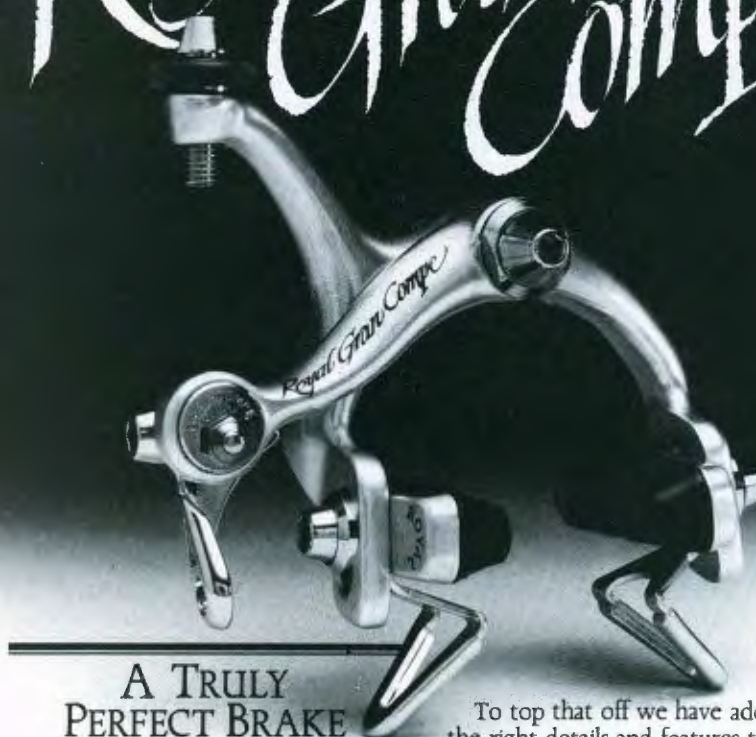
Alas, after asking, nobody had a spare pedal anywhere. So I sat on a log and ate my lunch and thought, "this is ridiculous!" I looked at the sky; it looked clear and I guessed that as there were about 40 kilometres to go I might as well keep going. I seemed to have got the hang of peddling with my left foot and gently pushing the end of the other crank with my right foot. In fact the crank top was, by then, highly polished.

At Stanwell Tops the howling southerly gale nearly blew me backwards every time I finished pushing the left pedal. On the steep descent to Stanwell Park I wondered if the front wheel would hold but it didn't matter as there were now only about 30 kilometres or so to the finish. I made it safely to the bottom of the hill with the broken spokes hitting the sides of the front forks and setting up a loud clatter.

Well, you guessed it, about 4.30 pm I made it to Flagstaff Point with a large hole worn through my right shoe from the top of the right crank.

I can hardly wait until next year to do it all again. ■

Royal Gran Compe

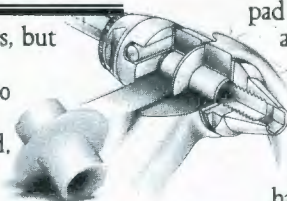


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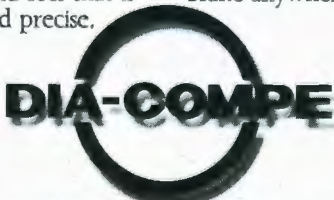
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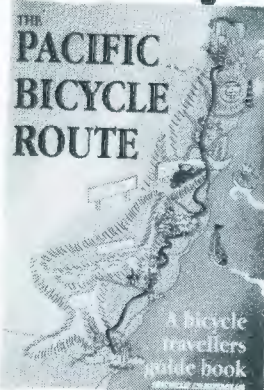
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NSW Mountain Bike Titles and the National Observed Trials.

Fat-tyre sport

The Newcastle region will once again be the venue for the NSW Mountain Bike Titles to be held on a scrub course near Swansea. The event will take place over the weekend on the 11th and 12th of April and will be held in tandem with the National Observed Trials.

The weekend is being organised by the Hunter Valley Mountain Bike club adjacent to Bargoe House on the shores of Lake Macquarie south of the city. Bargoe House is a private camping ground and offers excellent camping facilities including bar-b-ques, canoeing and modern amenities. Camping fees during the weekend of the Titles will cost \$5.00 per tent site per night.

The weekend will get underway on Saturday with the National Observed

Trials on rough scrub country not far from Bargoe House. The NSW Mountain Bike Title race will be held on the following day and current title holder Werner Wholrab is expected to defend his crown.

The event is being sponsored by the St Ives Bicycle Centre one of NSW's most progressive promoters of fat-tyre biking. The proprietors John and David Kitchen are providing mountain bike equipment and accessories as prizes for the weekend's activities. For full information and entry details contact Ken Wells (049) 43 1271.

The Simpson Desert Challenge

Fat-tyre sport

On Good Friday this year mountain bike riders from all over the country will assemble near Alka Seltzer Bore north of Oodnadatta and commence a three day race to Birdsville across one of Australia's most arid regions: the Simpson Desert. The organisers of the Simpson Desert Challenge are the Sydney firm Energy Promotions and its principal, Hans Tholstrup, who are expecting a good field of competitors for the gruelling event.

The race will be run over three days and will cover 350 kilometres of varying terrain. The tracks used will be mining survey 'roads' and Tholstrup says that they are in much better condition than most would imagine. 'About one third of the route is on good rideable roads, another third is fair with some dismounting necessary on the tops of the sand blown ridges. The remaining third is in poor condition and will require good riding/running skills.

All riders are allowed to have at their disposal a four-wheel drive support vehicle and arrangements will be made for those who are unaccompanied. Each days racing will commence at sun-up and will last until 12 noon. There will be a two hour break during the heat of the day before the afternoon leg begins. Support vehicles will not be able to directly accompany the riders and must either drive ahead of the bunch or remain behind the sweep vehicle.

The sweep vehicle is a necessary safety precaution and will follow one and a half hours behind the ride and will compulsorily pick up any riders who fall behind the allotted 1 1/2 hr limit. Points will be awarded for each stage completed and deductions will be made if riders are picked up. The format of the race will be similar to Enduro style motor racing where consistent performance is the key to success.

The last day's racing will consist of a thrilling dash across the gibber plains into the township of Birdsville. The winners will be awarded with their prizes at a special ceremony outside the famous Birdsville Pub. All participants will re-



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Entry fees for the competitors are as follows: Sponsored riders, \$300; unsponsored adults, \$200; students, \$100;

Riders and spectators who have not arranged their own support vehicles will be taken to the start and transported from back from Birdsville to Sydney in a specially chartered bus. Projected costs for this service are \$250-\$350 depending on numbers. The organisers will also provide catering for the duration of the event for a very reasonable \$80. A support vehicle fee of \$250 will also be charged to provide all the necessary support to ensure the safety of participants, spectators and officials.

9-14 year olds \$50. Energy Promotions includes the under 15's because of Hans Tholstrup's experience a few years ago when he took a group of kids on BMX bikes along the same route. Admittedly they took five days so Tholstrup believes that the mountain bikers should be easily able to complete the crossing in three.

All riders will be required to wear protective head gear and carry a minimum quantity of water.

To date Energy Promotions have received over one hundred requests for entry forms and information so the event looks like attracting a big field of starters. For further information contact Greg Kable or Hans Tholstrup on (02) 997 8011.

Click gears for mountain bikes

Even though positive shifting gears known variously as 'click shift' gears or indexed gears have been with us for some years fat-tired fanciers have waited patiently for the manufacturers to design a system for them. Now it has happened!

The large Japanese parts maker SunTour has announced along with its Acushift indexed gear shift system for racing bikes a mountain bike range. The XC Sport 7000 system has a click-stop indexed rear derailleur and matching lever. The levers are made as part of the brake lever which enables narrower handlebars to be used.

As expected from a derailleur system a high quality chain must be used and SunTour recommends either its own Superbe Pro chain or a DID Lanner. The *Freewheeling Fat-tyre Fanatic* has not been able to road test this marvelous system as it is not yet available in Australia. As shipments are due in the next few weeks we hope to bring readers full details in one of our next two issues.

Riders who wish to retro-fit any form of indexed gearing to their machines should heed this word of warning. Most of these derailleurs have to have a gear hanger which is shorter than the drop out/hangers fitted to all current and previously manufactured bicycles. If index gearing catches on (it certainly makes riding easier) then frame builders are expected to do a roaring trade ripping out rear dropouts with longer hangers and re welding in a shorter replacement.



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Entering the Myrtle forest on the northern side of Weldborough Pass in NE Tasmania. Photography by Warren Salomon.

Tassie touring

Bicycle Touring

CARMEL RIDER was a newcomer to cycle touring before she decided to embark on her first major tour. She chose Tasmania for its compactness, abundant camping facilities and Youth Hostels. As an English/Australian she was also attracted by the prospect of scenery reminiscent of the Old Country. She was not disappointed.

I pedalled off the ferry at Devonport loaded with the necessities of life: tent; Trangia stove; sleeping bag and pancake ingredients. I was also ready for any hills and I had heard that there were many of these. I noticed the big drop in temperature from Sydney but in fact the climate is perfect for cycling although I was to find out later that the winds were strong and always seemed to be headwinds.

The first week was spent riding to the historic village of Port Arthur, via Longford, Cressy, Ross and Richmond. I spent two nights in Ross – a very pretty town with the camp site right next to the river and the historic bridge built by convicts in 1836. The campsite here has some cheap cabins if you feel like a little luxury – for under \$10.00 a night.

Richmond is an interesting town with lots to see including Australia's oldest bridge (1823) and oldest Roman Catholic church (1837). Richmond Gaol is also worth a visit as is 'Ma Foosies' tea shop – their home made chocolate cake is recommended!

The Midland Highway was easy riding but the scenery very parched and dry looking, not what I'd expected. However, as I crossed over to the Tasman

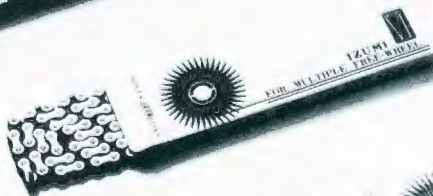


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Peninsular in the South – East and headed towards Port Arthur, the countryside became more green and lush – I soon saw why that afternoon when I got caught in my first heavy downpour.

I arrived at the Youth Hostel feeling very soggy. The Hostel at Port Arthur is well situated close to the historic ruins of the Penitentiary, Church and other places of interest. It's well worth staying there a number of nights so you can visit Eagle Hawk Neck and its touristy attractions such as the coastal rock formations of Devils Kitchen, Tasman Arch and the Blowhole.

There is a very good bus service which operates between Port Arthur and Hobart. The bus tows a covered trailer in which all manner of items can be carried – backpacks, pushbikes etc. There is a charge for bicycles. Foul weather forced me to board the bus for my return journey to Hobart. A word of advice: hang on to your hats on this bus, the driver only knows two speeds, stop and flat out!

In Hobart I met up with a cyclist from California, Daniel, who was travelling on a 15 speed mountain bike and we decided to tackle Mt. Wellington, which towers over Hobart at 1270 m. Three hours and 22 km uphill later we arrived at the summit. The breathtaking view and the exhilarating half an hour return trip is well worth the effort. We felt daunted however when we met racing cyclists who regularly ride up the mountain as part of their training!

After four days in Hobart, Daniel and I headed south to Kettering where we caught the free, 15 min ferry to Barnes Bay on Bruny Island. This island is approximately 45 km long by 12 km wide at its widest point. There is a narrow isthmus in the centre dividing it into North and South Bruny. Adventure Bay on South Bruny is where we decided to camp and is at the end of 30 km of dirt road. Daniel's mountain bike floated along but my bike found it heavy going, frequently skidding in the soft gravel. By the time we reached the campsite I felt as if we'd pedalled 300 km instead of 30 km!

After a good meal and dessert of blackberry pancakes with ice cream I felt much revived. Blackberries are plentiful all over Tassie at this time of year and we picked them frequently – stewed blackberries go well with muesli too!

Adventure Bay has been visited by many famous explorers including Capt Cook, (who planted Tassie's apple trees) Capt William Bligh and Admiral D'Entrecasteaux who discovered that Bruny was in fact an island and wasn't joined to the mainland as was first thought.

There is a fascinating Bligh Museum on Bruny where we spent most of the morning pouring over all the old books,

maps and photographs which told the history of Australia's "discovery" It would have been easy to spend a week on this idyllic island but we reluctantly moved on and headed North east.

We travelled through Hobart and crossed the Derwent River via the Tasman Bridge cycleway. We thought this was badly planned because cyclists have to climb up a flight of stairs at one end, and lift one's bike over a crash barrier at the other end!

The road up the east coast from Hobart is very scenic with a couple of significant hills to climb – Black Charlie's Opening (296 m) and, aptly named, Bust-me-Gall hill (336 m). The East coast road is very pleasant easy riding, with beautiful clean beaches, devoid of all life. I soon discovered why no one was swimming when I took the plunge into the sea at Mayfield Bay near Swansea – it was my first and last swim of the holiday. The water was so cold that it hurt!

After Swansea Daniel decided to head off as he had less time than I and wanted to do more mileage each day. I spent three nights at Bicheno, a little fishing village half way up the East coast. There is a daily bus service from Bicheno to Coles Bay in the Freycinet National Park which leaves at 7 am so I decided to take advantage of this and go for a walk along the 31 km of dirt road to the entrance of the Park. Here you can do various walks within the Park, depending on your energy and time. My energy level was pretty low at this stage so I set off on a short (5 hr!) walk to Wineglass Bay – an idyllic spot.

I would advise anyone going there to take plenty of food as there are about 15 – 20 very tame, hungry wallabies in the car park just waiting to rob you of any food you may be carrying – if you happen to leave your park on the ground they will find a way of opening it and stealing your lunch, as they did with mine!

The bus picks up again at 3.45 pm to travel back to bicheno which gives one virtually a whole day to explore the park, otherwise there is a campsite in the park itself with basic facilities (no showers though.)

After Bicheno came the well known Elephant Pass (396 m) which wasn't too bad – I guess by now my legs were becoming accustomed to hill climbing. Atop this was the welcome sight of the Elephant Tea House Pancake Restaurant where I met with a group of eight cyclists on an organised cycling tour, travelling south. We shared some scrumptious pancakes and numerous cups of tea together before we finally set off again. Heading down the St Marys Pass which is an exhilarating 8 km downhill, I was passed by only 3 vehicles – one of the advantages of cycle touring in Tassie is that even in the height of sum-

mer, some roads are virtually traffic free which is sheer bliss after battling the traffic on Sydney's roads!

West of St. Helens is a little place called Pyengana, where I'd heard there is a cheap bed and breakfast in the form of "the pub in the Paddock", \$10.00 a night and as this is a convenient stopping place to visit a waterfalls called St Columba Falls I booked in there for two nights. Here I met up with Jim, another cyclist from California and we travelled together for a few days before he headed south. St Columba Falls was not spectacular but the ride along the 9 km dirt road to it is pretty as it is lined with giant tree ferns which are said to be about 400 years old.

The Pub in the Paddock is situated in a very lush green valley and is a pleasant place to stop. The beer is quite palatable too. Heading west via Scottsdale we climbed the Weldborough Pass (595 m) which twists and turns through some magnificent some myrtle forest.

The camp site at Scottsdale was a welcome sight that night, after pedalling 83 km through some very hilly terrain. As Jim so aptly put it – like riding a continuous roller coaster! A very pretty camp site here too, next to the river and well stocked with firewood for our use!

Through reading local papers I had learned that cycle racing is very popular here in Tassie so I paid a visit to the brand new \$6 million cycling velodrome in Launceston on my way through. The climb out of Launceston (which is at the base of a gorge) was one of the hardest hills on my whole trip and I must confess I had to walk up half of it!

The next two days were spent travelling back to Davenport for the ferry. It was with much reluctance that I boarded it to leave this pretty island and head back to smog-ridden Sydney, but I'm already planning my next major tour – maybe Europe for 6 months.

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Cycling companion wanted for a tour down the Mississippi Valley from Seattle to New Orleans in early April. No experience necessary but should be reasonably fit. Phone Peter (03) 580 1413.

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

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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.

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National Bike Events Calendar

Help us to publicise your Bike Event by sending details to us early. If you are planning a ride in the coming year you should send your notice to **Freewheeling National Bike Events Calendar** now. Our readers will spread the word like wildfire.

FEBRUARY

Sunday 22 Kedumba Pass Down Hill Time Trial. An off-road test of your down-hill skills. 8 km of some of the steepest trails in the Blue Mountains (and 8 km back up of the same)! Contact Russell Moore (02) 608 1125.

Saturday 28, Sunday March 1. Audax NSW 200/300/400 km rides. Parramatta, Kurmond, Douglas Park, Wollongong, Moss Vale, Parramatta. Contact (02) 608 1125 or (02) 630 2977.

MARCH

Saturday 7, Sunday 8. Audax NSW 200/300/400/600 rides. Parramatta, Canberra, Parramatta (the old favourite. Contact (02) 608 1125 or (02) 630 2977.

Wednesday 11 Bicycle Adventure Slide Evening. Free slide night. Hear Robert Fletcher of Tailwinds Bicycle Touring talk about bicycle adventures in China, Japan and Europe. Sponsored by Cranks Bike Shop, this great night will commence at 7.30 Pm. Call Cranks Bike Shop on (02) 411 5116 to confirm your seat.

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

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.

Saturday 28, Sunday 29. Audax NSW 300/400/600 km rides. Lithgow, Orange, Parkes, Forbes, Bathurst, Lithgow. Contact (02) 608 1125 or (02) 630 2977.

Sunday 29 Melbourne Autumn Day Tour 100 km and 50 km routes for riders of all abilities. This fully supported ride is organised by the Melbourne Bicycle Touring Club. Phone (03) 241 4453 or (03) 836 0440.

APRIL

Saturday 11, Sunday 12 NSW Mountain Bike Championships and National Observed Trials. A weekend of fat-tyre riding and camping on the shores of Lake Macquarie near Swansea and south of Newcastle. Observed Trials on Saturday and NSW title Race on Sunday. Camping available at good prices. Contact Ken Wells (049) 43 1271.

Saturday 11 to Tuesday 14. Audax NSW 300/400/600/1000 km rides. Lithgow, Bathurst, Cowra, West Wyalong, Griffith, Narrandera, West Wyalong, Cowra, Lithgow. Contact (02) 608 1125 or (02) 630 2977.

Sunday 12 Tour de Fleurieu. A 100 km tour through vineyards, almond orchards and dairy farmland. Rated moderate, some refreshments and route maps provided. This event is part of the South Australian Touring Cyclists Grand Slam Series. For full details contact Peter Hunt (08) 384 2921 or Rod Austin (08) 271 6362.

Friday 17 – Monday 20 Easter. 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.

Friday 17 – Monday 20 Easter. The Great Eastern Australian Rally Australia's first bicycle rally will be held in the Southern Highlands at Bowral. Overnight camping at a fixed site with day rides of 25 to 120 km. Organised by the Bicycle Institute of NSW. Contact (02) 212 5628 (BH) or (02) 608 1125 (AH).

Friday 17 – Monday 20 Easter. The Canberra Monaro Explorer. A 200 km sag wagon supported ride Goulburn – Canberra – Goulburn organised by Bicycle Australia. Contact (046) 27 2186 for details.

Saturday 18 – Monday 20 Easter. The Simpson Desert Challenge. A 350 km race across the centre of Australia. Good back up and support. Bus organised for entrants and spectators ex Sydney. See story in Fat-tyre section of this issue. For full details contact Energy Promotions (02) 997 8011.

MAY

Saturday 2, Sunday 3. Audax NSW 200/300/400/600 km rides. Sydney, Canberra, Sydney. Contact (02) 608 1125 or (02) 630 2977.

Sunday 17 Pedal for Heart Sydney. The National Heart Foundation presents its big one-day fun and fitness ride to enable Sydneysiders to help the fight against heart disease. Full details in the Sun Herald newspaper in the six week period leading up to the event.

JUNE

Sunday 7. Audax NSW Twin Century. 100 and 200 km courses. Contact (02) 608 1125 or (02) 630 2977.

Sunday 21. Barossa 100. 100 km through the scenic Barossa Valley. Rated Moderate. Come and enjoy the social atmosphere. Some refreshments and route maps provided. This event is part of the South Australian Touring Cyclists Grand Slam Series. For full details contact Peter Hunt (08) 384 2921 or Rod Austin (08) 271 6362.

Saturday 13 to Monday 15. Winter on the Southern Highlands A mystery tour organised by Bicycle Australia over the Queens Birthday long weekend. Sag wagon support. Contact (046) 27 2186.



Photography by Warren Salomon.

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.

JULY

Sunday 5. Audax NSW 100/200 km ride. Parramatta, Mittagong, Parramatta. Contact (02) 608 1125 or (02) 630 2977.

AUGUST

Sunday 2. Audax NSW 100/200 km ride. Orange, Penrith. Contact (02) 608 1125 or (02) 630 2977.

Sunday 16 Onkaparinga 100. A one hundred kilometre ride through apple and pear orchards. Rated hard but the views are magnificent, an excuse for a rest. Come and enjoy the social atmosphere. Some refreshments and route maps provided. This event is part of the South Australian Touring Cyclists Grand Slam Series. For full details contact Peter Hunt (08) 384 2921 or Rod Austin (08) 271 6362.

Sunday 30. Audax NSW 100/200/300 km ride. Canberra to Sydney. Contact (02) 608 1125 or (02) 630 2977.

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 Sunday 11 Bicycle SA 1986 Ride. A grand tour of South Australia's south west region with

the State's premier touring group. Breakfasts, morning teas and hall accommodation provided. Camping and emergency back up support also available. Contact (08) 272 6406 or (08) 388 8331.

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.

Saturday 10, Sunday 11 Green Valley Twin and Quad Century. This popular annual event will offer 50, 100, 200, 300 and 400 km courses this year. For full details contact (02) 608 1125 or (02) 630 2977.

NOVEMBER

Sunday 1 Murray Valley 200. A two hundred kilometre ride on mostly quiet roads. Starting in the beautiful Adelaide Hills, then following the River Murray between Murray Bridge and Mannum. A short course is also available. Rated hard. Come and enjoy the social atmosphere. Some refreshments and route maps provided. This event is part of the South Australian Touring Cyclists Grand Slam Series. For full details contact Peter Hunt (08) 384 2921 or Rod Austin (08) 271 6362.

Saturday 7, Sunday 8. Audax NSW 300/400/600 km ride. Mt Victoria, Cowra, Yass, Mittagong, Sydney. Contact (02) 608 1125 or (02) 630 2977.

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.

Saturday 28 to Sunday 6 December. The Caltex Bike Ride. Nine days of cycling fun through Victoria's western districts visiting the Grampians and riding part of the Great Ocean Road. Contact (059) 78 6000.

The 1987 Bicycle SA Ride will take place this year in the south eastern part of the State beginning and ending at Bordertown. The picture above shows riders on the inaugural 1986 Ride leaving the historic township of Angaston in the Barossa Valley

1988

MARCH

Friday 11 to Sunday 13 SA Festival of Cycling. A bicycle rally to be held in the Adelaide hills. Three days of activities centred on a good camping ground with hall and hotel accommodation also available. Day rides and nightly entertainment provided for riders of all ages. Bring the kids or your friends. Contact (08) 388 8331.

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) 608 1125. **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)272 6406 (08)388 8331. **Tandem Club of Australia** (03)241 4453. **Cycle Touring Association of West Australia** (09)330 3659. **Darwin Hufflers & 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 (03) 527 5759. **Southern Veterans** (Sydney Vintage Cycle Club) (02) 587 8017.

Rambling

By Michael Burlace

"Clothes maketh the man," said Oscar Wilde. "Cars mould the men who drive them," or something similar said Lord Rootes, head of the group which produced the Humber, Hillman, Commer and umpteen other British makes until the group faded along with the walnut dash.

So what do bicycles do to the men who ride them? And for that matter, how do women get to be immune from all this?

No wonder the compass business is picking up. Now that everyone has a digital watch no one can tell where North is. The old method of pointing the 12 on the watch at the sun and finding north halfway between the 12 and the hour isn't likely to work terribly well with a digital clock.

Watched a cyclist in a typical Sydney downpour overtaking a motorcyclist at great speed down a hill. There was slight difference in their attitudes to safety and comfort. The cyclist had just a pair of shorts on, the motorcyclist was in full wet weather gear. Fair enough at this time of year, but it was mid-winter at the time.

Well, it's mozzie or mossie season, depending on your preference in spelling.

Regardless of spelling the little demons prefer those of us with fair skin. A plant extract called oil of citronella when dabbed on the skin sparingly keeps them away for a couple of hours without any nasty chemicals.

I met someone recently who is being hounded by their employer to get a car instead of a bicycle because it is "quicker and more efficient", according to the employer. The problem is that the job involves promoting health and the worker is convinced that the bike IS quicker and more efficient as well as being a good demonstration of a good approach to life. Might make an interesting anti-discrimination case.

A friend who was applying for a job in computing was knocked back on a bicycle allowance and had to accept a higher car allowance. That seems a crazy way to treat someone offering a cost saving.

I met a person recently who on hearing that I was a cyclist proudly flashed her calves — of quite different thicknesses. Apparently her father refused to fix her pedal when she was young and so she rode on one pedal and one pedal axle. Through putting more effort on the leg with the complete pedal, she developed that leg more than the other.

Young kids on the train one afternoon as I started a bicycle tour were talking about what they were having for dinner. One said he was having a baked dinner. His mates were surprised that he would cook it himself until he admitted it was baked beans.

The proprietor of a bicycle shop in Hong Kong is Hop On.

You are looking at the end of Rambling. *Freewheeling* is entering a new phase and Rambling is not. Goodbye and good cycling — see you on the track somewhere instead of in the magazine.

Hatta

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The Shimano Index System A New Approach to Shifting.

BETTER PERFORMANCE THROUGH SYSTEM COMPONENT DESIGN

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

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

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

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

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

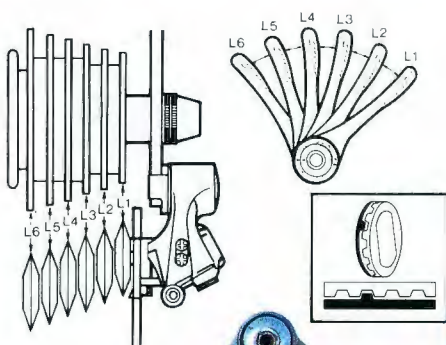
On the other hand, with SIS, changing gears is just like tuning that same radio with pushbuttons. One touch and you've got it.

LEVER AND DERAILLEUR—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 derailleur incorporates Shimano's unique DOUBLE servo-pantograph 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.



ADDITIONAL OUTDOOR EQUIPMENT AND TRANGIA STOVES MAKE GREAT TRAVELLING COMPANIONS

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

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

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

Camdale (pictured), is a specially designed camera bag for the travelling photo enthusiast. This bag is made from KS 100e fabric and is padded to protect your valuable equipment. The Camdale can be fitted to the handlebars using a standard barbag carrier.

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

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

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

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

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