

BICYCLES

Freewheeling

Number 41 March/April 1987 \$3.00



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.

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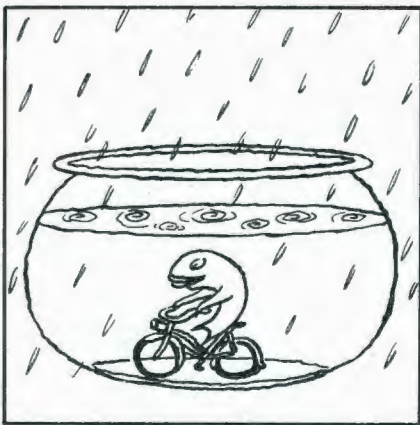
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Cover: Champion triathlete Louise Mackinlay

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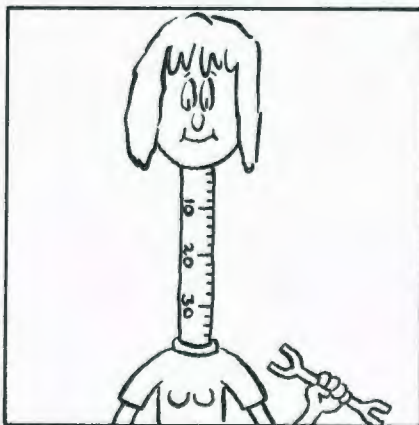
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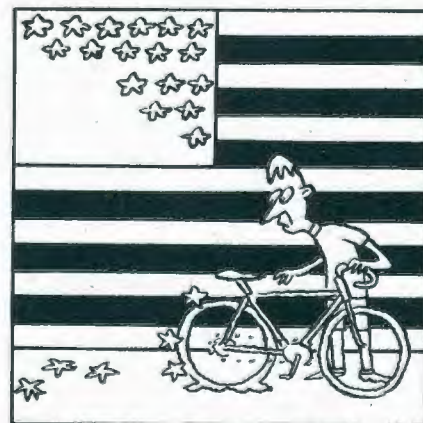


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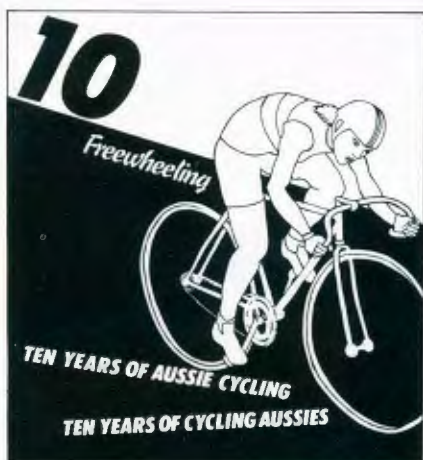
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The Aussie bicycling scene – oh how you've changed

*At the end of 1987 **Freewheeling** completes its tenth year of publication.*



They say that time goes fast when you are having fun. Certainly the past decade has had its moments of crisis and tension but in the main the first ten years of publication for *Freewheeling* has been a thoroughly enjoyable experience.

Freewheeling commenced publication in November 1977 and our tenth birthday this year will be celebrated in a number of ways. Firstly we are getting off to a good start by completely upgrading our presentation to make it more visually interesting and attractive. Secondly we are broadening our view of the cycling scene to take in all aspects of our favourite activity.

This issue we welcome on board one of this country's most experienced and knowledgeable cycling writers John Drummond. John was formerly the editor of the racing magazine *National Cycling* before it was superseded by *The Australian Bicycle Magazine*. John will cover the major events and trace the history and development of the sport as it enters its most exciting phase.

In winter our first ever guided Tour of Europe will leave for a fabulous five weeks of cycling fun in four countries taking in the famous London to

Brighton ride with its 25000 participants. Next years Tour will offer even more delights but more of that later.

In October we will produce a larger than ever special tenth anniversary issue which will remain on sale through to Christmas. This commemorative issue will contain a number of important specially commissioned articles and will trace the development of the Aussie bicycle scene during its third golden era.

In November our anniversary celebrations will culminate in the sixth annual Repco Sydney to the 'Gong Ride. This years ride will build on the previous events and will feature a big fashion parade running throughout the afternoon at Wollongong, live music at our lunch stopover and lots and lots of well organised support.

In the meantime I hope you enjoy this forty first issue of *Freewheeling*. If you are new to the mag I hope you will find useful and informative content between the covers of this and future issues. For our long time readers and supporters we will continue to improve the quality of our editorial content and graphical presentation in line with our belief that Australian bicycle users deserve the worlds best bicycle users magazine.

THE VICBIKE/SPECTRUM REPORT

POSSIBLY the most important document to be published on the cycling scene in Melbourne and in Australia was quietly made public by the Victorian Transport Minister during Bike Week late in March. The study carries the inoffensive title of *Survey of Cyclists Characteristics and Cycling Patterns* and was commissioned by the Victorian State Bicycle Committee (Vicbike) and conducted by the respected survey organisation Spectrum Research.

For an industry totally starved of statistical data the 128 page document is the best thing to happen since the invention of the pneumatic tube. Not only is it

full of useful information on the people who ride bikes it provides for the first time detailed information about the way bicycles are used and the reasons people give for riding them.

It also puts the bicycle fundamentalists in their place when they advocate that modern cycling is about commuting down heavily trafficked main roads. In fact the overwhelming majority of bike riders are very casual about their riding and prefer the smell of fresh air along the local bikepaths to exhaust gasses on High Street.

I firmly believe that the Vicbike/Spectrum report has the potential to greatly influence the direction of cycling in Australia well into the last decade of the twentieth century. I strongly recommend that every person actively involved in the bicycle industry, community based advocate groups and government get hold of a copy and study its contents. Copies of the report can be bought from Vicbike in Melbourne by contacting the Executive Planner, State Bicycle Committee of Victoria, telephone (03) 619 6685.

NEXT IN FREEWHEELING

Coming attractions

In our next issue we go mountain bike mad with a big coverage of competitive events, equipment and riding skills. The

Mountain bike scene is booming but where's the action. In this edition of Freewheeling we look at what's new and what's ahead for fat-tyre fanatics and their friends.

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Entering the Hall of Fame

The life and times of Australia's greatest American cyclist!

A unique happening occurred in Melbourne during December 1986. A further 60 Australian Sporting Greats were inducted into *The Hall of Fame* at the Melbourne Cricket Ground.

Among the initial contingent were cyclists Sir Hubert Opperman O.B.E., K.C.S.J., Robert Spears (deceased), Russell Mockridge (deceased), E.K. (Dunc) Gray and Sid Patterson.

The names glittered like diamonds among the other newcomers: Greg Norman, Kel Nagle, Neale Fraser, Barry Cable, Ian Chappell, Vic Patrick, John Bromwich, Scobie Breasley, Kevin Berry, George Moore, Alfred Goulet . . . where does one stop? Did I hear right . . . Alfred Goulet — who was he? Well, he was a cyclist from the Victorian Gippsland, who took the sport apart in America during its halcyon days in the early part of the century. That was not surprising, for Australian cyclists were in great demand throughout a rumbustious world of the times. What was surprising was that a sprightly 95-year-old Goulet was present to receive his honour.

Alfred Goulet was born in South Eastern Victoria in 1891. He immigrated to the United States in 1910 and became a legend. Noted for his honesty and fair play he quickly captured the heart and mind of American sportspeople, and was probably Australia's greatest ambassador of goodwill.

He had endurance, speed, courage, knowledge of cycling tactics and, above all else, sportsmanship.

No matter what event, from a match race to a Six-Day event — he always gave a good account of himself.

It was generally agreed by the whole of the American sports media of the times, that the greatest performance of the era was given by Goulet on the last night of a New York Six-Day race, when he won 19 sprints out of a possible 24 in the last hour of the race to win. The American press were unanimous in their praise, variously describing the feat as lion-hearted, courageous, intelligent and a will to win.

The sporting editor of New York's leading paper wrote thus:— *With due respect to other great Australian riders in America such as: Cecil Walker, Alfred Grenda, Reg McNamara, Robert Spears,*

Harris Horder, Alex McBeath, George Dempsey, Donald Walker, Ernie Pye, Jackie Clarke and many more, Alf Goulet had everything any of them had and a bit more. Some may have had a bit more speed, but Alf had more endurance; some may have had more endurance than Alf, but he had more speed, for all-round ability Alf Goulet stood alone — none came even close to him, and I have seen them all for the past 50 years." High praise indeed.

Goulet is on record as the greatest Six-Day star to ever race in the United States. He won a total of eight Six-Day races at Madison Square Gardens, 7 more in Newark, Chicago and Boston in a brilliant career between 1910 and 1926. In between he spent two years in Europe and won the first ever Paris Six and two more back in Melbourne. It was during a visit back home in 1921 that Goulet arranged for another Australian strongman, in Tasmanian Alfred Grenda to ride the American circuit. The culmination of this arrangement came when Alf Goulet and Alf Grenda teamed to defeat the American combination of Ivor Lawson and Peter Drobach, and set a world record distance of 4438 km (2758 miles) (in those days Six-Day races were won on distance.)

I asked Alf to qualify this extraordinary distance whilst he was in Melbourne. Goulet said the record book was wrong; it was 4440 km (2759 miles).

Incredible. Goulet confessed it was the hardest race he ever rode.

Goulet was not just a Six-Day specialist. He won championships at all distances — 2 miles, 5 miles, 25 miles, they were all the same. He won the all-round championship of America several times.

On retirement he became a naturalised North American citizen and was later inducted into the American Hall of Fame.

While in Melbourne for his induction into the \$3 million M.C.G. Hall of Sporting Fame a Melbourne television channel conducted an interview with Goulet. When asked the reason for his longevity Alf's reply was as lively as his cycling career. "I have never stopped chasing beautiful women".

At 95 years of age???



MEDAL FOR PHILIP ANDERSON

Dedication and single-minded commitment have earned Philip Grant Anderson, of Kew, Victoria, the medal of the Order of Australia.

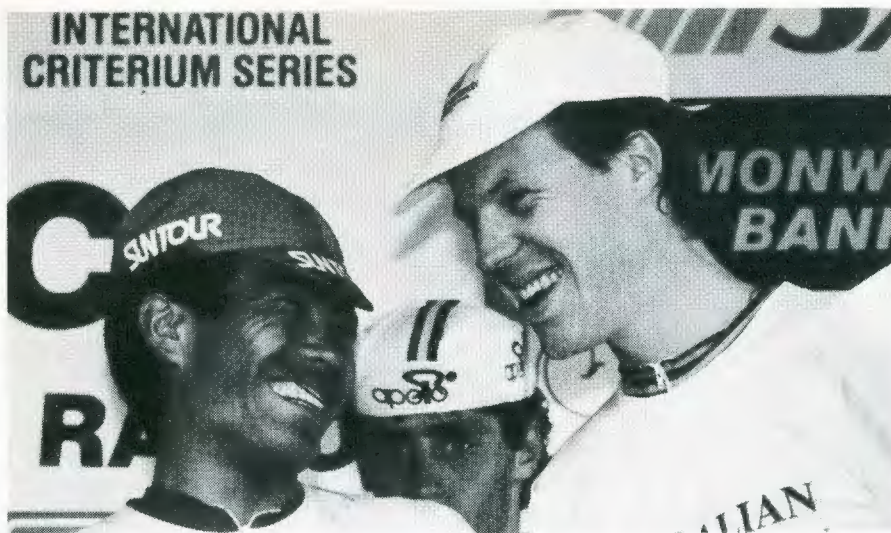
We are sure that all Australians are delighted and offer Philip our congratulations. May the wind be always at your back.

AUSSIE TEAM IN FIGHTING FINISH

Following tests of strength at Brisbane's Chandler Velodrome and Launceston's Indoor Stadium the Rest of the World cycling team held on to clinch a World Series cycling test against Australia at Canterbury (Sydney) Velodrome.

In a thrilling series finish Australia had to fill the first three places in the final 20 lap scratch race to achieve victory. But despite a tactical battle by the Australians they just failed to outwit Dutch champion Bob Rasenberg.

Rasenberg, the sole Rest of the World survivor of an Australian attack, outsprinted world championship silver medallist Martin Vinnecombe to lead his team to a one point victory. Final points were: Rest of the World 97, Australia 96.



Stephen Hodge shares a happy moment with Japanese M Takahashi during last years Commonwealth Bank Cycle Classic.

Promoted by the OSWIDE Bates Brothers organisation, promoters of the highly successful Commonwealth Bank Cycle Classic International Tour the track series sequel is interesting.

The Bates Brothers are talking to a major sponsor for a much expanded show next year involving 12 International and 12 Australian cyclists in a televised series.

IMPRESSIVE DEBUT

Stephen Hodge, the Canberra domiciled former amateur cyclist has made an im-

pressive start to his professional cycling career. Riding in the three-day Etoile de Besseges Hodge finished 11th out of more than 130 starters.

Hodge is riding with Sean Kelly's Spanish based KAS Team.

MODERN DAY MYTHICAL FLIGHT PLANNED

A team at the Massachusetts Institute of Technology developed a light-weight craft to challenge the world human-

powered flight record. The previous world record for endurance and distance was established in 1979 when Bryan Allan piloted and pedalled the Gossamer Albatross designed by Dr Paul MacCready across the 35km (20 odd miles) English Channel. The flight captured the imagination of the English and French media by virtue of its hazardous nature. A new record for distance and duration by a human powered craft was set in California during January this year.

The success of the (MIT) attempt in a craft which weighed only 40 kilograms and covered 32.2 miles on a Nevada Desert, has sparked off a search for the perfect Greek athlete to recreate the legendary flight of Daedalus from Crete about 3500 years ago.

According to Greek mythology Daedalus, one of the world's first scientists, escaped from the wrath of King Minos by fashioning feather and wax wings for himself and his son Icarus. The son fell into the sea and drowned, the legend goes, but Daedalus made it to Sicily via the Greek mainland.

The Greek end of the Daedalus Project is being organised by Dr Konstantin Pavlou, an exercise physiologist-nutritionist of Harvard Medical School. Dr Pavlou is concentrating on the selection of a pilot from the Greek national cycling team, as he will require tremendous endurance to pedal his way through air in what could be described as a bicycle with wings.

The Massachusetts Institute Team expects the flight pilot to expend energy equivalent of two Marathons back to back, and he will need to pedal constantly to 70 percent of his capacity for an estimated 4 hours 15 minutes over about 120 kilometres!



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Guest Columnist

Sticking up for the ordinary bike rider

Alan Parker, Australia's most successful bicycle campaigner takes a look at velo-politics in New South Wales

I USED TO THINK that it was only motoring organisations, road engineers and nut-case motorists who treated cyclists as dirt. Now I understand that bicycle advocates in New South Wales are getting in on the act by insulting cyclists who are traffic shy. In a series of short articles appearing in the Bicycle Institute of NSW journal *Push On* bicycle riders who preferred to ride on bike paths rather than on main roads were called "wimps"!

It is a fact of life that the overwhelming majority of cyclists of both sexes choose not to cycle in heavy traffic and a major proportion of women cyclists and children find the traffic conditions in Sydney intolerable. Yet one *Push On* writer's opinion of traffic-shy cyclists was that "wimps should not ride bicycles" at all and that if the Government were to embrace the wimp philosophy the future of commuter cycling would be jeopardised. Wimps indeed!

Maybe the new right has taken over the Bicycle Institute or is that it is business as usual with an ideologically motivated cadre of traffic-happy muscle-bound touring freaks who are contemptuous of those new to cycling. Are these advocates of velo-machismo opposed in principle to the idea that cycling should be fun for ordinary cyclists or are they just using their arguments as a smoke

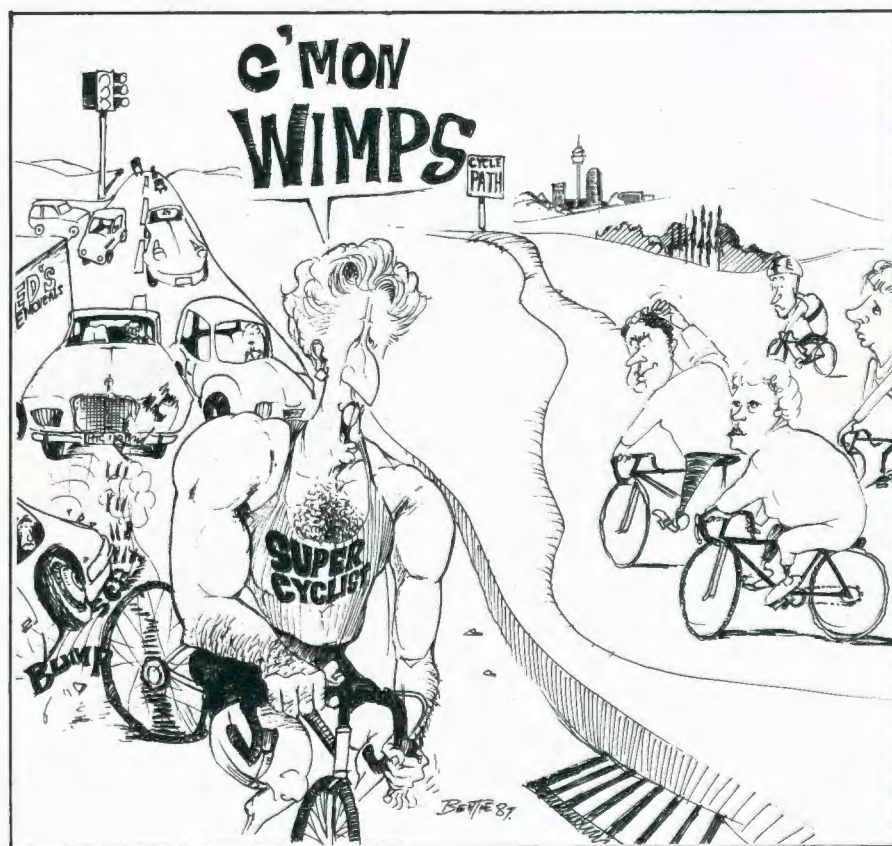


Illustration by Andrew Benthe

screen to cover up their failure to secure a commitment from the NSW government to improve the cycling environment in Sydney?

Many of my wimpish friends have been terribly offended by the *Push On* articles but one of them gave me a very non-wimpish explanation, "BINSW's secret plan to solve Sydney's traffic problems is to breed a new generation of cyclists who can tough it out on the streets. These 'super cyclists' be produced from a special breeding program by mating John Forester with Margaret Thatcher".

Now isn't that an interesting thought? Hopefully the mothers dominant genes would give the BINSW both the political sense to take note of the majority of riders and the guts to negotiate effectively with government.

Fortunately the February/March issue of *Push On* contains evidence of a more

reasoned approach. In an excellent article in response to the hard liners Dr Richard Lucy writes:

Cyclists who support cycle path networks are our allies. They are cyclists like us who, even with a Canberra-style cycle path network, would still have to ride on roads to some extent. They share our objectives of making roads safer for cyclists. The increase in the number of cyclists which a cycle path network would generate would increase the Institute's political strength and thus make it less likely that cyclists will be pushed off the roads".

Good on you Richard! Get into them with your velvet covered boot. Hopefully the Bicycle Institute's policy will change before financial constraints on the NSW Government cut off the option of improving Sydney's riding environment completely.

The World Awheel

HUNDREDS PEDAL FOR A BIBLICAL CAUSE

It took more than being run off the road by a semi-trailer to stop 16-year-old cyclist Mark Smith of Maroochydoore, Qld from taking part in the 1986 Bike for Bibles ride.

Mark was on a training run when he was overtaken by two semi-trailers. The second truck clipped Mark as it went past, sending him crashing into the road.

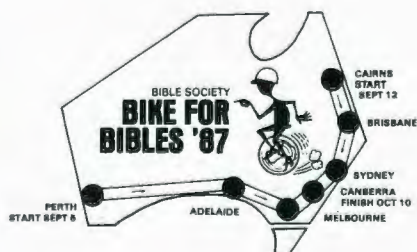
Despite abrasions, bruising and a broken bone in his right hand, Mark rode from Sydney to Brisbane raising money for the Bible Society's Overseas Literacy Development Programme in Central America.

Bike for Bibles is an annual event in which riders arrange individual sponsorship as they take part in a marathon between major cities in different states. The event first took place in 1984 when three riders raised \$2,000 for literacy development in Indonesia. The ride and the target for sponsorship have both grown enormously in the last two years.

In 1985, six riders rode from Melbourne to Sydney raising \$10,000 for Indian literacy projects. Last year 42 riders took part in a marathon from Adelaide to Brisbane which raised \$50,000 — almost double the original sponsorship target.

Each year the money has been injected into literacy development projects with two aims:

1. to equip disadvantaged people with basic communication skills as a free or heavily discounted service;
2. to give these people the opportunity of reading about Jesus Christ in their own language.



The marathon is the brainchild of Bob Forrest, a panel-beater from Yowie Bay (NSW). For three years he had voluntarily organised this increasingly complex project, in addition to running his own small business. In November, 1986, he was welcomed to Bible Society's Sydney office as National Co-ordinator of Bike for Bibles.



Bob's appointment marks a rapid expansion in the project. The 1987 sponsorship target is \$200,000 with money being directed into Bible Society's literacy development programmes in Burma, Brazil and Kenya. It is anticipated that over 200 riders will take part in two simultaneous rides from Perth and Cairns, converging on Canberra in October.

Blind cyclist John Ansell will be riding again this year. It is difficult for us who have sight to contemplate the horror confronting a blind rider as he takes to the highway with its cacaphony of noise and smells. This will be John's third ride with the Bike for Bibles team, and his strength and courage will continue to give confidence to the other riders.

It is not only the cycling that is exhausting, riders are also asked to attend functions, do media interviews and visit schools and churches. They do get a lot of support: truckies use their CBs to pass the word around, cars stop to give donations, and often farmers meet the group at their gates with refreshments.

Each year Bike for Bibles attracts a lot of media attention. Newspaper headings which followed the riders in 1986 included: "Biblical cyclists HIT town" and "Bike BASH earns the CASH for Bible distribution."

It is hoped that media attention will be increased this year with the addition of Bob and a full-time secretary/media liaison officer Kara Hocknell on staff. This will prepare Australia for the 1988

onslaught when Bike for Bibles will go all the way round Australia, in aid of the Aboriginal Support Programme.

Last year two riders, Les Hewitt and Doug Keelley raised \$8,000 to enable thousands in Guatemala to gain Biblical portions which will teach them how to read in their own language. If you would like to take up the challenge of the open highway and the Lord's work, ask for more information from the Bible Society office in your State, and allow GOD to speak through YOUR spokes.

STATE BICYCLE COMMITTEE APPOINTMENT

State Transport Minister, Mr Tom Roper, recently announced the appointment of Mr Tom Glazebrook of Bendigo to the State Bicycle Committee of Victoria.

"Mr Glazebrook, former chairman of the Bendigo Bicycle Planning Committee, is familiar with the needs of country municipalities and will make a valuable contribution to the work of the SBC," Mr Roper said.

Mr Glazebrook was the former Divisional Engineer for the Bendigo Division of the Road Construction Authority.

FIRST ACROSS THE WORLD ON A WIND POWERED BICYCLE

Vern (25) and his brother Scott (28) left England more than 18 months ago to

cycle the 12,000 miles to Sydney. Besides pedal-power each bicycle was fitted with a sail, making it the first expedition to harness the worlds' westerly trade winds on land.

Travelling through 18 countries, the brothers separated in India leaving Vern to complete the marathon ride alone. He has now arrived in Sydney after crossing the world through Western and Eastern Europe, the Middle East, the Horn of Africa, the Indian subcontinent and down the Thai-Malay Peninsula. Landing in Perth after the Indo-Pacific crossing Vern finally crossed Australia.

During the expedition the brothers raised money for the Save the Children Fund's "Stop Polio" campaign which was launched by the Fund's World President, HRH Princess Anne.

ROAD SAFETY EDUCATION CONFERENCE AIMS AT YOUTH

"Promoting road safety education in schools offers the greatest potential to save our children from death and injury on the roads". Federal Transport Minister, Peter Morris said this when he opened the Road Safety Education in Schools Conference held in Canberra during February.

"Children can be trained to look for hazards, they can be encouraged to wear seatbelts and bicycle helmets, and more responsible attitudes to road safety can be developed," Mr Morris said.

"Road crashes are the biggest killer of Australian children. About 330 in the under 17 age group are killed, and 4,200 are injured each year.

"Research commissioned by the Federal Office of Road Safety (FORS) on behalf of the Government described the current system as ad hoc.

"An ad hoc approach is not good enough, and I am confident that the Conference can identify the best practice and work towards its introduction across Australia.

"Education and road safety are two of the priority areas of the Hawke Government."

Delegates from the FORS, State Road Safety Authorities, Police and Education Departments attended.

CORRECTION

We draw our readers attention to a wrong telephone number which appeared in our last issue. On page 29, as part of an advertisement for Australian Bike file, a toll-free telephone number appeared twice. Due to a typographical error the second listing towards the bottom of the page was incorrectly shown. Australian Bikefile's telephone is (008) 072 201.

WE WERE WRONG!

In previous issues of *Freewheeling* we ran articles by a series of articles (in issues 38 and 39) by Melissa Johnson. In both cases Melissa's name was wrongly given as Melissa Davies. We apologise to Melissa Johnson for any inconvenience this may have caused.

TWO WHEELED TRAVEL IN THE USA

Rural America can be a very special place for the traveller, but it is often overlooked today, bypassed by the fast-paced interstate highways. Although Americans are travelling more, many have stopped noticing the land which holds the roots of our country — the land of quiet towns and small farms.

During the past eleven years Bikecentennial, a nonprofit service organization for bicyclists, has introduced thousands of people to pathways leading to that lost America: the country's wealth of lightly travelled back roads.

"The automobile is fast and comfortable, but it's best suited for travelling primary highways," says Michael McCoy, Trips Director at Bikecentennial. "We highly recommend the bicycle as a 'rural road machine'."

The bicycle offers an unparalleled means of approaching small towns and roadside stores. It is a quiet, agreeable way to enter the lives of rural citizens. The bicycle brings adventure, fitness and accomplishment to the act of travelling.

Bikecentennial, now America's largest association of recreational cyclists, offers its telfth year of group bicycle tours in 1987. "We have the largest variety of tours of any one touring program in the United States," says McCoy. "We also make available the *Cyclists' Yellow Pages* and the *Cyclosource Catalog*. These publications are indispensable to anyone planning an independent bicycle outing."

Each 1987 group tour is offered in one of three varieties: Self-Contained Camp-

ing, Van-Supported Touring, or Light Touring. The latter type is an innovative blend of styles where participants travel self-supported, but dine and lodge at fine country inns.

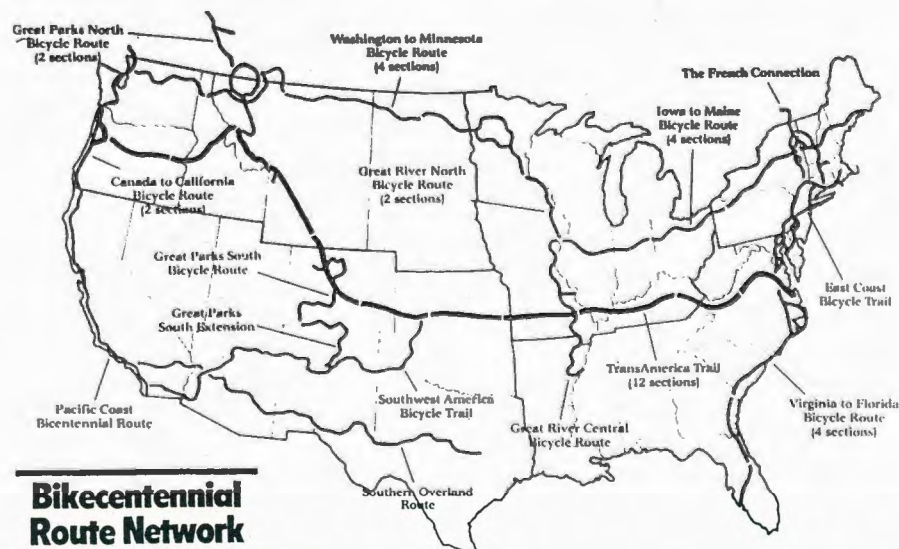
Highlights this year include 90-day crossings of the continent on both the Trans America Bicycle Trail and the newer Northern Tier Route. Also included are two-week outings in New England, a two-month expedition from Montana to Alaska, and a week-long excursion in the "Cape Cod of the Midwest", Wisconsin's Door Peninsula.

Other featured cycling trips in 1987 are a country inn tour in Washington state's San Juan Islands, and van-supported camping trips along the coast of Oregon and in the backcountry surrounding Yellowstone National Park. American-made Cannondale touring bikes (for the Oregon coast) and mountain bikes (for the Yellowstone country) are available for rent.

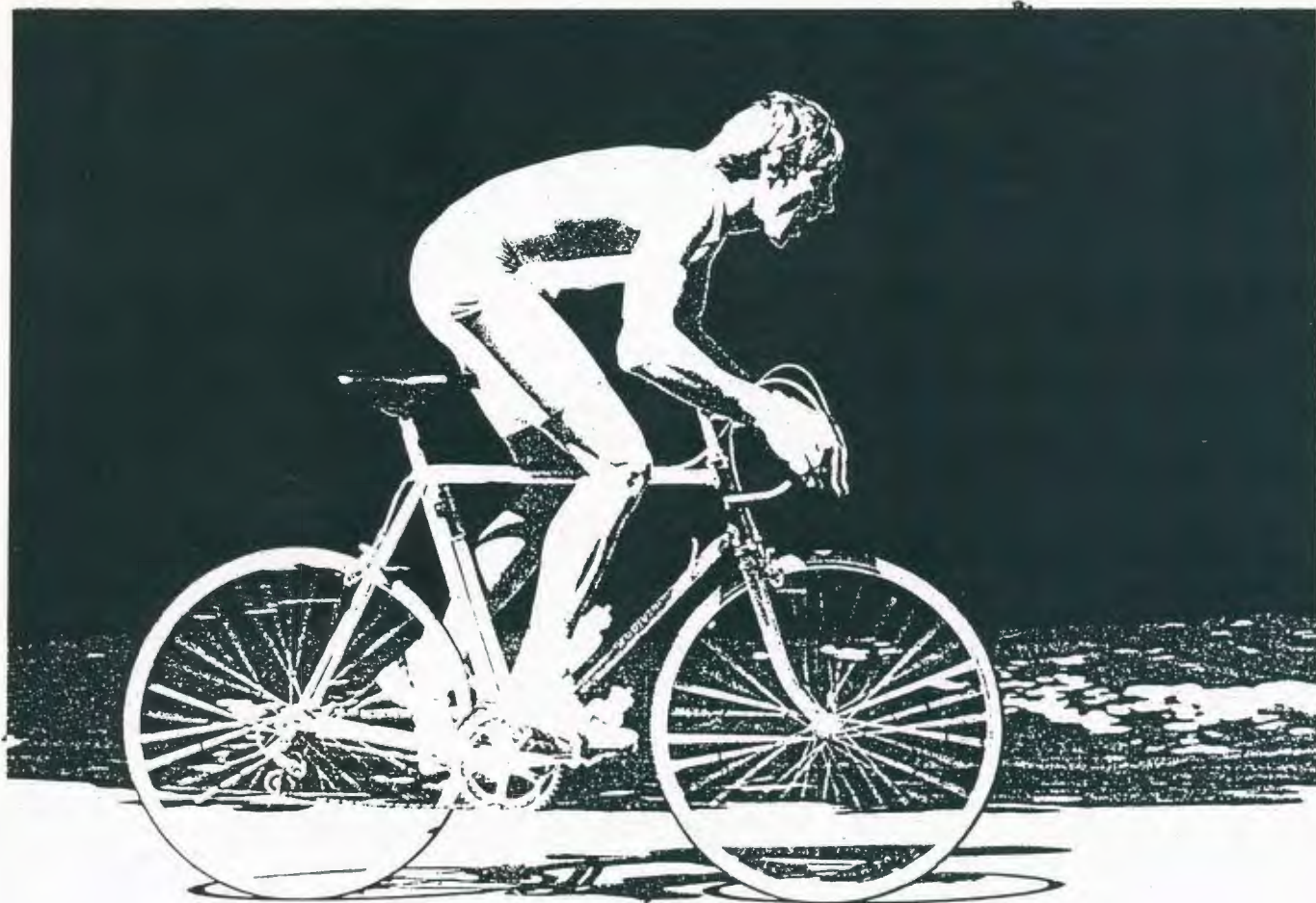
Bikecentennial has become a clearinghouse of bicycling information, and stocks the largest collection of current cycling books, maps and guides available in the United States. Information ranges from how to buy a bicycle suitable for touring to bicycle maintenance and getting in shape for a tour.

There are many ways that you can recapture a part of rural America by bicycle. Whether you choose to undertake a cross-country quest, or just plan a weekend ride to the less populated areas in your region, a bicycle can show you the way to an America you've never known, or maybe have just forgotten.

For more information, request the free 1987 Bikecentennial Tours brochure. If you'll be planning your own tour (either domestic or foreign) ask for the *Cyclosource Catalog* and for details on receiving the *Cyclists' Yellow Pages*. Write to: Bikecentennial Trips Department, P.O. Box 8308-P, Missoula, MT 59807, or call (406) 721-1776.



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- professional positioning for the triathlete •
- introduction to training rides •

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The World Awheel

1987 PEDAL FOR HEART



Dick Smith will be the official starter at this year's Sun Herald Pedal for Heart to be held in Sydney on 17 May, 1987 at 9am.

The course will start and finish in Centennial Park and will be a 30km ride travelling down to La Perouse as the half way point. Lots of entertainment will be supplied including a brass band in Centennial Park and at La Perouse and free healthy drinks and food for everyone.

The day will be professionally organised with the full assistance of the State Emergency Services, the Lions Clubs and the N.S.W. Cycling Police.

Graeme Brown, of the N.S.W. Cycling Federation, assures the Heart Foundation that the new and old Australian Olympic Cyclists will be in full force on the day to ride.

The cycling event is organised by the National Heart Foundation to promote cycling as a good aerobic exercise for reducing the risks of heart disease. The Heart Foundation also aims to make over \$100,000 this year to help continue their programmes of research, education and rehabilitation into heart disease.

It's shaping up to be a great event for an enjoyable ride, so ring now for an entry form. Telephone Jenny McJannett, National Heart Foundation on (02) 211 5188.

BEATING THE BICYCLE THIEF

When Scots businessman Jim Bulloch had his expensive racing cycle stolen he set out to find a better way to safeguard against future thefts. Now the answer

could soon be available in the Netherlands, Denmark, China and in every country where cycling is popular.

Mr Bulloch has now installed computer controlled machinery at his firm, Thivet Sheet Metal, near Edinburgh, to produce "Bikesafe" — the prototype of which is undergoing trials by Nottingham Council — a local authority in England — which has installed some at a city rail station.

Bikesafe is a lockable, free-standing metal unit which is designed for use wherever cycles are stored, including the home. It is designed to store a bike upright and can be dovetailed with others to form a circular, vandal-proof module. It can also be produced to be coin operated.

Co-operating in the project is London-based marketing expert Leonard Nihan. "In London alone some 50 cycles disap-

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Photo: Courtesy Bruce Hunt

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pear each day," said Mr Nihan. "In the United States the problem is even greater."

He is now seeking co-operation from overseas companies willing to set up production in exchange for manufacturers' tooling costs.

Leonard Nihan, PML Investments Ltd, 41 Paradise Walk, London SW3 4JL. Tel: 01-229 6960.

CYCLING EVENTS FOR THE BICENTENNIAL YEAR

The South Australian Touring cyclists Association has begun work on a large rally to be held in the Adelaide Hills district during early 1988. The club's president Evelyn Gray recently announced that SATCA has been granted the necessary funds to establish the event and is currently proceeding with the arrangement of a suitable venue.

The Festival of Cycling adds to the existing list of five bicycling events to be held during the Bicentennial year. The others are: The Brisbane to Melbourne Commonwealth Bank Cycle Classic; The Goulburn to Liverpool bike Race; The Race Across Australia (Perth to Melbourne); the Great Australian Bike Ride (an extended non-competitive bike ride from Melbourne to Sydney put together by the organisers of the Caltex bike ride); and the Friendship Ride (London to Perth and across the continent to Sydney). More details as they come to hand. Come on event organizers you should have your advance publicity out by now!

MOUNTAIN BIKE CLUB FOR QUEENSLAND

Moves are under way in the sunshine state to form a club for fat-tyre enthusiasts. If you live in SE Queensland and are interested in day rides, touring or racing you should contact Mike or Kelli on (07) 359 1244.

BIKE LIGHTING STUDY COMPLETED

The Australian Road Research Board has recently completed a study of the brightness of fifteen front lights and thirteen tail lights for use on bicycles. The work was sponsored by the State Bicycle Committee of Victoria and was conducted to provide basic research for the Standards Association committee who are currently drafting a Standard that will cover bicycle lighting.

One of the more interesting findings was the large variance in the quality of

the bulbs tested. In some cases there was up to a 27 percent difference in bulbs of the same type. As expected the lighting systems which used halogen bulbs produced the strongest best directed light beams.

PERTH BIKEPLAN - A MISSED OPPORTUNITY?

The best news for Perth cyclists in a long time was the Burke government's 1983

initiative to commission a bikeplan for Perth. The bad news was the Government's defacto shelving of the Bikeplan after it was released in 1985. The chance WA had to halve the bicycle accident rate in the next decade has almost certainly been lost.

Drastic staff reductions, lack of funding and long delays have destroyed the momentum built up by a dedicated and very capable team. Unless the Government changes its policy, we will see still



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Inspect the SIERRA now at your local bicycle dealer.

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CYCLES

The World Awheel

more procrastination and hundreds of cyclists in hospital each year when their accidents could have been prevented.

The presently imposed staff ceilings prevent the formation of a six member bicycle management and planning group to oversee the implementation of the Bikeplan. This and the preparation of bikeplans for major country towns will cost an insignificant fraction of the money spent on roads in general. As eleven percent of serious vehicle accident casualties are cyclists a budget of one percent of that of the Main Roads Department to implement the Bikeplan is not unreasonable.

The Bikeplan outlined 75 recommendations on how to make cycling safer and more enjoyable in Perth and throughout WA. It recommended co-ordinated education, enforcement, engineering and encouragement programs. It was overwhelmingly supported by submissions from the public and cycling organisations.

Dr John Mathieson, President of the Bicycle Federation of Australia said that it was "unquestionably the finest prepared in this country, if not in the world". The Bikeplan concept was devised largely by Stuart Hicks, then Deputy Co-ordinator-General of Transport. It aimed to overcome the major flaw in the Melbourne, Adelaide and Newcastle Bikeplans. They had no adequate implementation structures so most of these reports have since been gathering dust in the past few years.

The Perth Bikeplan promised to be the best in Australia because it had a built-in mechanism for implementation.

A Bikeplan team of five or six people, largely seconded from government departments, was to continue after the preparation of the report. It was to be responsible for supervising the implementation of its recommendations and for making them work. Staff could return from secondment taking back to their respective departments the expertise developed during their time with the team. New people would be seconded, bringing new skills, to refine and extend the planning at the same time the implementation proceeded.

Unfortunately in January 1985 Stuart Hicks left to head the Metropolitan Transit Trust. His cheap effective concept was abandoned. The entire Bikeplan team has now been disbanded and its expertise dissipated. No mechanism exists to transfer the team's know-how to any future group.

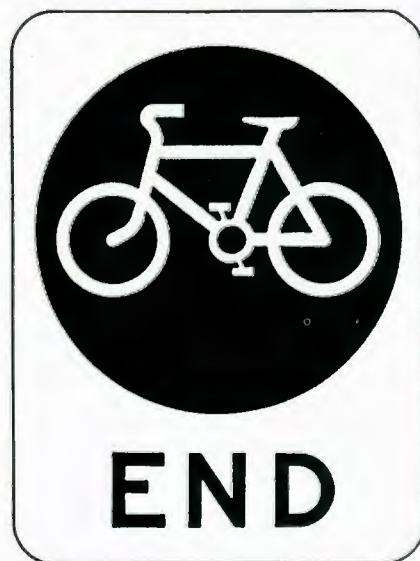
Most of the cyclepaths built in WA do not meet the safety standards required in Canberra. The Bikeplan recommendation for the preparation of a WA design manual for bicycle facilities has been shelved. A nationally important study of individual WA bicycle accidents is in limbo with no one to evaluate the data collected. Only a very few primary school pupils complete the valuable Bike-Ed course. We do not know how many cyclists wear helmets.

Despite the gloomy outlook some progress is being made. Police action deters erring cyclists and local area traffic management schemes such as Stirling Council's are valuable. However, with a dedicated expert co-ordinating group like the original Bikeplan team far more

progress would be made with the same available resources.

Perhaps the demise of the Perth Bikeplan is a symptom of the serious fragmentation of road safety matters in West Australia. Perhaps we would do far better if there were a WA Office of Road Safety responsible for co-ordinating road safety measures including bicycle planning. Victoria in particular has a far better administrative structure and an unequalled record in road safety innovation.

Bruce Robinson



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Freewheeling

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

Letters from our readers

The rude rider rabble and misinformation about the USA.

THE US OF A IS SAFE TO CYCLE!

Fantastic issue for November, December, January 86/87 of *Freewheeling*! My compliments to you and the entire staff. The variety of tours from international authors and the writing styles were excellent.

John Brown's *An American Odyssey* was of special interest, and I'm tickled that he shared with Australians. The journey reached beyond my highest expectations with only one day of rain out of two months. The big surprise was that 12 families took us in for the night, and we were four men. It shows you the power of the bicycle to attract and generate curiosity and friendship. Ordinary citizens showed John Brown and Mike Napier that Americans aren't such a bad lot. Our politicians, on the other hand, are a bunch of scoundrels and liars. It's quite unfair, but it is they who give the USA a bad name internationally.

After reading *the Japanese in Australia*, by Hideo Tanikawa, I was disheartened at the end where he felt America was not a safe place to tour. It's his opinion, based on what he has heard or read, but it is far from reality. America is one of the safest places in the world to cycle. Of course, not if you're cycling in downtown Detroit or New York at midnight! We have our dark side, but it is in the big cities. America is a friendly place for cyclists, and I can tell you personally that Americans love Australians, because we have much in common. Two of my best friends are John Brown of Kiama and Lance Hill of Perth.

At any rate I hope that cyclists realize that life is pretty much day to day routine in most of America, and it is quiet and peaceful. And the bicycle touring is exceptional because we have extraordinary variety here and in Canada.

Frosty Wooldridge
East Lansing MI USA.

Frosty Wooldridge has ridden across the USA a number of times and accompanied John Brown on his epic journey. Ed.

IMPOSSIBLE TIME!

Up here we get everything late. At the end of January I managed to get a copy of *Freewheeling* 39. One of the statements in Harry Barber's book reviews (*Do it yourself touring in Britain*) is incorrect. He says that the present End to End record in the UK stands at 20 mi-

nutes under 24 hours. The present record stands to John Woodburn who, at the age of 45 in August 1982, rode the distance in one day, 21 hours, 3 minutes and 16 seconds. The overall distance being 1363 km (847 miles).

I didn't manage to see Oppy on his End to End ride but did see him when he rode in the Wembley Six Day Race.

Bill Moody
Herberton, Qld.

THE ASIAN TRICYCLE v THE HO CHI MINH BIKE

Having recently returned from a six-week holiday in Thailand I found Ian Grayson's article on the Ho Chi Minh Bicycle *Freewheeling* 39 fascinating reading and no doubt bicycle buffs in Australia will be applying his design for their own use. In Australia's high-speed traffic, pedal-powered vehicles need to be narrow and the prototype illustrated in Ian's article has a lot going for it.

In Asia Ian's prototype has little going for it and in the very busy but much slower-moving traffic of developing Asian cities it is certainly not a replacement for the tricycle. It's a pity that Ian overstates his case and writes that "the Asian tricycle is cumbersome, slow and difficult to manoeuvre in city traffic". On the contrary, the well-made Asian tricycle allows the rider to sit while stationary and do very tight turns at very low speeds and is better suited for many of the purposes for which the Ho Chi Minh Bicycle is designed for.

Ian's overall philosophy about alternative technology is very relevant to the less developed areas of Asia but if I wanted to produce a durable, easily repaired, Asian-made bicycle to his overall design concept I would get it designed and made in somewhere like Bangkok by a company that already manufactures good quality tricycles. For a start it would have lightweight motorcycle rims and tyres with spokes at least 2mm in diameter (12g) and no aluminum alloy components - only good steel that can be bent back into shape or welded by local craftsmen. These days lightweight derailleur gearing systems are just too unreliable for Asians, who use their machines for up to 12 hours a day, six days a week.

In Thailand, Japanese brand brakes are preferred because they are semi-en-

closed and much more reliable in wet weather than caliper brakes. If rim brakes are used, the old rod-type system still has a lot going for it.

Overall there is a lot of improvement that could be made to the range of Asian bicycles and tricycles available for local use but if they are to be sold to family breadwinners who earn less than \$2,000 per year they have to be very gutsy, robust and repairable in primitive workshops. I understand that mainland Chinese make a suitable range of pedal-powered vehicles.

Alan A Parker
Melbourne

RUDE RIDERS

I completed my first Sydney to the 'Gong ride November last. Regrettably it will also be my last, not that I had any complaints about the route - it was as magnificent as the very informative booklet that I received assured me it would be.

The organisation of the route marking and marshalling, the roving repair vans, the Police assistance and the catering arrangements all bore the hallmarks of a competent and well-practised team.

The fly in the ointment? This was well provided by those members of the cycling party who would insist on riding in the centre of the inside lane of a three-lane highway, holding up the traffic and then verbally abusing any hapless motorist who had the temerity to try and get past.

The group who blocked the "turn left with care" lane at a set of lights at which I was waiting, blocking a car in so tightly that it couldn't move and then telling the driver who, understandably, became a little annoyed, to "Get f---d".

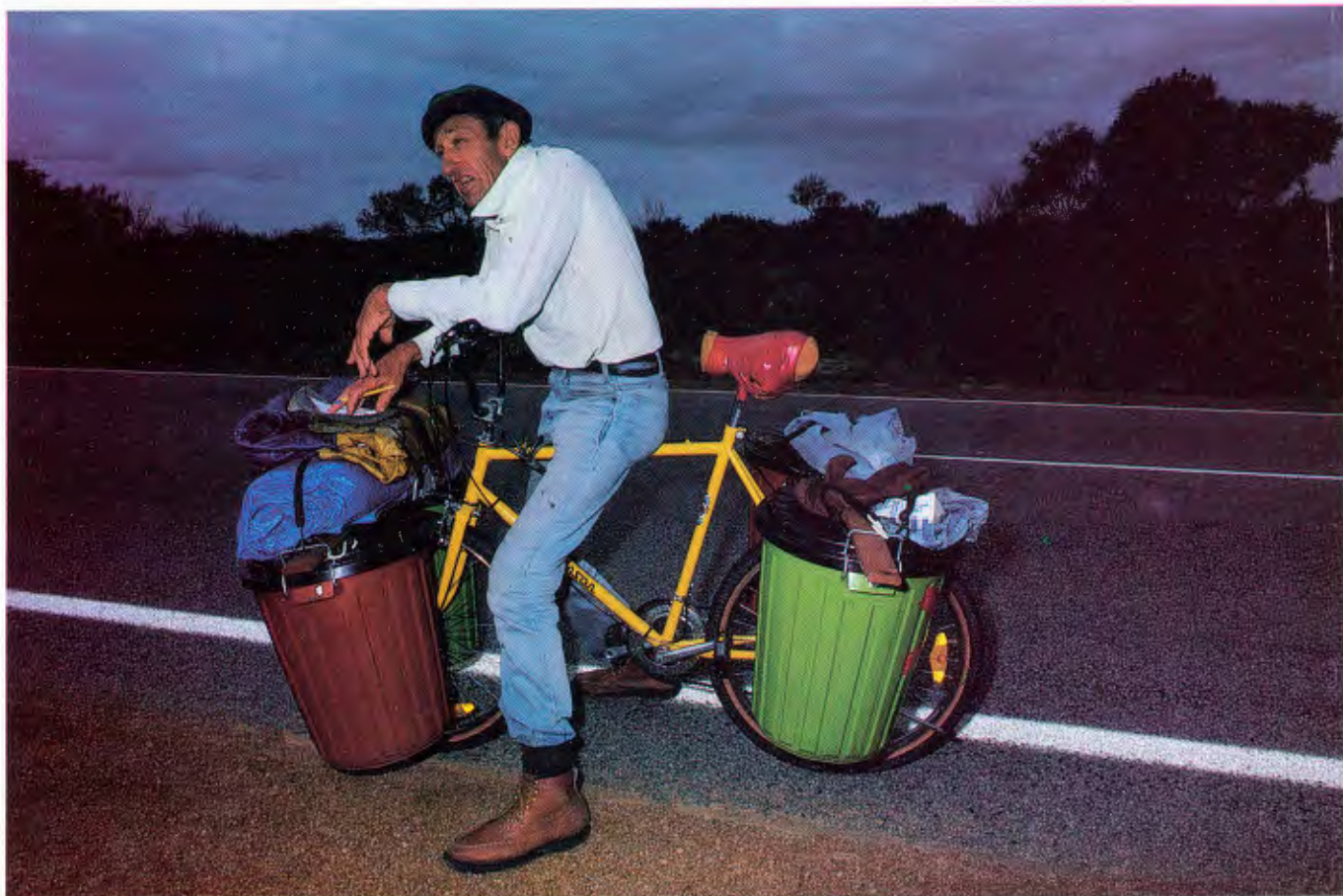
The riders who, decked out in their racing finery and mounted upon their state-of-the art machines, were of the opinion that a red traffic light only meant "stop" for the lower orders.

The blatant fools who overtook traffic on the wrong side of the road, crossing double yellow lines to do it, whilst careering at speed downhill to Audley Weir.

I'm sorry, it's not your fault, but I don't want to ride with a mob of aggressive, undisciplined yahoos. I know they were in the minority but there were too many for me.

Charles Pope
Avalon NSW

On the road



ARTHUR KRUG

On the road

photography by Elio Loccisano

HIS NAME is Arthur Krug and he is an American travelling at between Perth and Cairns when this photograph was taken on the Nullarbor Plain last year.

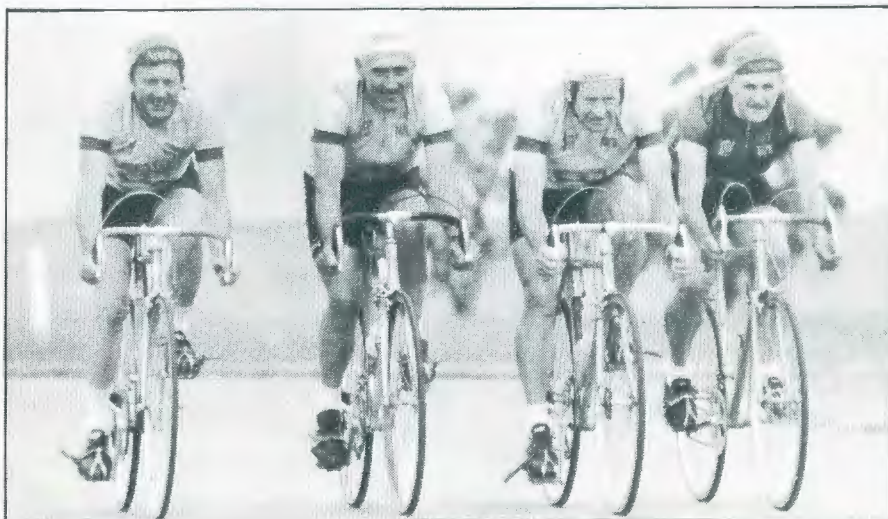
Arthur is from the United States of America and he has pushed his heavily laden machine across three or four continents. This agile 74 year old packs his gear in plastic rubbish bins bolted to his bike. He says that he likes to have every thing dry at the end of the day and that he generally replaces his bins when they get a bit worn.

He used to work as a delivery truck driver back home but has since given that up to travel the world on his bike. He has toured around North America

during 1966 and travelled through Europe to Greece in 1976. He has done New Zealand (twice) and ridden from Mexico through Central America in 1983.

He hails from Dayton Ohio the home of the Wright Brothers.

Four Champion veteran pedallers on a training run in preparation for the 1987 Brisbane to Adelaide 3800 km Apple and Pear Vets Tour. From the left: Brian Scheid, 56 of Glen Waverley VIC; Len Hammond, 64 of Mitcham VIC; Ken Flakemore, 61 of Birregurra VIC; and Len Savage, 65 of Frankston VIC. The Tour was in progress at this issue goes to print.





BICYCLES FOR THE TRIATHLON

Buyers Guide

New trends in lightweight bikes

edited by WARREN SALOMON

BUYING A GOOD triathlon bicycle is becoming easier as the seasons progress. In the past two years most of the major brand names have expanded their ranges to offer the

kind of competitive machine that regular bicycle enthusiasts have long dreamed of.

Refinements to frame geometry and componentry coupled with some interesting technological developments are apparent in the bicycles on offer at present and there is every indication that the spring season this year will see further improvements.

At the moment the entire top end of the bicycle market is aimed at the triathlete. The regular bicycle sports competitor has never been a great buyer of off-the-hook machines. Most prefer to go the long way round and build their bike around a custom-made frame.

The first triathletes were fast tracking: they were new to the sport and wanted to get set up on a good machine without too much fuss. The industry was able to respond because the sport was recognised early in the USA and the high quality Japanese machines were by then appearing in our shops.

WHICH BIKE?

IN THIS MARKET survey we have attempted to give a brief overview of what is currently available for the average triathlete. Rather than going too deeply into the individual componentry and ending up bogged down in a discussion on the merits of one derailleur over another we have tended to take a broad view looking at the types of frames and components necessary for the competition.

The bicycle in front of the champion triathlete Louise Mackinlay, shown in the picture that heads this article, is an example of a number of newer trends. In bike racing terms it would be regarded as a hybrid time trialling machine to be used for short distance races over mostly level terrain. The fact that many of the mid and short distance triathlons have courses that fall into this category has encouraged many bike shop pros to offer this type of machine to the top ranked competitors.

The time trial type bike is not for everybody or every set of race conditions. Its cost alone puts it in the professional athlete class. Elements of its design could easily be transferred to more conventional looking road bikes: for example its disk wheels will fit any frame and offer certain advantages over conventional spoked wheels. However there are times when this type of wheel and this type of machine is not appropriate so for the purposes of this survey we will concentrate on the competition machine and only refer to the exotica in order to illustrate certain concepts.

Professional bike racers on the European circuit (and their triathlon counterparts) choose their bicycles for a race like a golfer chooses a club. This may be fine for the well-paid pro but for the average competitor the basics must be attended to before the exotic. It is a common practice in the cycling world even for club riders to have at least two bikes: one for training and another for competition. Most triathletes will eventually want to follow this practice as it at least provides back up equipment in the event of a breakage on your competition

bike. There are differences in equipment between both bikes but in this article we will deal only with your first machine.

BIKE BUYING BASICS

THE MOST IMPORTANT part of any bicycle is its frame. Its skeleton upon which the 'flesh' of the componentry is fastened. Your bicycle must have a frame that fits your body otherwise you will not be able to ride it comfortably and efficiently. It is recommended that you read the accompanying article in this issue on fitting a bike to your body as it explains some of the factors you should consider when you are looking for a good frame.

Most top machines have Japanese chrome moly tubing from manufacturers like Tange or Ishawata or one of the high quality European brands like Reynolds or Columbus. An experienced bicycle dealer will advise you on the grade of tubing used. You will find that the price of each model will often be dictated by the grade of tubing used (eg Tange Prestige and Number 1 are their most expensive followed by Numbers 2, 3, 4 and 5). As a rule of thumb the most expensive grades are generally lighter-weight tubing.

Ask the dealer if all the tubes are chrome moly in the specified grade as some makers save on cost by constructing the rear wheel triangle from plain gauge chrome moly or sometimes steel tubing. This also applies to the front forks.

A further reason why the right choice of frame is important is that you can easily change and upgrade componentry but it's a major operation to change the frame at a later date. Make sure the frame has the right brazed-on fittings: two sets of bidon mounts, brake and gear cable guides and lever mounts are all considered standard for a good quality tri bike.

Almost all the top range bicycles sold this year will be equipped with some form of positive shifting or index gear system. 'Click' gears as they are known offer advantages to the competitor over short-distance courses requiring a lot of gear changing.

They also are much more forgiving of unpracticed riders and allow the competitor to concentrate on other factors than 'hitting' or missing the right gear. Major races have been won or lost from good or bad gear shifting.

The Japanese Shimano company was first with its SIS (Shimano Index System) and at present the majority of tri bikes are fitted one of its component ranges that use the system. SunTour have been experimenting for some time and have recently released their Accushift system which is now available on all its component groups. The Euro-

peans have lagged behind in the shifting stakes and Australians will have to wait until spring until their gear systems appear in the bicycle showrooms.

Another technical innovation of importance to the triathlete is the Shimano Biopace chainring. These rings are fitted to some of the more up-market bikes we looked at and are also available for retro fitting. The chain rings are not the usual round shape and nor are they oval. They are the product of computer aided design and produce a more even development of power from the uneven piston action of the riders leg movements. They can improve pedalling efficiency and smooth out the pedal stroke – often the cause of injuries in longer events.

The other major items of equipment to be considered before we look at what is available in the marketplace are wheels and tyres. The majority of bikes sold have narrow (18 – 25 mm) rims fitted to good quality alloy quick release hubs. Most of these machines have the 700c wheel size which is also the rim size used by tubular tyres.

Few ready-made bikes are fitted with tubular tyres even though the bike world almost always races on them. Clincher tyres are easier to repair (but less speedy to replace) and are available in a bewildering array of types (even bullet-proof Kevlar in some) but this kind of tyre is still out performed by the tubular tyre. Its up to you which type of tyre you use but with 700c wheels you still have the option of using either. You may not have a second bike but a second set of wheels – one for training and the other for competition – is a real necessity if you are at all serious about your riding.

BRAND NEW

MOST OF THE MAJOR bike makers have bicycles expressly designed for the triathlete. With the change in value of the Aussie Dollar prices have risen in the past few months and what was once considered the entry level price has risen to between \$500 and \$700. You can still buy a good bike under that price but it will not have the type of high-powered equipment and lightweight frame we have been discussing above. The \$700 – \$1000 range is where the most action is and some good deals can generally be found in this area especially during the coming months when the dealers try to shift stock in preparation for the spring season range additions.

Over the thousand dollar mark the skys the limit. Any machine with a made-to-order custom frame will cost in excess of \$1500 if high quality componentry is used. Ready made bikes in the very top range will be priced anywhere between the \$1000 mark and \$1500. For that price you should get the best frame a manufacturer can deliver

and your componentry will usually cost less than if you had the machine assembled to order. Parts on a factory-made bicycle are always far cheaper than from a custom builder.

APOLLO

THE ALTERNATIVE model is Apollo's prime offering for triathletes this season. Its frame is finished in white enamel with a rainbow coloured seat tube and is constructed from Ishawata .019 chrome moly tubing (frame and forks). It has full Shimano 600 EX components and Biopace chainrings. The gears are of course SIS equipped.

Below that the Apollo Performance sells between seven and eight hundred dollars and is built around an Ishawata EXO chrome moly frame and forks. It has a Sugino chainwheel set, Dia Compe brakes and SunTour Cyclone gears.

GITANE

THIS FRENCH MANUFACTURER offers at least four bikes for the triathlete. The top two models have frames made from Reynolds tubing. The Professionnel has a Reynolds 531C frame with Vitus drop-outs and fork tips. It has Campagnolo Victory componentry and the renowned Mavic GP-4

hard anodised rims. The Gitane Record has a Reynolds 501 chrome moly frame and the newer Campagnolo Triomphe component ensemble. Its wheels are fitted with Mavic Mod E rims and Michelin tyres.

The Performance sells just above the \$800 mark and has a Columbus Aelle frame. The bike has French Mafac brakes, Mavic Mod E rims and Michelin tyres. At around the \$700 mark the DEFI model offers a Reynolds 453 frame, Huret gears, Mavic alloy rims and a Selle Italia Mundialita saddle for the entry level competitor.

MALVERN STAR

THE TRIATHLETE MODEL is Malvern Star's direct offering to the sport but some may find its more up-market models suitable as well. The Triathlete has a Tange chrome moly frame, SR crankset and Shimano L series SIS gears. The frame is well finished and has all the necessary braze-ons for cables, bidons and gear levers. Its wheels are made from high quality Araya 700c alloy rims. Good quality Dia Compe brakes

ATOM

THIS INNOVATIVE COMPANY was one of the first to offer bikes to the retail trade designed expressly for triathletes.

They have followed this up with their introduction of the first small frame racing bikes ever to be imported into the country. They offer two basic models: the Ultralight and the Sprinter. The Sprinter comes in a small frame version suitable for women or men who can not get satisfaction from the conventional range of sizes.

The Womens Sprinter comes in 44.5, 48, 52, 54.5 and 57 cm frame sizes. The three smaller sizes have a 24 inch front wheel to maintain pedal clearance, a horizontal top tube and reasonable length head tube. The 54.5 and 57 cm models have 700c front and rear wheels. The frame geometry is based on Georgina Terry's pioneering designs currently available in the USA. Like the more conventional framed Sprinter the Womens models have Tange 900 chrome moly frame tubing and Shimano L series gears. The derailleurs and levers have SIS mechanisms. In accordance with the small bike philosophy the Womens Sprinter has small reach brake levers, narrow handlebars and 165 mm cranks. The Womens Sprinter retails for around \$850.

The Ultralight is Atom's prestige tri bike. It is fully equipped with Shimano 600 EX components and has SIS gearing. It has Araya 20A alloy modular rims and puncture resistant Kevlar belted tyres from Specialized. Its chrome moly frame is made from Tange Number 2 double butted tubing.

CENTURION

THIS BICYCLE MAKER is presently riding on top of the US tri bike market with its Dave Scott Ironman models.

Both the Ironman Expert and the Ironman Master will be available here in a slightly modified form this spring. Limited stocks of the Expert are already in some shops and sport the distinctive Centurion paint style and colours. The Expert is equipped with the new Shimano 105 equipment with SIS gearing. This superb machine has Wolber narrow hard anodised modular rims and Panaracer Technova tyres. Its frame is constructed from Tange Number 1 tubing and Shimano Biopace rings are standard equipment.

One of Centurion's most popular models for the Triathlete has been the Comp TA. The latest shipments offer this excellent bike in the new season paint work. The new Comp TA is one of the first bikes on the market with SunTour's version of the positive shifting gear mechanism - Accushift. The Comp TA is equipped with Dia Compe alloy brakes, an SR chainwheel set and strong Araya 700c alloy rims. The frame is made from Tange Number 2 double butted chrome moly tubing. Both the Centurions offer very good value for money.



Demand the best.
MICHELIN



with recessed brake cables on the handlebars complete the package.

Further up market is the Malvern Star Equipe. This machine has a striking silver and grey paint job over its Tange chrome moly frame. The bike has full Shimano 600 EX componentry and Araya 700c alloy modular rims.

MIYATA

THIS JAPANESE MANUFACTURER is one of the largest and most experienced in the business. Their bikes are always well finished and they pride themselves in the quality and construction of their frames. Their top of the range bike is the 912 model. It has a triple butted chrome moly frame made from Miyata's own tubing. The forks are also chrome moly. It is equipped with Shimano 600 EX components throughout and has the Biopace chainrings and SIS gearing.

Next in line is the 710 which also has a chrome moly triple butted frame but with mangalloy forks. It has a mixture of alloy componentry featuring Shimano 600EX gears with SIS, black anodised Ukai 20A modular rims and sealed alloy Q/R hubs. One of Miyata's best value bikes is the 310 with its triple butted main tubed frame and the new Shimano 105 componentry with SIS gears.

PANASONIC

THREE MODELS in the Panasonic range are suitable for triathletes. The top of the range Team Japan is a true thoroughbred and offers a high quality frame of a standard not usually found on factory built bikes. It is equipped with SunTour's top line Superbe Pro componentry and is finished in a crisp white and red paint work. This bike offers custom-made quality from one of Japan's biggest bike makers.

The DX 4000 is equipped with the SunTour Sprint gear and is assembled

Small framed bikes (like this Atom Womens Sprinter with its 24" front wheel which allows for better geometry and head tube length) are now making their appearance in Australia. If you are shorter than 162 cm (5' 4") then this type of bike will give you a more comfortable and efficient riding position with improved handling.

around a well finished Tange Number 2 chrome moly frame. It has an Italian suede saddle and Dia Compe alloy brakes. Panaracer semi-bald Vertex tyres are fitted to its Ukai 20A 700c rims. The DX 3000 is a good entry level tri bike with Shimano L series brakes and gears. The gears are SIS equipped and the machine is finished in a stunning black and yellow colour scheme. The complete Panasonic range was reviewed in detail in *Freewheeling* 37 late last year.

REPCO

THE REPCO TRI-A is the top of the range from Australia's largest bike distributor. It has a Tange 900 chrome moly frame with the brake cables neatly routed inside the top tube. The bike is finished in a black and yellow colour scheme and is equipped throughout with Shimano 600EX componentry. The Tri-A uses bronze anodised Araya 700 x 25c rims and Panaracer tyres.

Repcos two other models offer excellent value for the entry level rider. The Olympic 12 has a chrome moly frame and Shimano Z series gears. Its uses Araya 700c alloy rims and Dia Compe Q400 alloy brakes. The Superlight model was the outright winner in the 1986 Bike of the Year Awards and won the big prize for its exceptional value for money and high quality equipment. It has been a hot seller over summer and if you can track down stocks you will get a well thought out bike built on a chrome

moly frame with Shimano Z series gears, Araya 700c alloy rims and 500 AG alloy brakes.

RICARDO

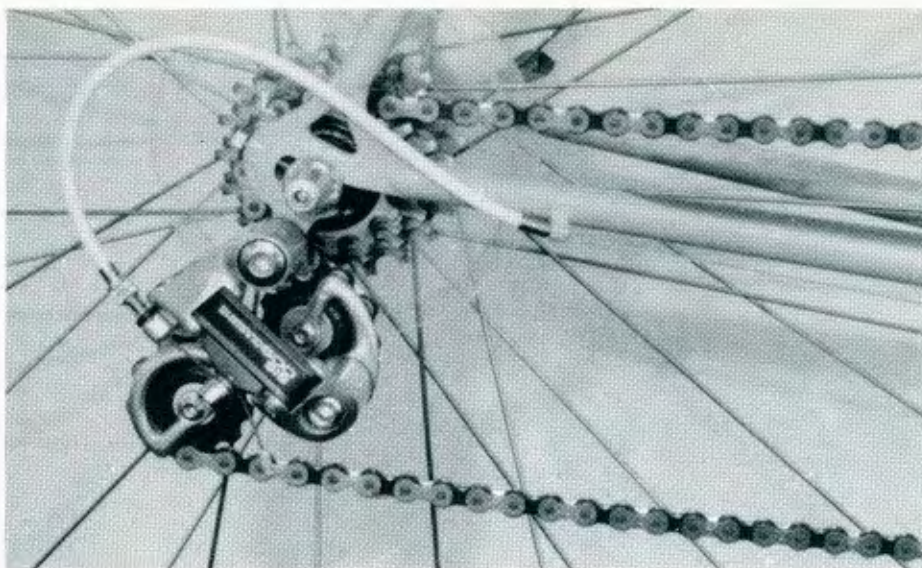
THIS AUSSIE BIKE maker won the mid-price (under \$850) tri bike category at last years Melbourne Bike Expo Bike of the Year Awards with their Wind Chet-er model. This bike is a modified 'funny' bike with cut down handlebars and a Tange 900 chrome moly frame. It has Shimano SIS gears and similar componentry to the popular Ricardo Elite. The Elite has a conventional shaped frame made from the Tange 900 tubing.

The top of the Ricardo range is the Nouvo. This bike has a frame made from Tange Number 2 tubing and Shimano 600 EX equipment throughout.

The Ricardo Viva is a good entry level bike with its Tange 900 chrome moly frame and good quality Shimano gearing and brakes. It offers exceptional value to anyone starting out in triathlons who prefers to be careful with their purchases until they decide to move further up the price/quality ladder.

SHOGUN

SHOGUN BICYCLES ARE currently making a welcome reappearance on the Aussie cycling scene and will offer a number of very classy models all featuring the FIT (Fully Integrated Trim) frame sizing system. Shogun are also the first major Japanese company to introduce small framed bikes for women and shorter men as part of their regular range of frame and bike sizes. The small framed bikes have a 24 inch front wheel to maintain good handling and toe clip clearance. All of the Shogun bikes are well designed and apart from the different size frames equipment such as handlebars, stems and crank length are all varied to suit the size of the rider.



This year they will be offering three models all suitable for the triathlete. At top of the range is the beautiful Celeste. This machine is possibly the closest thing to a designer bicycle that we have yet to see in Oz. It has a full chrome moly frame and the new Shimano Sante SIS gears and Sugino 75 series brakes, pedals and chainwheel set. One of the most interesting items of equipment on this striking machine is the solid alloy Sugino chainring with its blue and grey trim. The entire bike is colour coordinated and finished in white turquoise and grey paint work with egg shell blue handlebar tape.

The Samurai is a well made bike built around Tange Infinity chrome moly frame. It has Shimano 105 equipment throughout and SIS positive shifting gearing. Araya bronze anodised alloy rims and Shimano Biopace chain rings make this bike an attractive choice for buyers in the under \$1000 bracket.

Shogun's entry level tri bike is the Selectra which has a good Tange Infinity chrome moly frame, Shimano L series gears (with SIS) and brakes. It has 700c alloy rims, one inch high pressure tyres and will sell for well below \$700.

SOUND ADVICE

YOU MAY HAVE noticed that we have not been too specific about prices. This is because when we went out into the shops we found that the situation was very volatile. Some dealers at present are very keen to make a sale but you should not lose sight of a few important bicycling fundamentals.

If you are a mechanical genius and you will be doing all of your own repairs and maintenance then you can roam the countryside searching for the best prices. If you would rather spend your time training and riding then part of your long term considerations should be

CLICK, CLUNK... That's the sound that is ringing out around the world this year as manufacturers switch over to positive shifting index gear systems. 'Click' gears allow you to hit the right gear every time. Pictured here is the Shimano SIS. SunTour now has its own called Accushift.

the selection of the right dealer to back up your purchase. When you buy your bike ask yourself how well will this business serve my long term needs.

We recommend that included on your shopping list for the 'right' tri bike should be the 'right' bicycle dealer. Unavoidably the bicycle is a machine and like all mechanical things you need expert help if things go wrong. There is also the problem of riding the bike in the most efficient manner. Shops that cater for triathletes will always offer the right kind of specialised advice and help you with the necessary technical information.

A NEW KIND OF BIKESHOP

In Brisbane and now in Sydney there are specialist shops catering specially to the triathlete. To see how they operate we visited Bike Barn and Triathlon Ware in Parramatta NSW. This new store is jointly operated by Sid Duncan and Val Morrison. Champion triathlete Louise Mackinlay works at the store during the week and is available to help customers with their specialised requirements.

The shop is well stocked with bicycles and offers a broad range from entry level machines up to the custom built masterpiece that heads this article. Apart from Louise and the managers who between them have extensive experience in the cycling and triathlon scenes the shop employs its own experienced mechanic. All assembly, servicing

and repair work is done on the premises and adorning the walls is a large range of quality componentry.

The shop caters for the complete triathlete and has on show in its running section a dazzling selection of running shoes and clothing. Cycling clothing and swim wear (including wet suits) have their own departments to the rear of the large showroom and there are a number of fitting/change rooms provided to cope with the busy Saturday morning rush.

The proprietors have set out to create first of all a good environment for triathletes to meet and sort out their equipment needs. The shop is a good place to run into friends and pick up information about the sport. It has surprised the Sydney bicycle trade by opening seven days a week and is bound have an influence on the triathlon market as the sport develops.

If you are involved in the sport the shop is well worth a visit. The Brisbane shop is Triathletes World in Albion.

Finally a mention about the *right* kind of help and advice: *Freewheeling* each issue publishes a section entitled *Pro Bike Dealers*. Though it is open to any bicycle shop in Australia we believe that the progressive businesses that have advertised in it so far are a good example of the best kind of bicycle professional to seek out for your cycling needs. There are other shops who run larger display ads and these are worth a look at too but once you enter a shop its up to you to find out if they are worthy of your business.

At the end of it all we think you will discover as we have done that the shops worthy of your custom are the ones that are most serious about attracting business and present them selves in a thoroughly professional manner. Happy tri bike hunting.



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KIWI MAGIC IN
**WORLD
TRIATHLON
SPRINT
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SHIPS**

Triathlon

New Zealanders take top mens and womens tri title.

by JOHN DRUMMOND

photography by STEVE SCOTT

More 'Kiwi Magic' was on show at the World Triathlon Sprint Championships than that displayed by KZ7 when it won only one of its challenger final races against Dennis Connor's *Stars and Stripes* in the waters off Fremantle.

New Zealand scored a sensational male/female double when Richard Wells and Erin Baker marked a stunning dual victory with two superb performances against an outstanding international line-up, the day after *Kiwi Magic's* victory over the much vaunted *Stars and Stripes* in the challengers series of the America's Cup.

Wells won easily, and the diminutive Christchurch girl stormed home ahead of most male competitors just 13 minutes after Wells crossed the finish line. Both admitted to being inspired by the New Zealand backed yacht's success.

Each winner, who are good friends, took across the Tasman \$30,000 and the accolade of World Sprint Triathlon. They won in a 1.5km swim, 40km cycle ride and a 10km run, all back to back, as distinct from the full distance World Triathlon championship — 3.8 rough water swim, a 80km bike leg and a 42km marathon run, conducted in Hawaii each year and known as "The Ironman."

Wells, a 25 year old professional triathlete from Auckland led from start to finish, defeating some of the world's best triathletes from the United States, Singapore, Zimbabwe, Japan, New Zealand, Australia and Europe who battled it out for a share of the \$150,000 prizemoney, put up by the Perth based reticulation firm Hugoli and Hoile; incentive enough to attract the top triathlon competitors throughout the world.

An elated Wells, cooling down on a Kiwi lager shortly after crossing the finish line besieged by compatriots and media representatives in Perth for the America's Cup, said his previous biggest pay cheque was just \$2000.

He said that he thought he had it half way through the run leg when he was alone and running strongly. He later explained that he had a splendid run through the three race segments other than a couple of uneasy moments — bothered by blue-bottle stings during the swim and almost running over a huge snake near the start of the cycle leg.

Wells, ranked sixth in the international line-up, turned professional just 12 months ago. He finished second in three U.S. Triathlons last season, but the title win was easily his personal best. "I'm rapt", he said.

Wells finished two minutes in front of a group of three runners who fought a great battle for second place — Dutchman Rob Barel, Europe's top triathlete, American Scott Tinley, a world champion ironman, and the 1986 Australian



Above: A high tech disk wheel was used by Aussie Tony Unicomb. Below: Tony McKeon tackles the heat in the run leg while American Linda Buchanan takes it all in her stride.

Opposite: Rick Wells emerges from the waters of the Indian Ocean ahead of the other contenders.



Triathlon Sprint Champion, Victorian, Stephen Foster.

Just three seconds separated the three across the line.

Kiwi Woman Ecstatic

The 25-year-old New Zealander Erin Baker was beside herself with ecstasy after her world title winning effort. "It's just great" she said. "It's my best time ever by a lot . . . I might buy myself a new dress". The championship provided one of the few times she has been able to compete against most of the top American competitors.

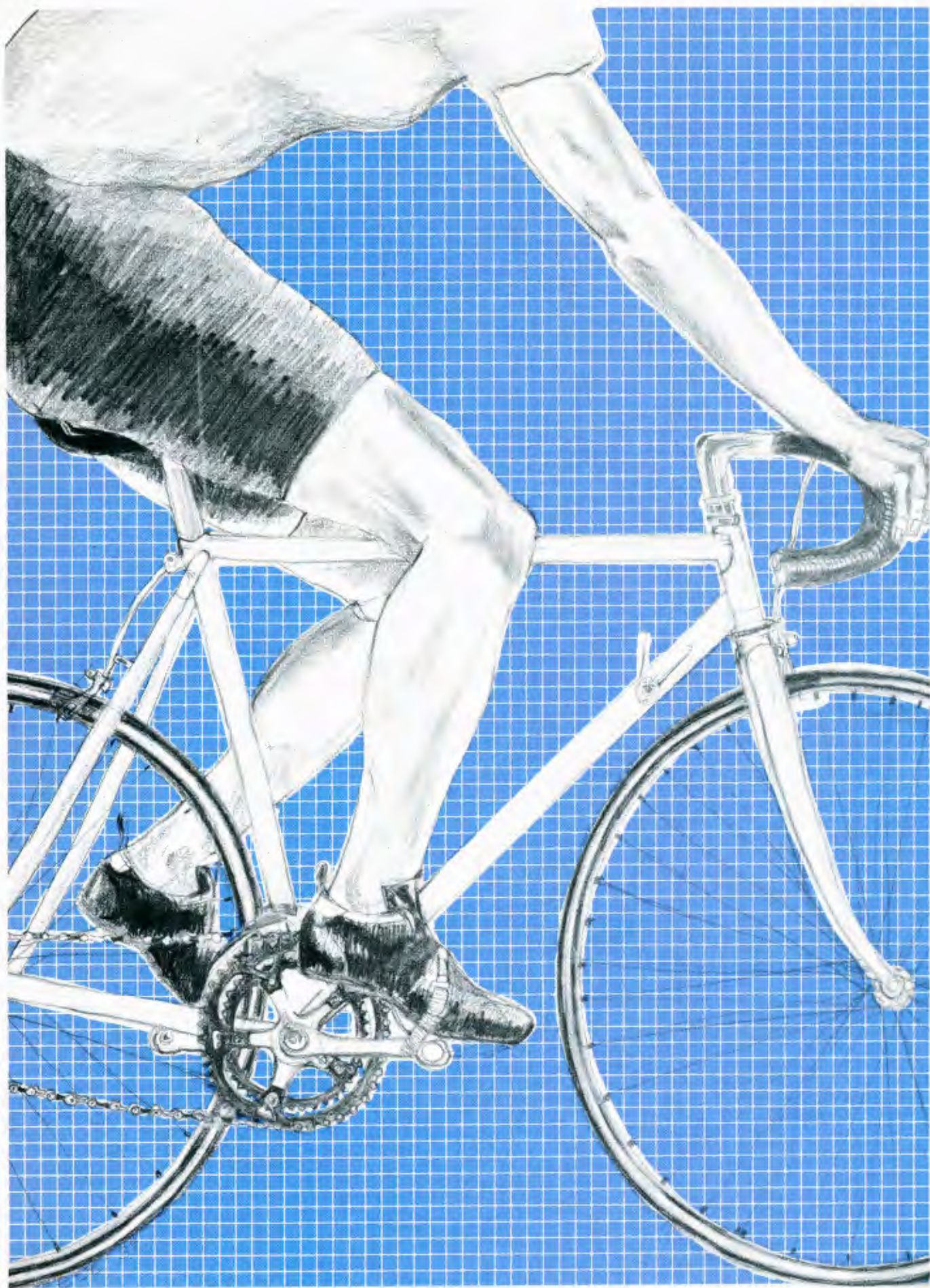
But if the New Zealander was full of elation, then it was equally disappointing

for the Australian short-course champion Kim Hicks, she was forced out by the effects of the blue-bottle stings.

Hicks suffered stings around her arms during the 1.5km swim, and was so badly affected that she had trouble breathing and had to accept medical assistance.

The stings robbed the Aussie champion of testing her known skills against the world's best triathletes.

For the organisers and sponsors the triathlon proved a huge success, not only in securing several US Ironman triathlon champions but also as an America's Cup diversion and spectacle.



FITTING YOUR BIKE TO YOUR BODY

Triathlon and sports bicycles

A review of expert opinion.

by WARREN SALOMON

AN EFFICIENT bike is a comfortable bike and a comfortable bicycle is one that is carefully set up and adjusted. It is extremely important that your bicycle be carefully tuned to your body shape and size if you are to gain maximum enjoyment and efficiency no matter what kind of use you get from it.

All bodies are different so it is important to make sure that your bicycle is the correct size before you part with your cash. As with clothing it is important that you try the bike for size before you make decisions of lesser importance like the colour of the paint. This is where an experienced professional can be a tremendous help. When you buy a bike from a specialist dealer they will always fit you for the correct frame size but often busy shops don't have the time to help you make the fine adjustments that will really ensure your riding comfort.

These adjustments are made on the three parts of the bike that come in contact with your body: the saddle; the pedals; and the handlebars.

In spite of the fact that the bicycle in its present form has been around for almost one hundred years very little detailed research has been done to find the optimum bike to body adjustments to ensure maximum comfort and efficiency. As recently as the start of this decade the most quoted research was the 1965 study conducted by Vaughan Thomas and physiologists at the

Loughborough College Department of Ergonomics in the UK.

At the end of a program involving one hundred riders, including some of Britain's best, the research group produced a lengthy paper on the optimum riding position for cyclists as far as transmitting strength to pedals was concerned. Among their findings they concluded that for maximum power the distance from the pedal spindle to the top of the saddle (with the crank in line with the seat tube) should be 109 percent of the inside leg measurement taken from the crotch bone to the floor in bare feet.

The 109 percent measurement has since been adopted by many competitors and their coaches as the 'right' position for their saddles. But saddle height is only one of the many adjustments that careful and fastidious riders can make to tune their machines to their bodies.

In their 1984 Olympic cycling effort the United States Cycling Federation undertook a study on a group of good Junior riders to evaluate oxygen consumption at various load levels. The study evaluated the riders own riding positions against an optimum setup based on all the available research plus additional input from experienced coaches.

The project produced results that showed an improvement in performance for the riders adopting the new position for short time-trial type events. The

former USCF National Coach Mark Hodges published details of these bike set-up adjustments in the July edition of the US magazine *Triathlete*. In his article he identified some eleven small component adjustments plus a number of frame size recommendations which can be made to tune your bike to provide the optimum riding position.

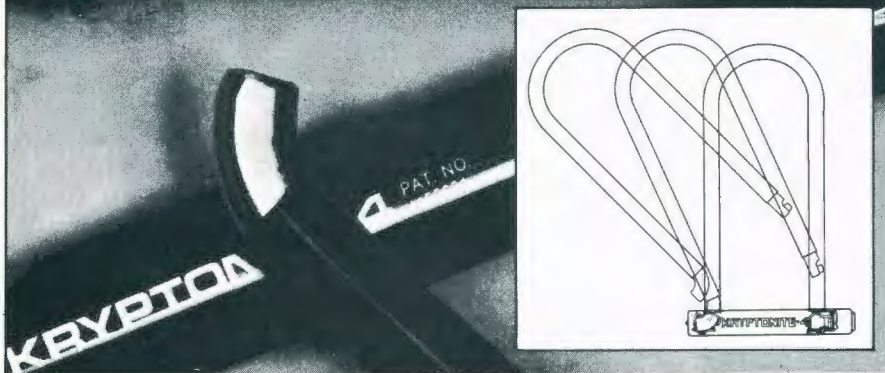
In order to evaluate this new research I decided to go back to basics and consult some of cycling's experts and old hands.

Not always there is agreement. I sought the opinion of nine other experts via their books. In some cases the opinions were unanimous but in others a different approach was suggested.

For the rider serious about an efficient riding position the adjustments set out below should be considered as a starting point only and that some allowance must ultimately be made for personal taste and body shape.

On the whole the ideal riding position sought in this enquiry is for a short distance competitor rather than for endurance events or the more laid back recreational rider. Any rider can use the adjustments below with success provided that they take their common riding position in to account when performing the adjustments. A word of caution: many of the adjustments detailed below are not applicable to mountain bikes. A future issue of this magazine will deal specially with this type of bike/body fit.

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SETTING UP YOUR BIKE

TO MAKE the fine adjustments necessary to obtain a good bike/body fit it is best to obtain the help of a friend and ideally the bike should be mounted on a windload trainer for stability. If you do not have access to one of these place your bike on a level surface adjacent to a wall so that you can sit comfortably on the saddle in your riding position with your upper body just leaning against the wall surface. You should make sure that you are always sitting squarely on the bike. You will need your friend's assistance to help sight your position when you are on the saddle.

INTRODUCING THE EXPERTS

THE EXPERTS selected for this survey are among the most widely read and respected in the contemporary cycling scene. Apart from Mark Hodges valuable research we consulted world champion cyclist Gary Sutton (who now manages the busy Clarence Street Cyclery in down town Sydney) and nine cycling reference books by well known authors. One of the most detailed and informed was *The Complete Cycle Sport Guide* by Peter Konopka. This book is highly recommended for competitive cyclists.

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A BICYCLE IS ONLY AS GOOD AS IT IS ASSEMBLED





The popularity of the triathlon has produced a number of training books like *The Complete Triathlon Distance Training Manual* by Bob Johnson and Patricia Bragg. This massive work (almost 600 pages) is designed to guide its readers through a twelve month training program to complete a full 226 triathlon. The bicycle section is crammed full of useful advice and is also recommended.

Gary Sutton demonstrates his preferred riding position. Note the position of the elbow relative to the raised knee.

The famous *Richard's Bicycle Book* by Richard Ballantine was also consulted as well as *Effective Cycling* by US cycling educator John Forester, *Everybody's Book of Bicycle Riding* by Tom Lieb, *Delongs Guide to Bicycles and Bicycling* by the US cycling guru Fred

DeLong, *Bicycling Science* by Frank Whitt and David Wilson, *Cycling Fitness on Wheels* an early book by the editor of *Winning* magazine John Wilcockson and *The Penguin Book of the Bicycle* by Roderick Watson and Martin Gray.

THE CORRECT SIZE FRAME

OVER THE past five years there has been a huge increase in the quality of top-of-the-range ready-built bicycles sold through the specialist bicycle dealer network.

The majority of riders should be able to achieve a good fit from any of the top and mid-range models. However when buying a frame or bicycle off-the-hook you should take note of a few important points. There are three basic frame variables which affect frame fit: Seat tube length; top tube length and seat tube angle.

Most common racing frames have steep frame angles of 73 degrees or more while a touring or mountain bike frame has softer 72 – 69 degree angles. The steeper the frame the sharper the response.

The correct seat tube length is the most common way of sizing a frame to the individual and the top tube length is the variable most commonly overlooked. Most stock frames offer a compromise top tube length which favours



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male riders. According to Mark Hodges you should first determine your torso to leg length ratio by dividing your total body height by the length of your inseam. If your answer is greater than 2.2 you have short legs in relation to your torso. Long legged riders should arrive at a value of 2.0 or less. For short torsos your top tube should be up to 4 cm shorter than seat tube while people with long torsos need a top tube up to 1 cm longer than seat tube. Many experts refer to the 'square' frame where the top tube and seat tube lengths are usually the same.

The general consensus is however that if you have difficulty in finding a stock frame to suit your body propor-

tions you should consult a knowledgeable frame builder for an accurately fitted frame.

Gary Sutton emphasises that every human body is different. When he deals with a new customer he is careful to size them up and determine their torso to leg proportions. "Customers who are buying custom made frames usually have a bicycle already so I always start from there. You can generally tell straight away if the person is having sizing difficulties by the way they have their current bike set up, he says.

According to Gary it is important that the rider feel absolutely comfortable in their upper body. In his measure-up procedure he usually sits them on two differ-

ent built-up bikes close to the rider's estimated frame size. With years of experience at the top of the competitive racing field he is able to appraise the rider's body match to the different frame and bike sizes. He is then able to assess the correct stem length required before the bike is delivered: a big cost and time saving.

The frame size of a bicycle is usually stated as the length of the seat tube from the centre of the bottom bracket axle to the top of the lug where the saddle pillar emerges. Some manufacturers quote a 'centre to centre' measurement so to be sure you should try before you buy.

Most of our experts were in basic agreement on the best method of finding the correct size frame. You should straddle the top tube of a built up bicycle in your riding shorts and bare feet. There should be between 2.5 and 5 cm clearance between the top tube and your crotch. If you perform this test in shoes you should make allowance for the heel height. As a final check Hodges advises that the seat pillar when it is correctly adjusted should be between 7 and 12 cm above the seat tube end. If it is outside these limits your frame size is incorrect.

Once you know your frame size you should remember it as you would your shirt, pants shoe or dress sizes. Frame sizes are nowadays quoted in centimetres though the old Imperial measurements in 'inches' are still in use in some sections of the industry.

POSITIONING THE FEET

THE FEET transfer most of the power of your legs into the drive train through the pedals so it is vital that your foot be positioned carefully.

The most common recommendation is that the ball of the foot should rest above the pedal axle. The ball of the foot is a rather vague description so Hodges defines his reference point as the head of first metatarsal bone (the point forward of the arch that prominently protrudes towards the midline of the body. This is the neutral position and the foot should be moved forward of this point for long distance riders or those with long feet. Riders with short feet and a faster cadence should move their foot back.

There was general agreement that there should be a gap of at least 2 mm between the toe of the shoe and the toe clip. In fact the only part of the toe clip which touches the shoes should be the part above the laces which carries the strap.

Crank length is not considered as a major factor in good bike/body fit by our writers. Whitt and Wilson find that crank length does not seem to be of major importance for producing moderate power outputs through pedalling.



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SADDLE ADJUSTMENTS

CORRECT SADDLE height is the one adjustment which most people knowledgeable in cycling matters will make comment on or make specific recommendations. It's any wonder for if you get it wrong your body will certainly suffer. All of our experts offer some means of on-the-bike measurement:

- Hodges, With leg locked and pedal in 6 o'clock position there should be 5 – 8 mm clearance between top of pedal and sole of shoe. Make allowances if the thickness of the shoe is different under the heel to that of the ball of the foot. For long distance training and riding lower seat 5 – 8 mm. Err on the short side.

- Konopka, Place feet in pedals and clips with the cranks in the vertical position. The 'straight' leg should not be stretched but slightly bent (175 degrees). Put your foot underneath the lower pedal – the leg should be now fully extended. Flick the lower pedal upside down – the heel of the foot (in riding shoes) should just touch the pedal bottom with the leg locked. The saddle pillar should protrude 8 – 11 cm from the frame.

- Lieb, Sitting in normal riding position with heel on pedal at the bottom of the stroke the leg should be slightly bent at the knee.

- Johnson & Bragg, Heel should touch the pedal at the downstroke with shoeless foot and the leg slightly bent at the knee.

As can be seen there is some disagreement as to whether the knee should be bent, the foot should be shod and the pedal should be at the six o'clock position or in line with the frame. Above all it is important that you monitor your riding style if you make any adjustments to saddle height. Your hips should remain steady while pedalling: if they rock from side to side lower your saddle before you do yourself an injury.

You should also note that the following adjustment – saddle forward/rearward position affects saddle height so once you have fixed your horizontal position you should reset your saddle height.

The forward/rearward saddle adjustment is the one most affected by riding style. It has been a common practice for tourists to have their saddles as far back from the bottom bracket as possible while sprint racers are further forward. Konopka suggests that the saddle be placed between 2 and 5 cm behind the

bottom bracket. Richard Ballantine obviously opts for a more relaxed position and recommends between 4 and 6 cm rearward.

To implement Mark Hodges method you will need a plumb line to accurately check the knee to pedal axle position as follows: with the pedal at the 3 o'clock position the tibial tuberosity should fall 1 cm behind the pedal axle. The tibial tuberosity is the small bump on the front side of the shin bone. This is the neutral position.

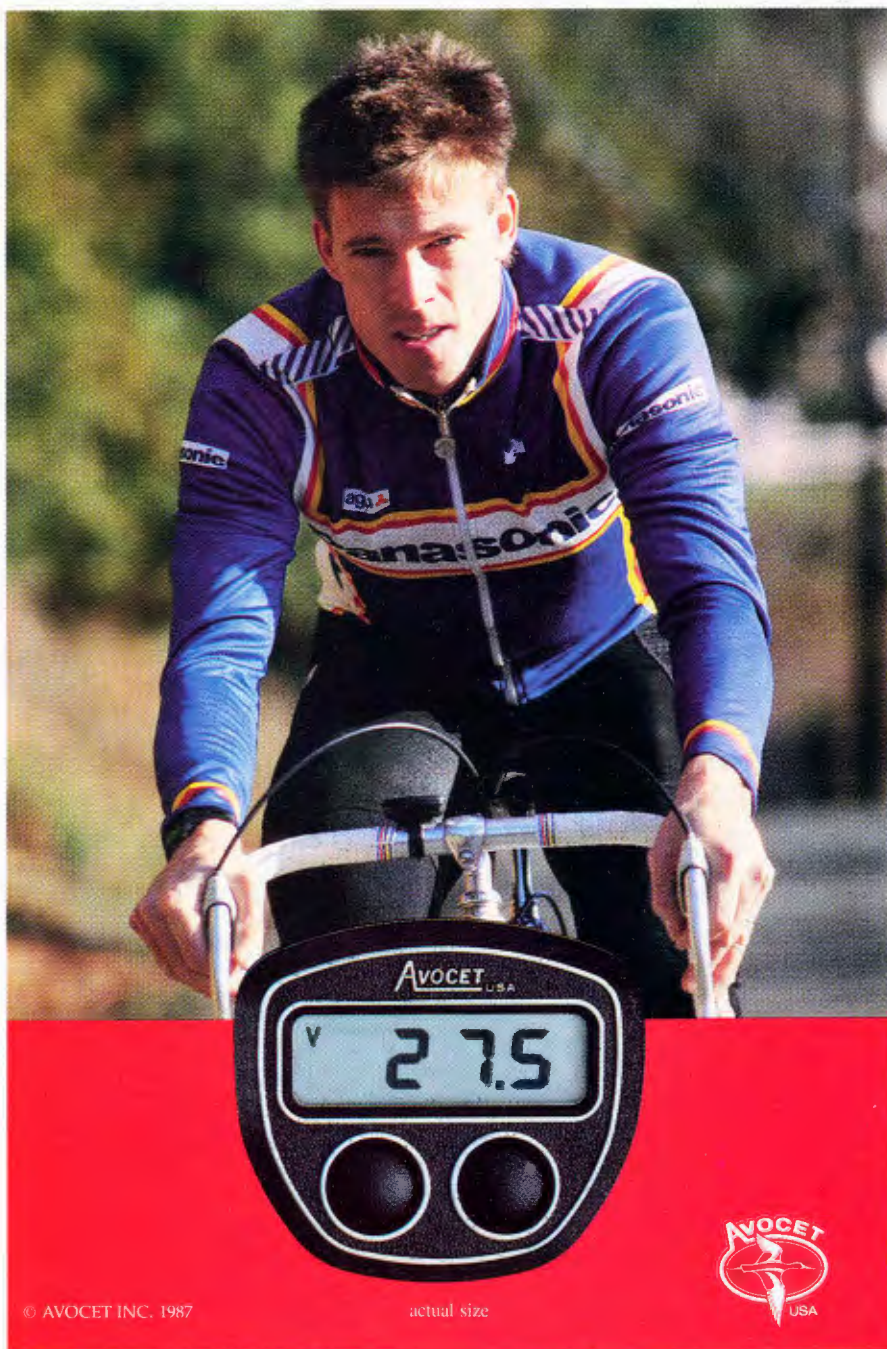
A level saddle position is preferred by most of our experts. Some suggest that women may need to tilt the nose of the saddle slightly down to suit individual anatomy and Richard Ballantine states

quite emphatically that the nose should never point upwards.

STEM AND HANDLEBAR ADJUSTMENTS

YOUR STEM when set correctly should be between level with the saddle and 6 cm below. None of our experts recommends that the stem be positioned higher than the saddle and the preferred range is between 2.5 and 4 cm lower. As a check on this adjustment Hodges says that your thighs should not contact your abdomen. If this is the case then your stem is too low.

Gary Sutton's check for correct position at this point is to ensure that your knee just clears your elbow when your



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actual size



cranks are at the 3 o'clock position. Peter Konopka suggests a slight overlap in this position and adds that if you need a stem longer than 12 – 15 cm your frame is too short.

Obviously you don't want to find this out after you have bought your new bike or custom frame and that's why the required top tube length should be determined when the frame size is selected.

Watson and Gray along with Richard Ballantine and John Wilcockson recommend the old Elbow Against The Saddle With The Outstretched Fingers Just Tipping The Handlebars method of determining stem length.

As a final check Tom Lieb and Johnston & Bragg suggest that you

should sight down from your riding position (hands on the brake lever hoods) to see if your nose falls about 2 cm behind the handlebars. Gary Sutton prefers a position further back with your nose over the stem binder bolt and Mark Hodges further back still 2 cm back from the stem.

Incorrect stem length is often the cause of back ache and other injuries. Hodges maintains that soreness in upper arms is caused by an overlong stem while soreness in neck and shoulder area indicates that the stem is too short. People with short arms need a stem length 80-110 mm while those with long arms need stems between 90 and 120 mm.

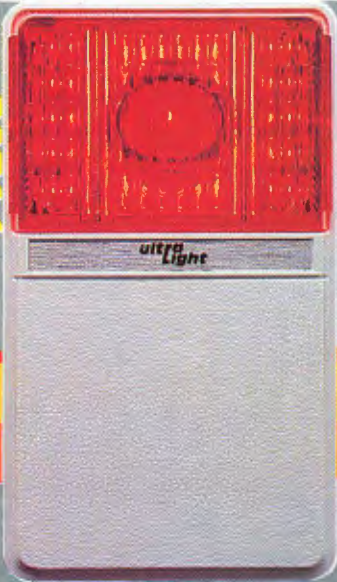
Handlebar drop is an adjustment overlooked by most of our authors. Mark Hodges suggests a minimum of 10 cm for short riders and a maximum of 16 cm for tall riders. All our experts are in agreement on the need for the handlebar width to match shoulder width. Some of the more progressive Japanese bike manufacturers like Focus and Shogun actually vary the handlebar width with the frame size assuming that taller riders are generally broader in the shoulders. Handlebars which are too narrow can restrict breathing and encourage a poor riding style.

Handlebar tilt is another area where few experts voice their opinions. The general rule seems to be to start with the bars horizontal and try a number of different positions by rotating the bars forward to the point where the ends of the bars are parallel with the ground. Every rider seems to have his or her preference and depends to a great degree on the actual shape of the bars you use.

During the experimental period you should remove the tape from the bars so that you can readjust the brake lever positions as you further tilt the bars. As a lot of your downhill riding is done on the lever hoods you should aim to position these in the most convenient and comfortable position. For Mark Hodges the neutral position for the brake levers is where the tips of the levers are in line with the bottom of the handlebar drops.

If you have followed through with all of your adjustments to this point there is one further test to see if your riding position is correct. There seems to be a general agreement on the correct weight distribution recommended for a sports rider of 55 percent of the total weight of rider and machine carried by the rear wheel and 45 percent by the front wheel. To check this you will need a set of bathroom scales and a block of wood the same height as the scales. Place the block of wood under one wheel and the other wheel on the scales. Assume your most common riding position and get your friend to steady you while you take the reading. Repeat the exercise for the other wheel. Add the two weights together and divide each separate weight by the total.

Finally you should record all these measurements both on paper and where possible by marking the equipment itself (saddle pillar position, stem height etc). If you ever have to pull your bike apart for travel or maintenance you will be able to reassemble your machine effortlessly if you have saved your setup measurements. You may find that you will need to alter some of your set-up as you ride-in the new adjustments but once you have finished your fine tuning stick with it and allow your body to get used to the new regime.



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BICYCLE SAFETY IN QUEENSLAND

Safety and facilities

*Queensland cyclists are not getting a good deal from
their State Government.*

by SUE LOVELL

In October 1984 Brisbane was the venue for the first ever Queensland Bikeplan Conference. Almost one hundred people attended and not one of those would have been unaware of the dangers of on-road cycling. The very nature of the activity ensures that anyone cycling on the road network, anyone reading these pages now, has to be conscious of the high risks involved in using the bicycle as a vehicle.

The Minister for Transport, Don Lane, commented on the interaction between motorist and cyclist:

... it is quite obvious that the cyclist is at a distinct disadvantage on the road. His machine affords him little or no protection and frankly, our traffic system is not designed at this point in time to cope with that interaction.

The situation has not changed. Many roads have un-sealed shoulders, freeways are off limits, bridges are a cyclist's recurring nightmare and a bikelane rarely, if ever, makes an appearance, even at the planning stage. Undeniably these are large issues, so too is the question of life or death. The Queensland Transport Department has figures that clearly illustrate the need for action. The death rate for children in cycling accidents, has doubled in the last ten years and 77% of these fatalities are due to head injuries.

This well used bikepath in the north Queensland city of Cairns was constructed to channel high school children away from the busy road. To negotiate this intersection the riders have to run the gauntlet of unsuspecting cars, hop the median strip and negotiate turning traffic: a real death trap in disguise.

Such figures come as no surprise and they're certainly not unique to Queensland. What is disturbing is Queensland's failure, individually and institutionally, to make a response that effectively lowers the figures. Unlike Victoria, New South Wales, South Australia and Western Australia, Queensland has no State Bicycle Committee to act as a co-ordinating body or a funding distribution centre. This is despite a motion put forward at the Conference that such a committee be formed.

The tangible result of the Conference was the formation of the Bicycle Advisory Group. Let there be no misconception on the part of Queensland cyclists

regarding the function of the B.A.G. It exists to advise on the introduction of traffic regulations and on other safety issues as they relate to cyclists. It is a legislative tool and as such will inevitably function as a responder rather than an initiator. Without cyclists making it absolutely clear what is required the B.A.G. will cease to function.

Legislative changes occur as a result of pressure applied from within the community, they are far from spontaneous. Nor are funds channelled through the B.A.G. to other groups concerned with cyclist safety as they are through a State Bicycle Committee. The role of the B.A.G. is not to formulate a list of goals

and objectives relating to the implementation of a bikeplan, it is an advisory body only.

Such an organisation may be the nucleus of an SBC for it does provide a forum for the discussion of issues such as the use of safety helmets, safe cycling courses, standardised signs for bike routes and bicycle facilities at intersections. Like other states however, Queensland has failed to introduce legislation regarding the wearing of safety helmets, even though this may encourage parents to participate in low cost rental schemes that are becoming available. On the other hand the B.A.G. has facilitated the publication of a pamphlet on bikelanes (though Brisbane has none) and bikeways, as well as legislating for the new shared footway/bikepath signs and the segregated footway/bikepath signs. What really needs to appear on the agenda under the banner of cyclist safety, is the formation of an SBC.

The Transport Department obviously recognises the need for better on-road safety, but restricts itself to the educational aspects of the problem rather than the engineering. The Queensland Road Safety Council is a semi autonomous body ultimately responsible to the Transport Department. It has a Schools Advisory Service and works with the Education Department through their Road Safety Education Officer. The Q.R.S.C. has placed a road safety kit in every primary school and the aim is to integrate traffic education into the curriculum at all levels. To facilitate this there is a large range of pamphlets available as well as a film library with 350 titles at no cost to the borrower.

The Q.R.S.C. teaches safe cycling procedures and traffic hazard recognition through the Safe Cycling Course. This is a six hour course taught in 18 sessions and is one third theory, two thirds off-road practical. Unlike the Bike Ed kit used in over 700 Victorian schools there is no supervised on-road components which means specific local traffic hazards are taught in an off-road situation. Better than nothing, but not the best way to cope with moving projectiles.

Most of the Q.R.S.C.'s material is aimed at the primary school student, although at high school level a Driver Education Course is implemented on a voluntary basis. Australia wide and according to the Q.R.S.C. world wide, there is a gap in educating 13 to 16 year olds — a group statistically identified as high risk.

An American cyclist and educator, John Forester, has designed a course for this age group, The Effective Cycling Course. It lasts thirty hours, two thirds of that time being spent in on-road consolidation of theory. All the on-road component is supervised and the emphasis is upon teaching the cyclist to behave as a responsible user of a vehicle. No doubt



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the Q.R.S.C. could either use or adapt such a course for the over 14 group, so perhaps some such programme should be encouraged by cyclists.

The Q.R.S.C.'s latest input to on-road safety provides the biggest pro helmet argument yet. Legislation on helmet use doesn't appear due to the political backlash of forcing parents to spend money to protect their offspring. The Q.R.S.C. has a kit currently being distributed to all primary school principals showing full details of a scheme enabling them to purchase and rent out, helmets. Piloted in two schools already (Upper Mount Gravatt Primary and St. Bernards) the scheme was an undeniable success and resulted in a reversal of the usual peer pressure — students wearing helmets so they wouldn't be 'the odd one out'. The booklet is available on request.

If education were the only contributing factor in the improvement of on-road safety for the cyclist, then the outlook would be fairly bright. Unfortunately recognition for cyclists as vehicle users is not widespread. Even the Police Department, whilst having its own public relations personnel and audio visual materials, has no requirement for members of the force to record and act upon bicycle offences. There are no statistics available from the Police Department on the number of cyclists breached and if there were such figures there is little doubt that they would be embarrassingly low in relation to the increasing numbers of on-road cyclists.

Queensland has no Bicycle Offence Report system such as that used on a voluntary basis in Victoria although two districts at least, have followed the example under the guidance of enlightened District Inspectors. Townsville recognises the importance of consolidating education through enforcement procedures, so too does Redcliffe. The latter illustrates clearly the need for public pressure to be placed on relevant authorities. When letters to the local paper were printed and reinforced by letters to the District Inspector himself, then Inspector Johnson made it a requirement that all stations in his district keep a Bicycle Offence Register. Offences such as running red lights, cycling without lights, riding dangerously on footpaths or failing to stop at stop signs are recorded.

The key word for enforcement is responsibility. At each station one person should be responsible for checking the register: this happens in Inspector Johnson's district (Redcliffe). Names appearing more than once a month are followed up, a lecture given by the Community Liaison Officer and persistent offenders may be breached. None of this is outside present legislation. Even though cyclists are unregistered they are legally required to give name and address, or they are in breach of the Traffic Act. The same ap-

plies to giving a false name and address. Although children under ten cannot be prosecuted, and would not be anyway unless as a very last resort, parents can still be requested to escort their charges to lectures.

In Victoria the concept of responsibility for cyclists is taken much further. The Bicycle Offence Report system operating there may be patchy in its application but at least the force has had the foresight to appoint a Sergeant to the full time position of State Bicycle Co-ordinator. All matters relating to bicycle safety, enforcement, education and personnel training, to name, a few, go via this officer. His role as co-ordinator ensures not only a higher level of awareness within the force but also consequent upon this, a higher chance of consistent enforcement.

The alternative to allocating responsibility is to ignore the bicycle as a vehicle and the rider as a legitimate road user by recognising only recreational cyclists; pretend only children use bicycles as toys.

The main generator of bicycle traffic is pinpointed in the Brisbane Bikeways Plan (1983) as educational institutions. This Plan is not to be confused with a document such as the Perth Metropolitan Region Bikeplan (1985), nor should it be compared to the Geelong Bikeplan (see *Freewheeling* Number Two — P.5.)



GRASS ROOTS ACTION can be a painfully slow process when the powers that be are disinterested. Leonore Simpson (pictured above) has a long involvement in the cycling scene. She has managed a succession of bike shops and now in her north Queensland town of Cairns she is trying to teach kids effective riding and safe cycling practices. She is the Cairns co-ordinator for the Road Safety Council but feels the pressure from inadequate resources. She wishes that both the State and Federal Governments would take cycling safety issues more seriously and support community initiatives to establish proper child and adult training. As bicycling is a popular activity in Cairns she feels that unless the authorities act soon the growing number of cyclist casualties will reach alarming proportions.

The Brisbane Bikeways Plan is the sole responsibility of the Brisbane City Council and the emphasis is all on bikeways — segregated networks catering to recreational cyclists and students. There is no attempt to integrate this enormous engineering feat with any of the other E's (Education, Enforcement and Encouragement), even to the extent of making the bikeways more accessible through maps.

The supporting information for the Plan quotes much overseas research in order to reach the conclusion that ... *trends indicate that a demand has existed, and is likely to persist, for bikeway provision.*

This is an interesting conclusion when a perusal of the research also produces quotes such as:

Cyclists do not wish to be restricted in use of the road by the provision of bikeways in locations separate from the major road reservation.

Apart from this the research concludes that ... *channelling traffic away from arterial roads on the premise that maximum separation between cyclists and motorists is a primary objective, does not appear justified.*

Nevertheless the last three years has witnessed a surge of activity in bikeway construction so that the total length of Brisbane bikepaths and bikeroutes has doubled since 1984. Together with a Commonwealth grant and State funding that matches Council input, a total of \$3,266,440 has been spent since 1983 on segregating Brisbane cyclists from mainstream traffic.

The question of on-road safety still remains despite this well meant effort because bikeways sometimes need to cross public roads or these roads need to be used to gain access to the bikepaths. A barricade may force a rider to slow down, even to dismount, or a signalized crossing may regulate his movements more closely, but unfortunately such measures are easily dodged by impatient cyclists.

Many bikepaths follow waterways and the on-road issue can be neatly sidestepped by the intelligent use of culverts. The very expensive extension of this idea is the use of underpasses. These have been incorporated into the new Gateway Arterial at Deagon (Depot Rd.) and Boondall (Bicentennial Rd). The latter actually has provision, in the form of underpasses, for three future bikeways to link with the network that takes in the Boondall Sports and Entertainment Centre.

When each of these underpasses, and another linking Brisbane College of Advanced Education with Griffith University, costs over one hundred thousand dollars, the total cost of duplicating the existing road network is greatly escalated. Segregation has its place, but it cannot solve the problem alone.

On-road safety could be greatly improved for a fraction of the cost, even

without road widening projects and installation of bike lanes. The simplest, most economical and immediate need for Brisbane cyclists is the publication of maps indicating, through colour coding, the safest routes already available along existing road networks. If the B.C.C. forfeited one kilometre of bikeway in a year (\$80,000) and used the funds to conduct a saddle survey, such maps could be produced. Melbourne did it, Melbourne cyclists have the maps. At present the only maps available from the B.C.C. are photocopies of their own bikeways plans and these have to be specifically requested (from the Information Officer (07) 225 4361).

The piecemeal approach to cycling issues in Queensland encourages a 'pass the buck' attitude that works against the laborious efforts by a dedicated few, to achieve co-operation. Yet co-operation is possible. The B.C.C. and Main Roads Department managed to negotiate for the provision of a bikepath along Centenary Bridge at Jindalee when the new bridge is built. The Q.R.S.C. has a firm ally in the Education Department and the police can be encouraged to enforce cyclist safety.

It is time for Queensland cyclists to push more than just their pedals by demanding they be treated as legitimate road users represented by an SBC. The total lack of print and media publicity for cyclists is partly a reflection on the cyclists themselves. The B.C.C. has a section in the Sunday Sun on Traffic Talk and other community-based needs. It has funds available for television commercials. If a demand is perceived some of these may well be diverted to the cause of on-road safety.

Queensland cyclists should become more active and start putting their views forward. The infrastructure is there already. Clubs as well as individuals need to begin a campaign, lobbying for safety through co-operation. Demands need to be made, not just for the achievement of long term goals like freeway access, helmet legislation and bikelanes on bridges, but also for smaller, cheaper, immediate needs such as route maps, voluntary bicycle identification or destination signs on bikepaths.

Clubs should set aside an evening to start a letter writing campaign. Draft the letters at the club — paper and pen, not tongue wagging — write them up before going home and donate 36 cents to the cause. Then go home and find a motorist to do the same thing — write the letter for him — post it for him. If he's keen get him to repeat the process elsewhere. Even BMX clubs need to protect their members, after all, 65% of nine year olds ride on the road not the footpath. If the motto of the motorist is 'Drive to Survive', then the motto of the cyclist must surely be 'Strive to Survive'.

WHERE TO WRITE — WHAT TO SAY

**Mr. K Larkin,
Bicycle Advisory Group
Transport House, The Valley Centre,
230 Brunswick St,
Q. 4006.**

Can give information regarding traffic legislation relating to cyclists. Ask why there are no moves to establish an SBC to promote cyclist safety, what other departments should be involved in such a project. Ask about ATAC's (Australian Transport Advisory Council) bicycle safety package — it was discussed at the National Bikesafe Conference and seems to have gone into hibernation since May 1986.

**Honourable Don Lane M.L.A.
Minister for Transport,
Parliament House,
Alice St (cr. George St)
Brisbane
Qld. 4000.**

Ask what moves there are for the creation of an SBC in accordance with a motion passed at the Queensland Bikeplan Conference opened by him in 1984; request that this be raised in Parliament, point out the existence of such bodies in other states.

**Honourable L. Powell M.L.A.
Minister for Education**

Point out the positive things being done at primary level and request reasons for the lack of emphasis on cycling safety at high school level. Such queries can also be addressed to Mr. Barry Collis who is the Education Department's Road Safety Education Officer and to all local high school principals and local P & C Associations, illustrate your point with the effort made at primary schools, point out that the Q.R.S.C. and the Police Department have personnel and audio visual material on request.

**Mr. G. Smith,
Queensland Road Safety Council,
Transport House, The Valley Centre,
230 Brunswick St,
Q. 4006.**

Can provide much information on available cycling safety courses, requires your help as a safe cycling course volunteer; responsible for kits and booklet on introducing helmet wearing to schools; ask if there are any

moves to introduce more on-road material, if not why not, how can you help to achieve this; request more emphasis at high school level; ask if the Traffic Accident Bulletin on Pedal Cycle casualties is available so you can use the facts in your correspondence.

**Honourable R. Hinze M.L.A.
Minister for Local Gov't, Main Roads
and Racing**

Ask for details concerning the provision of bikelanes; ask why more main roads do not have sealed shoulders which can be used by cyclists and also prevent the breakdown of bitumen by trucks thereby lessening maintenance costs as well as serving cyclists, point out California's success in this area (over three thousand miles of such roads); request all new bridges have a bikepath as the new Centenary Bridge is going to have, praise this!

**Honourable W.M. Gunn, M.L.A.
Minister for Police**

Mention Inspector Johnson's initiative in Redcliffe District and ask why more is not done to enforce traffic regulations for cyclists; point out Victoria has full time positions in the force (State Bicycle Co-ordinator) to facilitate cycling safety, ask that they lower the rate of bicycle theft by joining with local service clubs in a voluntary identification scheme similar to that provided in Geelong, where bicycles are engraved by the service clubs and records kept at local stations. Local Service Clubs e.g. Lions, Apex, Rotary.

**Mr. M. Neylan,
Brisbane Administration Centre,
69 Ann Street,
Brisbane.**

Can provide maps of completed bikeways in your area when requesting them ask the BCC to conduct a survey and publish route maps showing the safety levels of the existing road network. Ask why there is no media or print campaign to educate both cyclists and motorists about cycling safety in Brisbane, name specific hazard spots to be covered. Request better security and storage facilities to facilitate bike and ride approaches to commuting. Praise their efforts with bikeways — it's a start!

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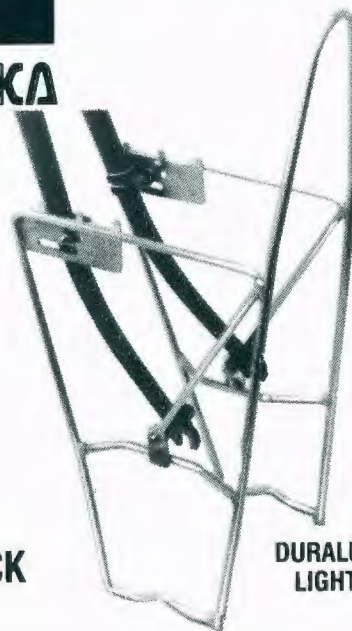
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AMAZING STRANGERS

Epic journeys

Part three of JOHN BROWN'S trans America bicycle odyssey.

I had no idea how cold it could be on an April morning at the rim of the Grand Canyon. We were camping in tents at 8000 feet in unpredictable early spring conditions. Even the long tough ride from San Francisco hadn't prepared us for today's shock. (Imagine dying of thirst with a frozen litre iceblock in your hand). I became accustomed to having water with muesli for breakfast. When a coast to coast cyclist is roughing it, the luxury of milk is restricted to restaurants. This particular morning even water was

unobtainable. Frozen water and dry muesli for breakfast was a new experience. I didn't mind the shredded coconut, dried fruit and nuts but the oats stuck to the roof of my mouth.

A roaring fire was the answer. Holding our plastic biddons at safe distance from

In springtime New Mexico is ablaze with colour as millions of wild flowers blanket the ground. Inset: Stan - 15 years on the road pushing his 117 kg load through Arizona.

the flames we melted ice and consumed it by the drop. Water is such a delicacy when the supply is limited and you feel dehydrated. Delicate yet universal; what other substance can refresh, nourish, cleanse and detect punctures? Never again will I leave all my water bottles on the bike overnight to be rendered useless. Tonight, one sleeps with me!

My early morning struggle was interrupted by the roar of excitement from Kevin daring us to unzip our tents. Snow around the camp was three centimetres deep, the temperature was -8°C and getting colder.

Although this natural wonder attracts three million visitors annually we decided to head for warmer places. The south rim tourist road is punctuated with classic parking and viewing areas. Appreciation of the Canyon's magnitude unfolds as prominent features are resighted from new vantage points. This 445km long gorge is nine miles wide and one mile deep. It without doubt opens up the Greatest Show on Earth. I now appreciate that the temperature at the rim of the canyon can be 40°F (23°C) colder than at the bottom.

In one hour we freewheeled 48 km towards Cameron absorbing the extra warmth so noticeable and so welcome. A land of different character with its stratified ranges interrupted by solitary

mesas and buttes appeared to in the softest Autumn colours. However, the character of three individuals soon to cross our path were even more memorable than the startling topography.

A distant red fluorescent smudge on the highway distracts our attention from the multi-coloured stratified landscape. Further pedalling reveals it is not a horse and cart, nor a motor bike but an overloaded mountain bicycle. The rider is brightly clad in red windcheater, beret and blue workpants. His cleanshaven, suntanned face and small wiry frame cast a tall shadow even under the midday sun.

We rode beside him in turn introducing ourselves. This fifty-nine year old called Stan was reserved though not shy as the miles unfolded so did his incredible story.

"Fifteen years ago my life lacked purpose so I pressed the eject button on the plastic world. I sold my computer company, farewelled the family and took off on a bicycle. Not this bicycle; I've made refinements over the years and this set-up with the gearing and sturdy wheels is ideal. I never thought I would be on the road so long but I know I will never return. I can survive off my investments. Although I know there are grandchildren, I will remain on the road."

Our convoy rolled further into the Painted Desert as we probed gently into

his background. While riding, I showed Stan the photos of my children prominently displayed in the plastic window of my handlebar bag. He seemed vaguely interested and reciprocated with a surprise from the sturdy milk crate strapped to his handlebars. Stan smiled broadly as he displayed his pet cat.

"This is Little Chum, the best friend a man can have. Life has its disappointments but Little Chum has never let me down. Housekeeper, mousecatcher, great company, never complains. This little lady has cycled with me from Canada to Argentina many times without one argument! She sleeps most of the day and prowls around the tent at night. We communicate unlike any two creatures. I understand every word she says and Little Chum knows my mind". The pedalling press conference proceeded slowly as Mike took his turn beside Stan.

"No point in returning. Life is now. I don't look back and I've no false aspirations. I rarely think of home. They are busy with their affairs. It's not my concern. I believe appreciating where you are is paramount. My philosophy hinges on no false hopes: where I am is probably as good as it will get all day. No disappointments that way. The next bend in the road doesn't have me straining my neck. Though I do keep a diary, when it's full, I toss it out."

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I almost called out, "No, don't," but Stan was on the boil so I kept quiet.

"What's in the past is gone, besides old diaries are too heavy to carry on the bicycle. I'm already pushing 260 pounds. Imagine the weight of fifteen years of thick journals. Lock them in a locker somewhere? No, I never retrace the same road twice."

Stan had a relaxed and upright pedalling style. His cadence was smooth but much faster than our higher geared lightweight machines. Two huge backpacks dominated the back of this chunky mountain bike with other panniers and water bottles decorating its perimeter like a gypsy wagon.

"Thirty miles (48 km) is my daily target. On the flat I average five miles (8 km) per hour. On my computer we are doing 4-5 miles at the moment. I figure I do about a million foot pounds of work a year. After all there is no hurry. Where I am now is as good as it will get all day. Isn't that right Little Chum?"

A faint but agreeable meow came from below the handlebars as Stan's disciplined legs spun their way through time. I focussed on my loaded bicycle and imagined pushing something over four times as heavy. No wonder Stan had special gearing; otherwise mountains would be impossible. I shuddered at the thought of the Rockies and Andes. Our amazement intensified as Stan revealed his non-

chalance towards nutrition, cheap tyres and stereotyped itinerary.

"Enough roads to keep me busy. I figure I can cycle the western side of the Americas for another ten years without using the same road twice. I don't think about how far I've ridden because it makes me feel tired. There are sufficient experiences here without chasing them overseas. Like one night when I left my teeth in a cup outside the tent. In the morning they were missing so I called for Little Chum who sleeps outside. She led me to a pack rat's burrow in a field. I cleared away the sticks, dug down and there they were. Breakfast wouldn't have been the same without those teeth."

"My most frightening experience was in the Andes when police slashed through my tent with bayonets cutting my shoulder in the process. I was interrogated and locked up. While awaiting sentence, I continued my diaries including a letter back to the U.S. revealing the injustice. The jailer confiscated my writings and sent them to the sergeant who read English. My educational background, innocence and threats against the government had authorities worried. The sergeant befriended me and we discussed American literature while my tent was mended and my shoulder treated. I was released on a Saturday but because I had no money until the banks opened on Monday, Little Chum and I

were invited to stay the weekend at their expense."

"Another time I unwisely camped in a dry wash. A desert thunderstorm had me caught inside lifting the floor of the tent to prevent flooding. The storm intensified as the normally dry watercourse developed into a torrent. Eventually the creek depth became greater than my capacity to lift the tent floor. As I jumped out to safety the tent shot downstream into the darkness. I couldn't believe my luck when I tried to salvage some items the next morning. Everything was intact only a long way downstream."

Stan is an unforgettable character; his unique philosophy had me intrigued and concerned. Our different attitudes to life had whetted my appetite for more of the stories that we had already prised from his secret world. Ahead were more crossroads where Stan would head north. More time with Stan and Little Chum, especially a campfire, would be most stimulating. Before parting ways, I suggested we could write to Stan from the Atlantic. He thanked me for the thought but repeated that he didn't want to make a commitment he couldn't fulfill. I stopped at the crossroads and watched Stan's fluorescent safety flags diminish to a dot on the horizon just as I had first seen him. I often think of Stan, his dilemma and his campfire. If someone finds a tattered diary or two in a rubbish tip, have a peek



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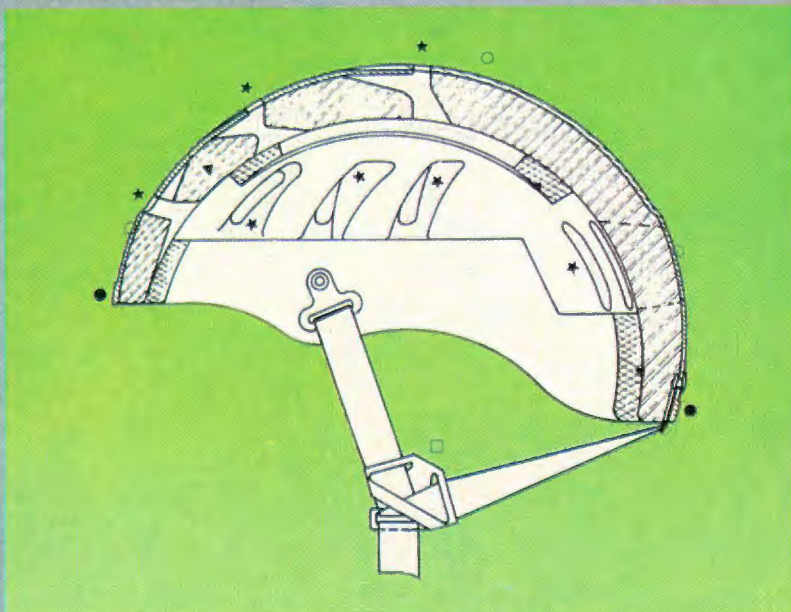
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— they may belong to this unforgettable vagabond.

The awe of the petrified forest and the beauty of the painted desert uplifted our spirits as we approached the Arizona-New Mexico State line. We averaged 120 miles per day (200 kilometres) on those barren but beautiful undulating plains. At Holbrook we paused overnight at an interstate truck stop. These truck stops are almost self-contained cities on ten-acre blocks and cater for hundreds of truckers at a time. We left the shopping, entertainment and vehicle service to the highway haulers but appreciated the shower and dinner. A day later at a border town, a friendly motorist introduced himself as Joe. The hospitality of this well-meaning fellow almost destroyed the camaraderie of our team.

I was overwhelmed by Joe's generosity to "look after you four boys." I was riding ahead at the time, so when my buddies had caught up their fate was sealed. I had tentatively accepted Joe's hospitality and as I introduced Kevin and Frosty I sensed a little worldly apprehension. Kevin and Frosty warned Michael and myself to treat Joe with discretion as we cycled behind Joe's vehicle in the centre of town. Joe's wife, Ruth, nabbed him before he got to the porch.

"How many times do I have to tell you Joe? Wasn't last week enough? You haven't tidied up after the last lot. This time you clean up the mess. Do you hear me Joe?"

The solidly built lady with the composure of a sergeant major didn't hear Joe's meek affirmation. She turned to the four of us cringing in the embarrassment. We were ready to ride at short notice.

"You're welcome boys but you must understand the predicament Joe gets us into. He can't cook, does nothing around the house and is always inviting people home. The kitchen is still a mess from the last episode but put your bikes out back and come inside."

I wondered what were Joe's motives for inviting us home. Surely it wasn't for protection from the lady of the house. Frosty and Kevin were tight lipped and playing a passive role. The kangaroo contingent conversed with the hosts while our Americans remained in the background. Joe had regained sufficient composure to contribute to the conversation.

"I will attend to everything dear. The Lord will help me. I bet you cyclists are vegetarian. No problem for Joe will prepare some mountain food. Just the thing for hungry athletes. Now make yourselves at home. The bathroom is on the left, here are some fresh towels and a little surprise reading for each of you."

I thanked Joe for his kindness but pleaded with him not to go to too much trouble. I remarked that the religious

cards were beautiful with messages to match. Ruth had left the room and to Joe's delight I didn't avoid religion in the conversation.

"We are not all vegetarians, Joe, but mountain food sounds great. The other guys have gone outside to pitch their tents so let me give you a hand. Yes, I taught Sunday School many years ago," I continued openly.

Joe told me about his faith as I returned my appreciation of his belief. Then he became a more reserved as Ruth entered the kitchen with jars of home preserved peaches and apricots. Michael had finished pitching his tent and was sitting at the kitchen table. I wondered what was keeping Frosty and Kevin so I excused myself and joined them in the backyard.

"Are you crazy John? You are playing right into Joe's hands by talking about religion. Don't get too close or he will never leave you alone. Be careful!"

I reassured my friends that I was experiencing another side of American culture and I wouldn't miss it for quids. I was confident Joe respected my beliefs. Ruth would make sure he did. Besides he was basically a good person. My two buddies shrugged their shoulders and followed me into the house. Mike and Joe were chatting as Ruth predictably interrupted.

"Now you leave those boys alone Joe and don't go forcing our beliefs down their throats. You can save that for the mountain food. Make sure you boil the potatoes first and wipe up some dishes to give yourself some space."

Joe whimpered the usual, "Yes dear" but was doing well. He became so engrossed in preparing this meal that a different side of his personality was beginning to blossom. He was proud of his recipe and was showing plenty of self esteem in a non-religious domain. We devoured the combination of thickly sliced potatoes and onions fried through a spicy omelette. Joe confessed that this was his only successful attempt at cooking and was delighted when we came back for seconds and Ruth remarked, "Not bad Joe."

The varied conversation came to a hush as the home preserved fruit was served. Joe and Ruth were partners in this wonderful country treat. Abruptly Frosty and Kevin excused themselves for the evening. I joined Ruth on the piano in the living room and gentlemen Mike helped Joe with the dishes. The evening dwindled comfortably.

At breakfast time Frosty and Kevin were missing. Tents, bikes and riders had vanished during the night. Had I led us into a trap? During breakfast we apologised to our hosts and promised to contact them when we found our friends. I was unaware that Joe was hiding something. I was embarrassed and disappointed but I knew there was some explanation. Why

had they sheltered, eaten and flown camp? At lunchtime fifty miles away they were waiting in the next town. Frosty was full of emotion and almost crying. Kevin had the look of a guest that had dropped the new glass decanter. I didn't know what was the best approach although I had been practising what to say all morning. Instead of greeting or abusing my friends, I sped past them some distance and pulled over on the crest of a hill. They didn't need Mike to tell them that "the Aussie is hopping mad" but in fact I was reasonably calm. A mean streak in my nature had premeditated my plan. I wanted the Yanks to stew for awhile. Then they might more readily appreciate my interpretation of hospitality.

I was sitting roadside as Frosty and Kevin rolled up accompanied by Mike. They explained their side of the incident while I sat expressionless and silent. Soon I understood why they had left. Their aloofness had prompted Joe to visit their tents overnight. Convinced they needed to be "saved", Joe was unrelenting. He mustn't have slept all night. The poor guy, torturing himself trying to project his beliefs onto others. In the early morning Joe had pursued my reluctant friends as they escaped to restaurants, toilets, roadside parks and main intersections. According to Joe, Mike and I were either safe or on the wrong track. But he wasn't giving up on those wayward souls from Michigan. He was an experienced hunter but was fortunate to survive the final showdown as Frosty and Kevin were pushed closer and closer to the edge.

Talking about Joe, photographing wild flowers in the lava desert, coasting down mountain passes and keeping up the calories occupied only days in New Mexico. That is where we met Leanna and her mother: at a bar in Socorro.

"Hi bikers, enjoying the carbohydrates?" greeted Leanna.

We looked up from the table to a pair of dark cheery eyes, generous smiling face and shoulder-length black hair.

"Excellent cuisine and improving by the course", Frosty said through a plateful of potato salad. "Would you care to join us, my dear?" The golden tones of the sophisticated Yank after swallowing the potato salad made it impossible to decline.

"Mum and I were just settling a debate about your group. By the size of the loads on those bikes outside you have come some distance. Mum doesn't understand what drives us cyclists but I relate to the pulse of the pedals. If you like you are welcome to stay at my flat tonight. Mum has agreed. We can talk about triathlons and biking". Leanna's bubbling personality and confident air were intriguing.

"Three more courses and I'm ready for a hot shower" hinted Kevin, the equally smooth but quieter of the two Yanks.

"Thanks," interrupted Mike who never wastes words.

"Hey, an Aussie! Great!" Leanna looked at Mike who was rapidly assuming the appearance of a cuddly koala.

I don't know where the Americans learnt to make Anzac cookies but beer, Anzac cookies and stimulating conversation flowed freely into the early hours of the morning. Leanna was a wonderful hostess. Some of her achievements include the Hawaiian Ironman Triathlon, solo cycle to California, a masters degree and working toward a PhD in exercise and physiology. She could cook and had a sparkling personality to watch. What a woman!

Some of the Australian triathletes will relate to her story on training.

"I had a few problems training for Hawaii. It is so hot in Socorro in the summer, so I work out mostly very early in the morning or late evening. I swim for an hour before the pool opens. To get in I have to climb the fence in the dark. Each day I cycle thirty miles to and from work. I usually run at night; about ten miles. On weekends I do some distance training. There is no open waterway in Socorro so I ride my bike to the dam so I can enjoy some open-water swimming. It's a 240 km (150 mile) round trip but well worth it. Swimming is my strength so training on the dam is a must." Leanna was so open in her expression and packed with vitality. Being interested in our adventures, she asked some probing questions about Stan and Joe.

Unknowningly she was the third unforgettable character we met on this cycle classic. I was about to ask her if she could tap dance and juggle when out came the classical music. When did Leanna find time to study? Next morning Leanna was first up in her cycling gear and off to work after a short photo session. We struggled away about an hour later but cycling with renewed vigor chanting, "Leanna, Leanna, Leanna!"

The next day in the rocky New Mexico hills hailstones pelted us during a fierce electrical storm. We heard later that the eye of this cyclone devastated the town of Sweetwater in Texas, killing two people and causing many casualties. Lightning struck all around us as we pedalled for our lives to lower ground. During the descent a lightning bolt struck on the adjacent ridge. The hovering bolt illuminated the massive silver cloud above as the loudest simultaneous thunder clap disguised Kevin's blow out. What a coincidence: a blown tyre with a lightning bolt. Surely not caused by the shockwave of thunder. Changing tyres during a hailstorm on a treeless mountain ridge is a traumatic experience. But it fades to insignificance as I recall Stan, Joe and Leanna. Whatever happened to Arizona and New Mexico?



“EVER CHANGE THE OIL IN YER’ KNEES?”

Travellers tales

*Two-wheeled travel puts you in touch with the land and
its people.*

by FROSTY WOOLDRIDGE

Have you ever seen a lizard do pushups? Or, have you heard of a seven year old frog who can't swim? Maybe you've suffered from the 'screamers'. How about a man walking across America on his hands? Perhaps none of these oddities has touched your life — nor mine — until last summer.

Several years ago, I drove my piston powered bike through the Yukon Territory and across the Arctic Circle in North America. Upon cresting a ridge, I spied two women standing near the road. When I stopped to greet them, to my astonishment, they were riding push-bikes. Out there on the tundra, hundreds of miles to the nearest settlement, these adventurers inspired me to abandon my motorcycle, and one day, ride a bicycle across America.

Three years later I touched the chilly waters of the Pacific Ocean in Los Angeles, and climbed aboard my 15-speed for a 5150 km trans-continental journey. Little did I realise the physical implications of such a venture, nor the rewards, but with intrepid spirit, I braved the traffic and pedalled east toward America's great southwestern desert region.

After dodging cars and inhaling unhealthy amounts of polluted air, I followed Route 62 toward Joshua Tree National Monument. Pedalling up six percent mountain grades forces bicyclists to reach into their souls, to push themselves physically. My heart pounded against my rib cage and blood exploded through my vessels.

Crawling over the land, I noted distinct changes in the vegetation. Joshua Trees mingled with flowering cacti. The trees, with their outstretched limbs, according to the Mormons, resemble the Biblical character Joshua. Each one separates itself from the rest as if guarding its territorial plot. Why? Rain had not fallen in five months.

The Monument resembles an ancient digging grounds for prehistoric dinosaurs. Mountains rim a level plain with gargantuan piles of boulders littered randomly over the landscape.

At Ryan Campgrounds, I pitched my tent near Phil and Jane Compton. These invigorating retirees are two of nearly a half million senior citizens in America who have sold their homes, and travel around the country, living in their recreational vehicles while being financed from pensions. They all love to talk.

"You ever see a lizard to pushups?" Jane asked, one evening.

"You joking?" I answered.

"No," she said. "Tomorrow morning, get up before sunrise, and find a boulder facing the east. When the temperature hits 90 degrees, watch for lizards. You'll see 'em do a dozen pushups at a time."

"You gotta' be kidding," I said. "Why would they do pushups? How could they?"

"I don't know, but they do."

"Okay, I'll check it out," I said.

The following morning, I walked toward a pile of boulders as the sun crested the horizon. With my best desert stealth, I snuck up to a secluded spot in the rocks. Ten minutes later, a lightning quick reptile, six inches long, scurried across the sands below me, and climbed onto a boulder. It licked the air. Seconds later, with its hind legs planted firmly on the rock, this lizard knocked out ten pushups with its forelegs.

"I'll be darned," I thought to myself.

Back at camp, I wrote two pages in my journal.

Within three days, I learned how to call Great Horned Owls into camp and watched a coyote capture a rabbit.

A week later, I pedalled through endless miles of sagebrush. Coasting into the valleys was fun, but soon after, climbing again, sweat drained down from my body. I gulped gallons of water. At the Arizona state line, I leaped into the Colorado River. My body needed a bath after five days of sweating . . .

Indeed, water is a problem in the American west. The lack of it has created

What made each day exciting was the possibility of meeting a character along the road. On a bicycle tour you attract them at every stop.

legends of hardship for men and beasts alike. In Salome, Arizona, I pedalled through a town that was famous for its frog, who at the age of seven, couldn't swim. The story goes like this: "That Salome Frog — for the love of Mike, don't laugh at me, but lend me your ear and some sympathy. For out in the desert, here I am stuck, a doggone frog and all out of luck. I was hatched out here by some mistake, three hundred miles from the nearest lake. All the water I can get to drink, is what leaks from the kitchen sink. Salome is a town of 19 folks, who live on sunshine, sand and jokes. Where it needs no law to keep you dry, for even all the clouds pass us by. And all I can do is think and sit, and wish that I could get used to it. And that's why I look so sad and grim, I'm seven years old and can not swim."

What made each day exciting was the possibility of meeting a character along the road. On a bicycle tour, you attract them at every stop. I kept my eyes open for someone special: old drunks, small town postmasters, elderly women in pairs, or bearded men with deep lines in their faces.

Usually they can talk, but their bodies have lost the spunk of youth. Not with

Katie. She lives in Jerome. As I sat on a bench in the park, this woman with a 12-speed mountain bike crested the hill. Sweat poured down her face. She rode over to my cycle, blurting out, "Well, it's all down-hill from here, 'cept what's up."

At 65, this lady had climbed 600 metres with 900 more to go. She was training for her own ride across Europe. She told me, "Life's nothing more than attitude, and you won't find a better one than mine."

Katie helped me that day — because the following morning, I faced an 1800 metre mountain. Sixty tortuous kilometres carried me upward. It wouldn't have been so bad, but I carried 23 kilos of gear. That's when the 'screamers' hit my thighs. With continued physical exertion, lactic acid and carbon dioxide build up in the muscle tissues. It hurt so badly, I wanted to scream. But then I remembered what Katie said about attitude and she was twice my age. Five hours later, I reached the top, "Yahoooooooo," a yell erupted from my mouth. Thanks Katie.

In New Mexico, in the middle of nowhere, I asked an old man if I could camp in his backyard. Sam said there was no problem. At dawn, a rooster blasted its morning ritual into my ears.

"You get a good night's rest young fella?" Sam asked, standing outside my tent.

"Sure I did," I replied.

"I gotta' hand it to you for ridin' that bicycle across this country," he said, spitting tobacco between his two bottom teeth. "Most folks would be scared to do it."

"What's there to be worried about?" I asked.

"Ah, most folks worry more about security than living," he answered. "But I found out a long time ago that ya' carry security between yore ears and behind yore eyes."

Sam shared his wisdom for three hours. Breakfast tasted better than I had remembered in years. This old man, with no front teeth and only two bottom ones, would talk — spit tobacco into a can, and talk some more. Oftentimes, the chew would drip on his shirt, but he didn't seem to mind, and I was too enthralled to care. He possessed a lot more than security between his ears.

Outside Roswell, I simply couldn't believe my eyes. But as I drew closer, the mirage before me became real. A guy was walking across the desert on his hands. His companion walked along to assist with food. Score one for attitude. This man had travelled 1506 kilometres in nineteen months, and he expected to finish in five years. The reason he was walking on his hands: both legs were amputated at the groin. He was a Vietnam War veteran. I shook hands with Bob

Wayland. My feelings overwhelmed me, "Why are you doing this?"

"I want to show people what wars do to people," he replied. "I want to do something with my life. I want to make a difference."

I rolled into Texas on the front side of a raging storm. Eighty kilometre per hour winds whipped sand across the highway. A red sky dulled the sun. Plowed fields stretched to the horizon in all directions.

Texas goes on forever when you pedal a push-bike, but I kept thinking about Katie, concerning attitude. Before long, I crossed into steamy Louisiana. Derricks pump oil from every conceivable section of the landscape. These iron leeches line lake shores, highways and even operate in the front yards of churches.

In Lisbon, I stopped in front of a dilapidated grocery store. With a slight drizzle threatening to become a downpour, I decided to rest. Inside, 83 year old Sarah and her 89 year old husband, Arthur, told me to see a doctor. They thought I was nuts to ride a bicycle across the country.

"You're crazy for eating that bag of junk food with all the salt in it," I replied.

"That so?" Arthur exclaimed.

"That's right," I answered. "Salt causes problems with your system..."

"You tell him, because he won't listen to me," Sarah said. "The trouble with him

is — he was the youngest of twelve kids — so they pampered and babied him all his young life. I was the oldest of 14 — so I had to take care of all of 'em. When I married him, I didn't know no better, and I've been pampering him for 59 years."

"THERE — I ain't so dumb," Arthur said, grinning.

Mississippi with its quiet woods, mockingbirds and slow moving rivers quickly became a memory as I pedalled into Alabama. People offered me food, lodging and their life stories. Had I accepted all the hospitality, I would still be out there on the road. Push-bike touring seems to draw out the child in all of us. Remember when it was so much fun to ride your bike? That feeling never leaves your subconscious, and when adults see someone riding across the country, it elicits distant childhood joys.

In Georgia, I stopped near Waycross, to rest at a convenience store. In the shade of the building, an old black man sat gumming his ice cream. I parked in front of him and bent down to spray my chain.

"Ever change the oil in yer' knees?" he mumbled.

"Do I what?" I asked.

"You ever change the oil in yer' knees?" he repeated, more clearly.

"Only when they squeak," I replied, laughing.

For several hours, I listened to this 91 year old man who wore tattered clothes, share his life. He was the son of a slave, and possessed more 'real' historical knowledge than a history book. This man, with his clouded eyes, yet a clear mind, captivated me. He departed with his son, or I would have listened into the evening.

A day later I touched the Atlantic Ocean. My coast to coast adventure ended, but hundreds of people convinced me that nothing ends until you die. Without question, living is an attitude manifested by spirit. And push-bike touring is the vehicle for adventure that I call travelling at the 'human speed'. It beats the measured pace of walking, yet surpasses in quality experiences the alacrity of 100 kph. You can smell the flowers along the way. The day is yours and the road leads you to anywhere in the world.

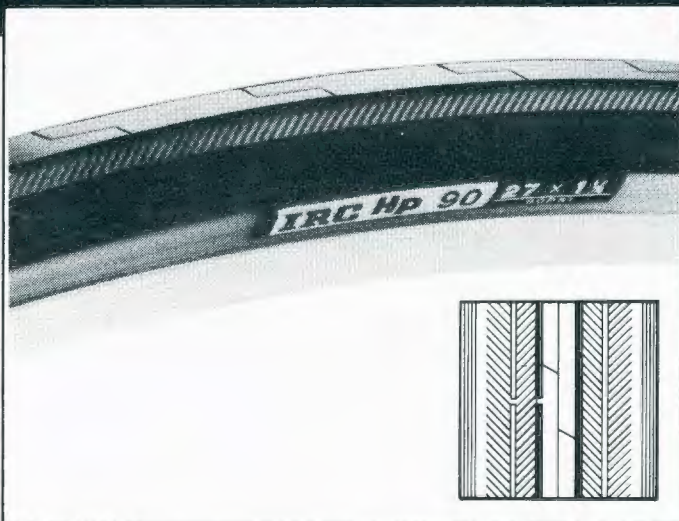
Have you ever changed the oil in your knees? I'm not even sure the answer is important. But the push-bike experience is. The questions and hundreds of cryptic comments, anecdotes, conventional and eccentric wisdom fill the pages of my journal. Thanks to those characters who rewarded my pedalling efforts, I travel at the human speed with a wide smile across my face and in my spirit. I reminisce Katie's attitude, "It's all downhill from here, 'cept what's up."

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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.

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THE PEDICABS COME TO TOWN

Bicycle transportation

Australian cities are being taken over by pedal-powered three-wheelers.

by HARRY BARBER

photography by JOHN BARBER

Even non-cyclists have noticed the new Pedicabs, bright yellow tricycle-taxis, pedalling the city streets of Adelaide and Melbourne. Locals hail them to get between the first two letters of the alphabet and tourists take them for an open-air ride around the cities' streets, parks and rivers.

The pedicabs made their debut last year at the Adelaide Grand Prix. They didn't record the fastest lap time but they were eagerly sought by spectators who wanted to get from the city centre to the racetrack. The pedicabs were allowed to drop the motor fans right at the gate to the circuit. 'The taxis were flat out,' said Scott Somerville, Director of Pedipower Products Australia, 'so the pedicabs were used a lot.'

'We realised we had public acceptance when it rained,' said John Jenkins, the Managing Director of the company, 'the passengers are fully enclosed under the roof and curtains but we thought Australians might think it was demeaning to have the rider out in the rain, but they didn't.'

Since then shuttle services have operated at events like Moomba, Carols by Candlelight and the Kenny Rodgers and Dolly Parton concert. International tennis players in Melbourne for the Open were very interested in the cabs and some riders taking fans to the Lionel Ritchie

Two of Melbourne's tourist attractions, the orange trams and the yellow pedicabs cross paths near the Bourke Street Mall.

CENTURION

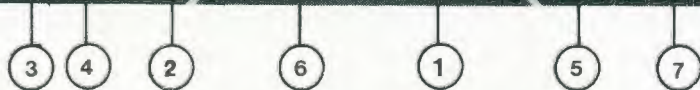
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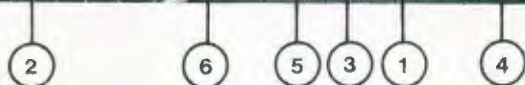
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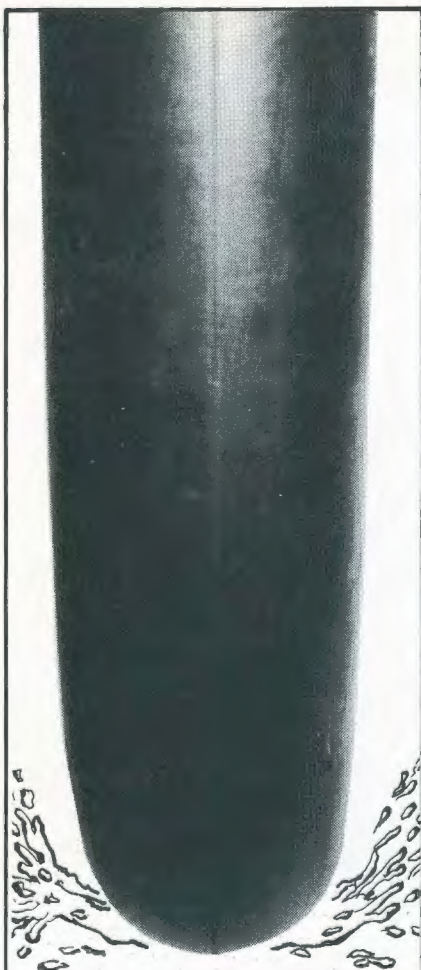
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Engineering for Cyclists

concert were surprised when a big limo pulled up and the man himself got out to talk to them about the cabs.

Scott and John spent some time studying bicycle-taxi operations on the west coast of the USA and Canada. They were not always impressed. 'Some of the bicycle-taxi services are rabble operations with no set fares' said John. 'They're a rip-off.' They decided then that their business had to be as professional as possible and responsible as possible. 'We realised that it was no good just building and selling the Pedicabs, we had to control the operation.'

They now run a well-thought-out small business of trained riders and reliable machines that can provide a variety of services.

The Pedicab riders exemplify John and Scott's thorough approach. 'The riders are selected carefully and their livery policed,' says John. A large sign in the depot begins 'Dirty uniforms will result in refusal of work. Hair and general appearance are extremely important.' The uniform of yellow shorts, white shirt and a red cap looks neat even at the end of a six-hour shift. 'It's so important that the riders are well dressed and well mannered' said Scott 'that's half the drawing power.'

Strangers in town benefit from the riders' local knowledge. 'I have a folder of eating places and attractions in town and I can help them with things like all-night chemists,' said Mark, an ex-jockey who now rides a cab. It's obvious he enjoys his work. 'You can't get a much more pleasant job than this' he said, 'you don't just get on, you talk as you go along.' Scott points out that the young riders know the good night spots around town since they have probably been there themselves recently.

The Pedicab riders must have a driver's licence, but John says that he is always keen to hire cyclists as they have the enthusiasm for cycling, the developed leg muscles and understand the derailleur gears. But the more experience you have cycling the more difficulty you have at first with a Pedicab. It takes about fifteen minutes to overcome the desire not to lean going round a corner. During training the riders learn to steer by pulling from the elbows with their wrists in the air rather like opening a drawer. Riders also learn not to turn sharply as that can buckle the front wheel; to brake evenly so the passengers don't rattle about and not to put their feet on the ground. After that it's all in the legs.

The cabs are built at the light-engineering workshop that John runs in Melbourne. 'We've taken an age-old concept and improved it mechanically,' says John. But this didn't happen overnight. It took some time trialling concepts and components until they had a satisfactory product.

What they have come up with is three 24" wheels running on a straight BMX fork at the front. Mountain-bike flat pedals turn the 44 or 42 tooth chain-wheel. Two chains carry the load to either a derailleur on a 13-32 cluster or to a three-speed hub. A motor vehicle style loom or bunch of electrical wires carries the controls for the head and tail lights, hazard flashers, indicators and sound system. The bike is finished in yellow fibreglass skirts which surround the mechanicals and hold the two-person passenger seat and buggy-style hood.

The design is still being improved. 'We are going to get it right', said John. 'We've been using too-light a spoke and are going to 12 gauge. We are going to trial nylon wheels and no-more-flats tubes. We have also made it easier for assembly and for maintenance. For example the fuses have been moved to the dashboard and the front drum brake will be replaced by cantilevers so that each wheel uses the same size spokes.' The rear-wheel discs and hydraulic system will stay. 'When we get it to the point where it could be sold then we will franchise it across Australia,' said John. Franchisees will be able to buy exclusive rights to a 5-cab area. The Gold Coast for example, is a 20-cab area.

A Pedicab franchise looks like a good business for owner and rider. The fares are divided evenly between day and night shift — the cabs are off the road during rush hour — and between tourist jaunts and short-distance commutes. Scott stresses that not all trips are joy rides. 'It's not a novelty, it's a reliable service, an adjunct to the taxis, they aren't after these short fares.' Certainly you can see the cabs all around the centre of Melbourne, outside hotels, cinemas and fast-food shops as well as on the tourist trail out to the Arts Centre.

Passengers pay \$12.50 for half-an-hour or \$4 a km. Initially the riders worked on commission, but now they pay a flat fee for the shift and keep what they make above that. One rider took home \$100 after a night shift.

There are other ways the Pedicabs make money. Like some other taxi companies the cabs can be hired out for special occasions like weddings and promotions. A Melbourne hospital hires the cabs to take elderly patients out for 'carriage exercise'. The shuttle service is another money earner. 'You'll see us a lot in the future', says Scott, 'at the big events like the Grand Final, Melbourne Cup or during Moomba.'

If things go well for John and Scott then their yellow Pedicabs will be seen all over the country. And that can't be a bad thing. Pedicabs are made in Australia, they create jobs, they make the riders fit, and, if you ignore one wheel, they are just like a bicycle.

Closely watched trains

A 'Gong Ride sequel

EACH YEAR the NSW State Rail Authority moves over one thousand riders and their bikes back from Wollongong to Sydney at the conclusion of the Repco Sydney to the 'Gong Bicycle Ride.

However the SRA is a large organisation and not every one in its employ is as enthusiastic about the Ride as the bike riders.

In the afternoon three trains were to carry riders and bikes back to Central. On paper it looked good. On the day the plan fell apart when the first train arrived almost one and a quarter hours late.

As always the riders and their bikes managed to return safely to Central but the public image of the Authority received another beating. The poor public reputation of the SRA was worsened by the lack of communication between the organisation and the Ride organisers. At no time was the reason for the delays explained until a copy of the train watchers journal *Railway Digest* crossed our editor's desk. In the February edition of the magazine, which reports on railway operations across the state of NSW, an item appeared which shed light on the case of The Three Late 'Gong Trains. What follows is an extract from that journal.

On Sunday 23/11/86, three electrically hauled trains were operated from Wollongong in connection with a "cyc-lethon" from Sydney. Loco hauled services were provided to cope with the need to provide vans for the cycles. Three supplementary interurban MUB sets were used: one brought from Lithgow, one from Gosford and the third from Sydney yard. The timetable called for the empty car workings to Wollongong to attach two V/Line VLCX louvre vans at Thirroul. 8602 duly arrived at Thirroul with the first empty and was placed in the Up Refuge. The 86 detached and proceeded to shunt to No. 2 Up Siding to attach its waiting wagons only to discover, too late, that this siding is not wired!

After a valiant effort by the crew to coast out of the unwired siding, assisted by the second person and shunter pushing the unit by hand, help in the form of 4431 + 42110 was summoned from Port Kembla to shunt 8602 onto its vans and the train departed for Wollongong some one and a quarter hours late. 4431 and 42110 then placed the remaining vans onto No. 1 Siding (which is wired) and departed the scene.

The crews of the remaining two specials were being cautious and both propelled their entire trains into the siding to pick up their vans and kept their units safely out on the main lines. 8643 with the second Empty left Thirroul 50 minutes late while 8612 with the third was only ten minutes down.

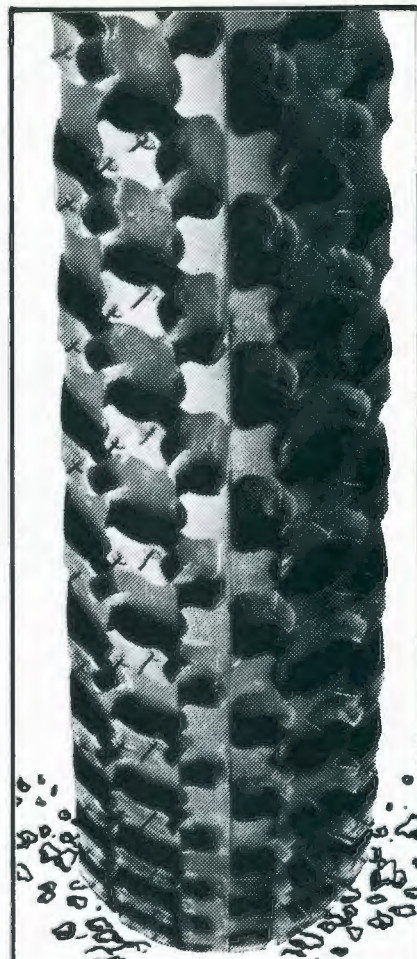
The return (revenue) workings were scheduled to leave Wollongong at approximately hourly intervals from 15:30. The first departed 80 minutes late, the second an hour late and the last 15 minutes down. It was probably just as well, as strong, blustery winds had slowed many cyclists on the run down the Coast Road to Wollongong. On Sunday evening, the two MUB Sets from the country were worked back empty to Lithgow and Gosford ready for the next morning's Up services.

To put the matter in its true perspective it is unfortunate that the operations crews goofed on this occasion because most of the difficulties in the past have come from higher up in the bureaucracy. During negotiations for the 1986 Ride Warren Salomon was told by one SRA manager that he had "been stuffed around" by experts this year.

This year, as ever, the organisers are hopeful that the SRA can be encouraged to adopt a better attitude to the Ride.



Illustration by Andrew Benthie



THE STRONG SILENT TYPE

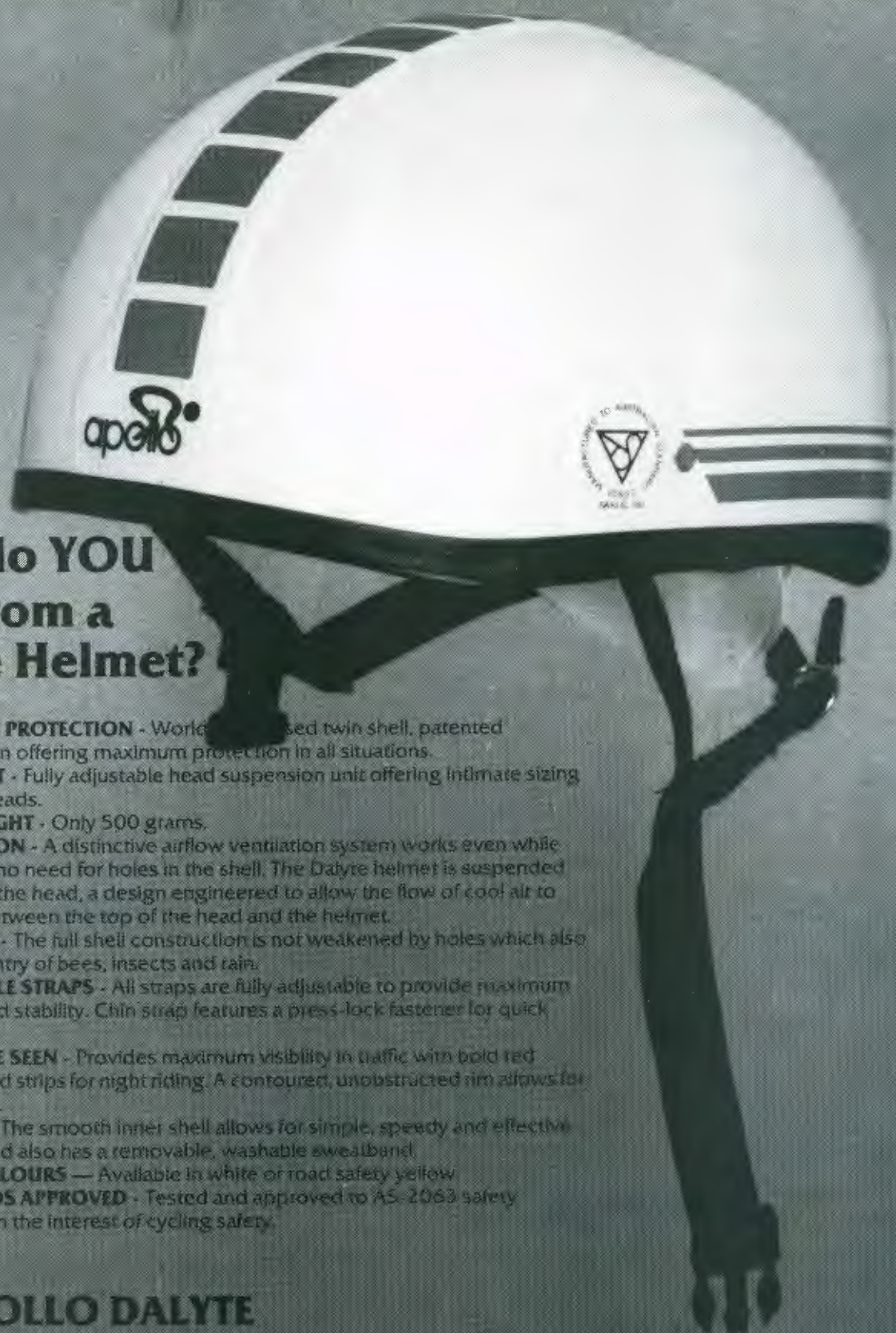
Off the mountainside and onto the asphalt. Other off-road tyres have isolated lugs positioned in the centre of the tread at any speed you can feel the tyres rumble. The Richley Quad 1.9 doesn't rumble because the lugs are offset — not in the centre. The crown of the Quad is an endlessly quiet plateau. The lug pattern offers better grip in loose dirt but for the first time trips to and from the wilderness are quiet and smooth.

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HEADING BACK EAST

Epic journeys

Crossing the Nullarbor during the Depression era.

by ERNEST X PARRY

The year was 1934 in the midst of Australia's great depression. Of all the seven states, West Australia was without a doubt the worst hit. Wages were very low – 2 Pounds, ten and fourpence with no loadings was the basic wage – and it was a very fortunate man who could even get a job. The mines on the Golden Mile at Koolgardie all worked on contract – if you couldn't make the grade you were dispensed with. It was gang labour. Eighty four percent of the population was jobless.

The Showground between Kalgoorlie and Boulder was the usual resting ground of the travelling unemployed. Sulkies, turnouts, motorbikes, cars and pushbikes were the means of transport. In April 1934 there must have been at

least 60 or 70 of them there – 90% natives of WA and the rest had wandered across from the eastern states.

Bumming in WA was a very chancey business and very tough. The east was paradise in comparison. What were the easterners doing there? Bums are nomadic and free and can go anywhere they please but WA proved to us that we could do better back in our own states. So eleven of us got together and decided to migrate back to paradise and leave the Sandgroppers to stew in their own hell. We upgraded our bikes with new tyres, chains, seats, mudguards, brakes and carriers. Then we collected waterbags, flour, billies, pots, pans, baking powder, salt, bullets, rifles (.22's), blankets and a change of clothing plus an overcoat, hat and boots or shoes.

On a Tuesday morning 11 heavily-laden bicycles left the showground for the great trek back to South Australia and the eastern states. That afternoon 11 weary riders pulled into Coolgardie where we camped for the night. Some of the chaps made a sortie into the town for a few vegies and a bit more flour. The next day we left for Norseman but only got as far as Widgiemooltha owing to a very bad road and head winds.

We reached Norseman the following day and camped out of town on the start of the East/West road. The Kalgoorlie police had warned the Norseman police, who advised us not to attempt leaving Norseman as if we did we'd be arrested for vagrancy and given six months. We stayed in Norseman for five days, building up a few shillings, tobacco, matches and papers. One of the crew decided at the last minute that it was too chancey and went down to Esperance.

Late one night we took off. We travelled about thirty miles by moonlight and camped about two miles off the road for a couple of days. Very early in the morning, about 2.30 am and very light, we pushed off and the next day we pulled into Balladonia. We were told by the locals that the police were looking for us but they hadn't been able to catch us as they had had trouble with their car at Buldania Rocks. We left the next day

and travelled sixty miles, camping at a water tank for about a week. There were rabbits everywhere so we had no trouble finding food, we even shot a plains turkey. The road was a track about two metres wide, dusty and rough as hell. The nights were very cold but the days were lovely.

Eventually we reached Caiguna where we stopped overnight before Cocklebiddy. Here we had our first trouble. Mick caught a cold which turned into the 'flu. Up went the only tent and we popped Mick into bed. Harry had a bottle of overproof rum and someone else found a lemon and Aspros and we dosed Mick up. We cured him but it took seven days to do it. We took off again, taking it easy on Mick's account, to reach Madura in two days.

People who travel this road today on the tar have no idea just how bad the road was in those days. The manager at Madura Station told us that the police were coming out for us but we laughed at him. We stayed about a week, replenishing our flour, vegies and jam and then buzzed off again. We had to travel at least fifty miles a day between water. We kept on until we reached Eucla and we stayed here for about tendays, fishing, swimming and having a good rest-up.

Today's cyclists have the beauty of 10-18 gears. In my day we only had two -

fixed wheel and coaster or freewheel ratchet fixed to a fixed wheel. Luxury was a Sturmey Archer with five gears but not many people could afford those luxuries.

The very beauty of pedalling over the Nullarbor was the weather, lovely sunny days and cold nights. Rabbits, dogs, dingos, eagles, crows, sheep - we never spotted a 'roo but I suppose they were there. We encountered quite a few Aboriginal people. Roast bunny, boiled bunny, grilled bunny - hell, I never want to live on rabbit again.

After leaving Eucla we were in for a tough grind, walking up the Eucla Pass and into South Australia. We pulled into Koondalda Station, where we all got work - 8 shillings (80 cents) and dinner per day - shovelling sheep shit, chopping wood and cleaning up around the homestead. Four days of this and we were in the money and starting to get fat again. All good things come to an end and we were off again but we didn't go far for the coast was only about two miles away. We did some fishing and swimming but it was a bit tricky getting down the cliffs. Lovely fish here - we lived on fish for about three or four days.

We pressed on to White Wells, an old station, then on to Nullarbor Station, which was about a mile off the road. There seemed to be about a thousand dogs of different sorts. We stayed overnight but the next day Phil broke his chain and it took us six days to fix it. We'd seen a chain at White Wells and so three of us went back to get it, two and a half days there and two and a half days back, one more day to fix the chain and then off.

At an Aboriginal mission I stood on a rusty nail in a piece of wood - I was wearing sandshoes at the time. Well, I had a nasty foot for a few days and the missionaries looked after me for about a week while the others pushed on. Luckily the missionary decided to go into Penong and gave me a lift. We loaded my bike onto the ute and I arrived in Penong that evening. I had passed all the others, they were camped on the road with bike trouble - punctures. I was the only one with the puncture outfit so they walked into Penong but by then I was in Ceduna. I met up with them in Streaky Bay and we travelled on together to Whyalla - Sleepy Hollow I think they called it then.

I sold my bike in Port Augusta for four pounds and beat my way back to Victoria.

You often hear people say they've crossed the Nullarbor. I laugh at them, it's like going down the street now. I've been over it a few times since but you can keep it - the West is too far west for me. I am now 70 years old and intend to stay in the east.

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TEACHING BICYCLE ROAD SAFETY IN BRITAIN

Bicycle safety

We talk to Howard Boyd who runs the bicycle section of Britain's largest safety organisation RoSPA.

by WARREN SALOMON

As more people take to the busy streets in cars and on bicycles the issue of bicycle safety and particularly bicycle safety education becomes more important. In Australia a majority of State Governments are now active in the field and the Bike Ed course, which was originally developed in Victoria over ten years ago, has become the defacto model for safety education throughout the land. In Britain where the cycling population is potentially larger they do things differently.

In that country there are about twenty million bicycles in use and the central Government has traditionally taken a back seat approach preferring to work through independent specialist bodies like the Royal Society for the Prevention of Accidents and the large number of local Government Safety Officers. (Unlike Australia the United Kingdom only has two levels of government: national and local).

RoSPA is an independent organisation similar in some ways to the various state safety councils in Australia. They secure their funding from three sources: government grants which mainly employs field officers to liaise with local councils in specific road safety cam-

paigns; membership subscriptions from local authorities which provides such bodies with up-to-date information and materials for their own campaigns and courses; and to a minor extent from individual memberships and donations.

RoSPA was established in 1916 and its membership consists of local councils. It was responsible for the introduction of motor vehicle seat belt legislation in the UK and cycle safety is only one aspect of its work. The organisation is involved

in the broad safety area covering industrial safety, water safety, home safety and agricultural safety. They have a staff of around 200 employees and most of these operate out of head office in the Midlands city of Birmingham while the rest are employed as field officers and are stationed all over Britain.

The cycling section, headed by Howard Boyd, has initiated a number of safety educational programs aimed at children and young adults. The oldest and the most successful is the National Cycling Proficiency Scheme. Since 1958 this scheme has trained over five million young cyclists in Great Britain. The scheme is run throughout the country by local government Safety Officers and provides both on-road and off-road training for children between the ages of eight and twelve. Children who complete these lessons (usually a series of five or six conducted over a week or more) receive a special badge and certificate. Though it doesn't actually run the courses RoSPA provides course materials sets standards and to some extent provides the expertise needed to train the teachers.

Because of the time available and the method of training Howard admits that often the National Cycling Proficiency



Howard Boyd head of RoSPA's bicycle safety section.

Scheme relies too heavily on grown ups telling kids what to do. In order to improve the method of training RoSPA has embarked on its most ambitious scheme known as Cycleway. This bicycle safety program is designed to be taught in schools and provides teachers with an impressive collection of resource materials.

Cycleway is an extended version of the National Cycling Proficiency Scheme and helps children (as well as their teachers) to learn sensible riding behaviour on the roads in a much more permanent way than is possible in a shorter course. The course, which is conducted in the schools, aims to engage children in a genuine enquiry of the road system and its many rules. It also encourages a similar enquiry into the bicycle as a machine and its place in the road system. RoSPA has produced detailed work sheets for use in the schools and markets these through its established network of local government Road Safety Officers.



In order to give teachers the opportunity to assess the course a subsidiary publication called *A Taste of Cycleway* is now available. This book allows teachers to trial the course with their students before introducing the full program. Cycleway offers extensive resource materials including posters, cassette tapes, pictorial aids, leaflets and classroom work sheets.

As well as its more formally structured courses RoSPA's bicycle safety department produces a wide range of safety material for both cyclists and parents of young cyclists. One of its newer publications is the booklet *Starting to Cycle* which is primarily aimed at parents of very young riders. This beautifully illustrated publication covers important subjects like: choosing a new or used bike; sizing and correct fit; fitting adjustments; maintenance; teaching your child to ride; and road safety training for adults and kids.

In spite of the success of the National Cycling Proficiency Scheme and, more recently, Cycleway, Howard Boyd says that RoSPA has come to the conclusion that the secondary school system is not geared-up to teach road safety to teenagers. "We found that we had to com-

pete with exam subjects and the teachers tended to be subject teachers rather than class teachers. This meant that they didn't have a non-subject commitment or care for their kids.

"One of the ways we thought we might attack the problem was to start a club: not an organisation to compete with our existing cycling organisations but a vehicle for getting on. The answer apparently couldn't be found in reference books and consequently RoSPA and its regional Road Safety Officers were deluged with phone calls from anxious children or their parents. "One contestant even went so far as to have the question asked of the Minister for Transport in Parliament – the ultimate ac-

colade for a breakfast cereal promotion".

The job ahead for RoSPA is to reach as many of these people as possible and provide sound and useful information to encourage and educate them to ride in a safe manner. In a country where cycling has been a popular activity since the invention of the machine over a century ago the task seems strangely daunting in the current era given the distractions of our technological age. At present interest in bicycle riding is very strong especially with the young so with the right approach RoSPA hopes that its materials will help to produce better educated road users as well as safer cyclists.



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KEYWIN SPEED PEDALS

Equipment review

A product whose time has come.

reviewed by WARREN SALOMON

THE STRAPLESS pedal cleat combination is not a new idea. Cinelli tried it years ago and for a multitude of reasons the product just never caught on. It's a great idea really. The only reason toe clips are fitted to pedals is to hold the strap in a position to allow the foot to be easily inserted into the pedal. The clip in fact only contacts the riders shoe at the point where it and the strap intersects – it's the strap that does all the work.

The function of the all important strap to the competitive cyclist is to lock

the cleated shoe into the pedal and maintain that union through all parts of the pedal stroke. The straps often cause blood circulation problems in the riders feet and there is always the need to pull the strap tight and then manually loosen it to allow the foot to escape.

One could have predicted years ago that the clip and strap were doomed: to be superseded by a better system. Yet the cycling world as late as the mid nineteen eighties showed no signs of giving up its little bits of leather and metal.

The big break through came when Look, the large European manufacturer of ski bindings, developed its own pedal/cleat and marketed the product through the La Vie Claire professional cycling team the home of the worlds two best riders Greg Lemond and Bernard Hinault. The La Vie Claire sponsorship was what was needed to sell the idea to the thousands within the international racing scene who would part with their cash and buy the Look product.

Once the Look pedal/cleat combo became established imitators quickly rushed to be part of the strapless revolution. The old style toe clip and pedal were not extinct but now racing shoes *have* to be "Look compatible".

In its early marketing days the Look company gave its SE Asian distribution rights to a Japanese company. When at

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last the idea caught on and retail customers started asking for Look the Aussie wholesalers were told that Japan is now handling the product for their region. The cost of the Japanese intermediary's cut of the action added to the problem of a poor performing Oz dollar means that the Look pedal now retails for between \$250 and \$300. A lot of bread for a chunk of steel and plastic.

Enter the Kiwis. Across the Tasman a clever plastics company has come up with its own version of the strapless pedal at more than half the Look price. The Keywin Speed pedal is not a copy of the Look design. It consists of a nylon cleat and pedal assembly moulded onto sealed bearings on a well machined chrome moly pedal spindle. The mounting holes on the cleat are Look compatible and it is recommended that only this kind of shoe be used. The reason for this is that two of the mounting holes are across the pedal. If the shoe is not properly reinforced to take this positioning the soles of the shoe may crack after extended use. This is not to say that all non compatible shoes are inadequate but it is better that the shoe be designed to take this type of cleat in the first place.

For the purposes of this review an early shipped set of pedals were fixed to my Diodora Futura cycling shoes. The fitting operation is remarkably easy and all the fixing bolts and washers come supplied. However it was a pity that the fine positioning couldn't have been done with the shoe/cleat attached to the pedal. The pedal platform is solid material and so prevents access to the 3 mm allen key fixing screws.

Once the cleats were attached it was a relatively easy process to teach my right foot to occasionally twist into and out of the locked position. The cleats fix to the pedal by means of two hooked tabs which rotate into position and lock. Both the pedal and cleat are made from a durable nylon material which makes for a long wearing product but difficult to walk on especially over highly polished surfaces. Any one who has walked in cleated shoes knows the problems but the Keywin pedals add new excitement.

The bare pedals normally hang upside down so to engage them you have to first flick forward the pedal with your toe and engage the tabs and the central pivoting stub which lies between the tabs. To do this you have to twist the heel of your foot outwards until the stub has been located. With the hard part now over the foot is then twisted into the normal riding position and the cleat locks into place.

Getting out of the pedals is by far the easiest. All you have to do is to twist the heel outwards and lift your foot up slightly to clear the pedal. Cleats do not lend themselves to stop start riding so

the Keywin is not recommended for anything but competition and training runs, however, the ease of exit and the 'look ma no hands' method of entry means that some of our sporty city commuters may even be spotted trying out a pair.

Riding on these pedals is a little like riding in bare feet with your soles super glued to the most comfortable of pedals. Your shoe is fixed to the pedal and your foot is fixed inside its shoe. You do have

to have your laces firmly fastened but the pressure of being 'strapped in' is more evenly distributed and gone at last is that feeling of losing a toe or two from poor blood flow after a longish ride.

At around \$110 retail the Keywin pedals are by far the most inexpensive pedals of their type available. We should see many competitors twisting them on this coming season. The idea has at last achieved the popularity it deserves.



THE FORZA RAIN JACKET

Product review

WARREN SALOMON reviews a new rain jacket for the sports cyclist

DESIGNING rain wear for bicycle riders has always been a difficult task. The human body has this awkward habit of sometimes producing as much moisture inside your clothing as a light shower from outside. Ordinary nylon is terrible and as for plastic: most riders will prefer to brave the elements (and warm up with a shower and dry clothes at the end of the ride) than to stew in a mixture of sweat and clammy synthetics.

For years I despaired. Would someone make a raincoat that would keep me reasonably dry (at least the top part of me) so that I could continue to ride on those days when the weather couldn't make up its mind.

Then, a few years ago, my wishes were partly fulfilled. A clever person invented the Goretex membrane. This is a special teflon film which is perforated by millions of tiny, tiny holes the size of pores on human skin. The interesting thing about this membrane is that the ultra fine droplets of moisture vapour can pass through the pores but large droplets of water can not.

Brilliant! It was only a matter of time before someone made a half good cycling jacket. A few more years passed!

Now the bicycle clothing boom has ushered in a new awareness in the market place and it seems we are about to be deluged not by autumn showers but rain gear for the racer, tourer and triathlete.

The first coat off the rack is the Forza jacket made and distributed by Outdoor Agencies a company in the Paddy Pallin outdoor equipment group. The jacket is made from a lightweight version of the Goretex fabric. The Goretex membrane is usually sandwiched between two outer layers of breathable nylon. In this case the outer layer is a bright visible red and the jacket packs down easily into its own carrying pouch which fits easily in the back pocket of a cycling jersey.

The Forza has an extra long tail which provides covers the lower back adequately when sitting in the riding position and the extra long sleeves have velcro tabs to act as foul weather closures.

The jacket is fully seam-sealed and is fastened by means of a velcro strip running the length of the front of the garment. The collar on the coat I tested could have been a little higher but it did keep the moisture out. The collar is a loose fit and is higher at the back. In spite of my prejudices against velcro the closure worked well and could be easily adjusted for warm weather ventilation.

In the wet the jacket did what it was designed to do. It seemed to clear my

perspiration at a good rate so that I would finish my ride totally drenched on the outside but underneath the Forza my clothing remained warm and reasonably dry. The jacket provides a good wind break in wet and windy weather and in cooler months my cycling clothes worn under the jacket would possibly have remained bone dry due to a lower perspiration rate.

The jacket is simplicity its self. No pockets and no frills. I weighs in at around 250 grams and is the ideal lightweight wet weather shell for dirty weather training runs and general sports use. Its recommended retail cost is around \$110.00 and is available from specialist bicycle retailers.

Classifieds

TOUR MATES

Tour Mates is a **FREE** service to readers wishing to find companions for bicycle trips and holidays. Though **Tour Mates** is a free service there is a charge of thirty cents per word for any long entries exceeding the 30 word limit. Payment (if applicable) must accompany your listing and name, address and phone number should be attached for verification purposes.

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.

ACCOMMODATION

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

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O'Connor ACT 2601
BICYCLE TOURING Ph: (062) 49 6634

WANTED

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

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

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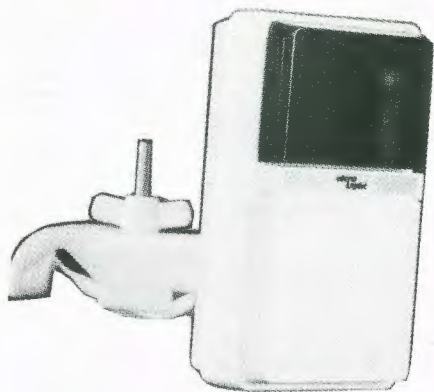
MAIL ORDER CATALOGUE

Name:

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New Products and Ideas



Bright light products

As daylight saving ended a new range of bicycle safety lighting products went on sale. The Ultra Light range features a removable front/rear battery operated lighting set, hand signal indicator unit, rear wide angle reflector units and reflective Sam Brown type belt.

The Ultra Light front and rear lights come with an excellent bracket which allows the units to be mounted effectively on any tubular part of the bike. The double rotating bracket arrangement allows the light beam to be pointed in any direction and permits removal from the bike as an anti theft measure. Both the front and rear lights take standard D cell batteries.

The rear mounting wide-angle reflector unit has two sets of red and white reflectors which mount on the frame and protrude sideways to warn motorists and other road users. The reflector pods are spring loaded for safety.

The Ultra Light Automatic Wrist indicator is an ingenious device which straps to the wrist of a rider and emits a flashing yellow light when the arm is extended to indicate a right hand turn. The device runs on two penlight batteries and is switched off when the riders arm is in the normal riding position. The indicator light is switched automatically by means of a position sensitive mercury switch. Distributed by Hanley Trading Pty Ltd.

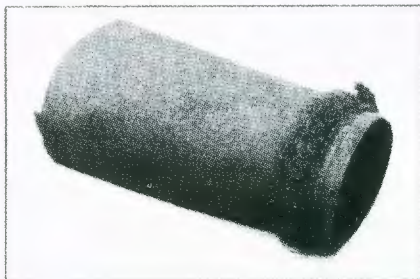
Campagnolo clicks into gear

The cycling worlds most respected parts maker Campagnolo is to introduce its version of positive-shift or indexed gears this (European) summer.

Rather than develop a completely new component ensemble Campy has developed a new shifting lever called the "Synchro". The lever is said to work with all the Italian parts maker's derailleurs.

Other European makers have also followed suit in a desperate bid to make up

market share lost to the Shimano SIS system which has been on the market for some time. Sachs-Huret has released information on its system called ARIS which stands for "Advanced Rider Index System". The Sachs system is more like the Japanese Shimano and SunTour designs and as yet there is little indication of how the new equipment will fare on the demanding European racing circuit. No doubt there will be a lot of clicking gone on in the peloton this summer.



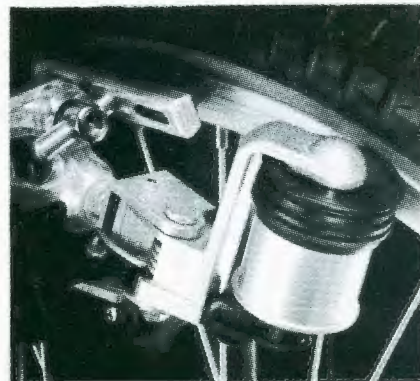
Sportswrap!

It's made in the United States of America (where else!) and we caught sight of it in a recent edition of the US magazine *Cyclist*. Its full title is "Sportswrap Chafe-Guard For Male Cyclists" and its designed "to eliminate chafing of the tip of the penis". Thomas Nodine, its inventor, claims that such chafing can lead to, "scar tissue, loss of sensitivity and difficulty in urinating". The wrap around design has a velcro fastening which gives, "comfortable protection and infinite size adjustability with out unsightly wrinkles which could show through thinner cycling shorts". It is made of thin Ultrasuede and is available in black or beige for \$7.95 in the US. With the more recent trend away from infant circumcision we're not sure what the future holds for this bold adventure in modern marketing. We don't know if the device comes in its own plain brown paper wrapper so if you are keen to find out here's the address: Nodine Enterprises Inc, PO Box 14865, Chicago IL 60614 USA.



Sports helmet

Worn by five time Iron Man, Dave Scott, the new Avenir helmet offers full hard shell protection and according to its makers does so with less weight and drag than other full cover helmets. The helmet features a tough moulded AAS outer shell with an expanded polystyrene liner. It has been designed to sit lower with less frontal mass. Other features include excellent ventilation, light weight (approx 430 grams), quick release buckle retention system, and four sets of velcro sizing pads for a perfect fit. The Avenir is available in either black or white and is distributed by Malvern Star.



Generator that works on the rim AND the tyre

The Sanyo NH-T7 is a unique lighting generator which is designed primarily for use on mountain bikes. The unit has a non-slip roller mechanism which contacts both the tyre wall and the rim. The manufacturers claim that this design innovation will provide more reliable operation of the generator in wet conditions. The Sanyo NH-T7 comes with mounting brackets to facilitate mounting to either round or oval fork blades.



Dynamic sports glasses

Seen at the Hawaii Iron Man and now available in Australia is a range of Acro brand sports glasses. The glasses are lightweight (30 grams), fully brow and nose padded and are worn by both champion triathlete Scott Molina and

New Products and Ideas

World Bicycle Speed Record holder John Howard. The Aero glasses come in four frame colours and give 100 percent protection from UV rays. Their design allows for an expanded field of vision and the lens material is shatterproof and distortion free. The Aero glasses are distributed by Malvern Star.

Hot mountain bike gear.

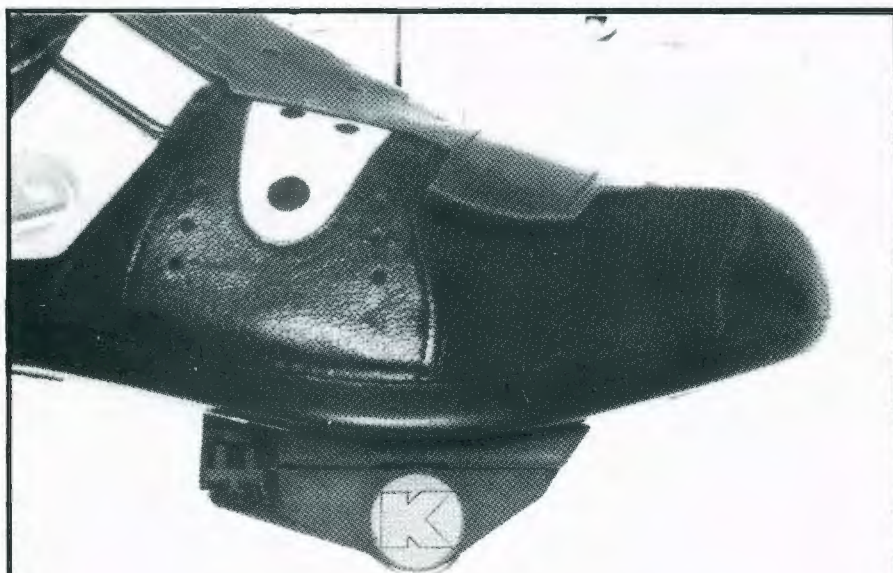
A selection of useful products for mountain bikers through small but innovative

Melbourne wholesaler. The Breeze Hite Rite is a great little gadget from one of the frame builders responsible for the mountain bike craze. The device clamps to your seat pillar and the seat binder bolt mount and allows the saddle to be adjusted to the preferred height while riding.

Mountain bike riding usually involves frequent descents and ascents. Frequent saddle position adjustment is necessary

in order to maintain proper control over the machine and this is the reason why all mountain bikes come fitted with quick release seat pillar clamps. The Hite Rite was developed initially for the US competitive mountain biker to save precious time during racing events but has since become available to the ordinary rider. The unit is available in standard and long versions and costs in the vicinity of \$27.50 which is very close to the US price! Distributed by H & L Imports Melbourne.

H & L are also importing rubber mountain bike grips as seen on the excellent range of Ross brand bicycles in the USA. The grips are not too hard and not too soft and will not fall apart in the wet. They will retail at around five dollars fifty.



SPRINT QUICKER CLIMB BETTER CORNER FASTER PEDAL SMOOTHER

The revolutionary new pedal from New Zealand which gives you more convenience, more comfort and more performance than conventional pedals and toe straps.

You'll improve your performance with the Keywin Speed Pedal, whether it's for road racing, triathlons or track.

They're easy to fit onto any cycling shoe and are compatible with all 'Look' drilled shoes. Clipping into the Keywin is also easy and fast, you simply 'twist in' and 'twist out' and at 121 grams, they're half the weight of conventional and Look pedals. Why not improve your performance on your next ride with the Keywin Speed Pedal.

They're available now at a bike shop near you for around \$110.00.



Keywin Speed Pedal

For Dealer enquiries and free technical brochure, contact

Agencies Sportiff. P.O. BOX 431 Ashgrove Qld. 4060. Tel: (07) 262-6176



For the rugged all terrain biker the quick fit shoulder pad is a smart and practical addition to any mountain machine. The strap fits to the inside of the frame and is held in place with velcro tapes. The strap is now standard equipment on all aussie Hillman and US Ross mountain bikes. It is available in black only and will sell for an estimated retail price of \$12.00. H & L Imports are specialising in mountain bike gear and are currently waiting on shipments of new equipment like 13 gauge double butted spokes for ATB's in stainless or chrome.



Classy treads

The big US bicycle and parts maker Specialized have extended and upgraded their range of specialist cycling

New Products and Ideas

shoes. The 3900 is their top of the range racing shoe and is constructed from high quality full-grain leather uppers with mesh insert material. The sole is contoured and channeled for extra stiffness and low weight and has non-slip inserts for comfortable walking. The mounting holes are fully Look compatible.



The Specialized 3400 is a new design touring shoe in an attractive grey nylon and suede leather upper. The stiffened sole is designed for comfortable walking as well as efficient pedalling. The 3400 also has a removable Duraplus sock liner which adds cushioning and absorbs moisture.

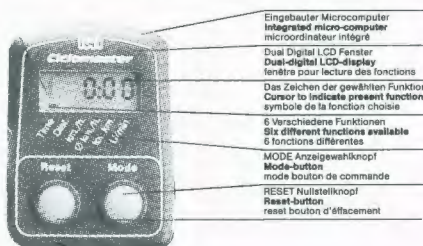


The case of the ardent bicycle traveller

Bicycle travellers who are concerned about the problem of damage to their machines in-transit can now relax and enjoy the in-flight movies knowing that their valuable equipment is protected by the Profeta Pedal Pack. The case is ideal for competitors who regularly travel with their bicycles. It is made from high impact ABS plastic (the material most bicycle helmets are made of) and is available in two basic models: the Original Pedal Pack and the New Perfect Pack which is the bigger of the two.

Both packs have special internal compartments for pedals, handlebars helmet and derailleurs. They have sturdy nylon wrap around straps and a over-shoulder carrying hole complete with a

removable pad. The Pedal Packs are distributed by the bicycle travel people Tailwinds Bicycle Touring.

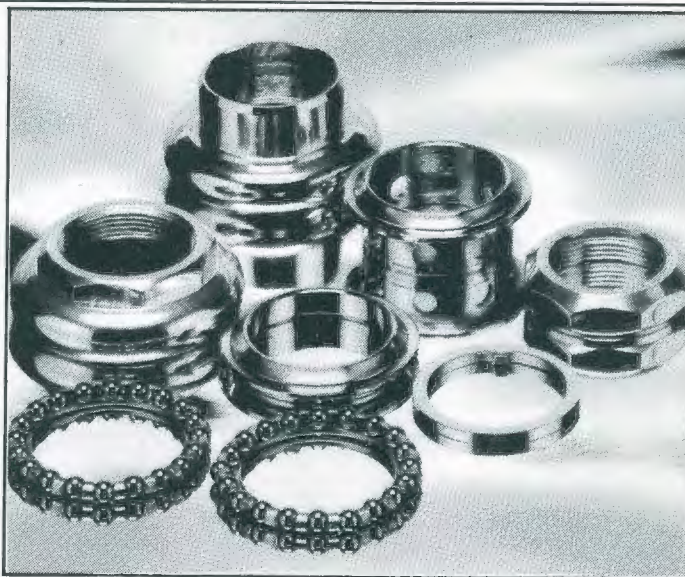


Cyclocomputer

The Ciclomaster bicycle computer is a new addition to the vast array of electronic measuring devices available for the modern bicycle rider. The unit mounts on the handlebars and is completely waterproof. It comes with a lithium battery which should last at least one year and offers a large range of wheel sizes from 0-999 mm. It has six different functions: Trip time; trip odometer;

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National Bike Events

Club secretaries and ride organisers: help us to publicise your 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. We publish notices of all major non-competitive bicycle events up to a year in advance but because of our publication lead-times we need your copy at least two months in advance.

COMPETITIVE EVENTS

1987

APRIL

Saturday 11 Nike Canberra Marathon A 42 km run. ACT cross country club GPO Box 252 Canberra ACT.

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.

Sunday 12 Oatley 500/NSW Championship Aquathon. Swim 800 metres, Run 5 km. Oatley Park Sydney. 7.00 am

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) 02 997 8011.

Sunday 19 Aquathon - Central Coast Titles. Fingal Bay NSW. Swim 800 metres, run 5 km.

Saturday 25 Anzac Day Marathon. A full 42 km marathon. Sydney Athletic Field Moore Park Sydney. For details contact (02) 235 6606.

Sunday 26 Triathlon Du Soleil. Noumea New Caledonia. Swim 1.5 km, cycle 40 km, run 10 km. For information contact (02) 233 3277.

AUGUST

22 to 23 Muswellbrook to Tamworth Road race. Contact ACF for details.

22 to 23 Tasmanian Mini Tour Road race. Contact ACF for details.

29 to 30 Goulburn to Liverpool road race. Contact ACF for details.

SEPTEMBER

2 to 6 Australian Road Racing Championships. Contact the ACF for details.

8 to 15 Boags Tour of Tasmania. Contact the ACF for details.

OCTOBER

7th Australian Schools Cycling Championship. Contact ACF for details.

10th Grafton to Inverell. Australia's classic one-day road race. Contact the ACF for details.

18 - 29 Commonwealth Bank Cycle Classic. This year the big Tour goes to the Victorian Border: Brisbane to Albury/Wadonga via Sydney. Contact the ACF for details.

CLUB CONTACTS

The Australian Cycling Federation will direct you to a club in your area if bicycle road or track racing takes your fancy. Their phone number is (02) 27 2977.

NON COMPETITIVE EVENTS

APRIL

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. Contact (046) 27 2186 for details.

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.

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

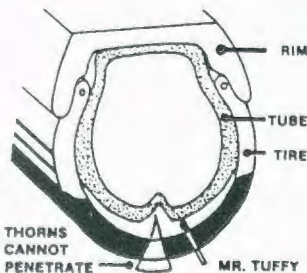


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National Bike Events

heart disease. Ride starts and finishes in Centennial Park and a short course is available for children and beginners. Food entertainment and drinks provided for a great day out. Full details in the Sun Herald newspaper in the six week period leading up to the event or from the National Heart Foundation (02) 211 5188.

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.

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. Plan your holidays now! For full details write to PO Box K26 Haymarket NSW 2000.

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.

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.

Armidale Community Cyclists (067) 72 8951. **Audax Australia** (03) 435 4437 (02) 608 1125. **Bathurst** Bicycle Touring Group (063) 31 9459. **Bicycle Australia** (046) 27 2186 (after 9pm). **Brisbane** Bicycle Touring Association (07) 369 9326. **Brisbane** Mountain Bike riders interested in forming a club should contact Mike or Kelli on (07) 339 1244. **Canberra** Pedal Power ACT (062) 49 7167. **Geelong** Bicycle Touring Club (052) 96 234. **Illawarra** Touring Cyclists' Club (042) 83 6524. **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. **Sydney** region bicycling clubs can be contacted through the Bicycle Institute of NSW (02) 212 5628. **Tandem** Club of Australia (03) 241 4453. **Cycle Touring Association of West Australia** (09) 330 3659. **Darwin** Huffers & Puffers (089) 81 2141. **Wagga** Bicycle Touring Group (069) 21 6787. **Vintage Cycle clubs** Vintage Cycle Club of Victoria (03) 527 5759. **Southern Veterans** (Sydney Vintage Cycle Club) (02) 587 8017.

Photo - Martin O'Brien

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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.

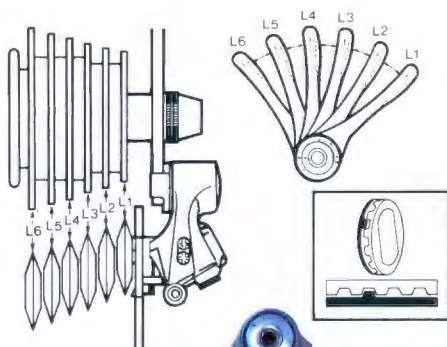
On the other hand, with SIS, changing gears is just like tuning that same radio with pushbuttons. One touch and you've got it.

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 derailleurs incorporate 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 Free-hub 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.

