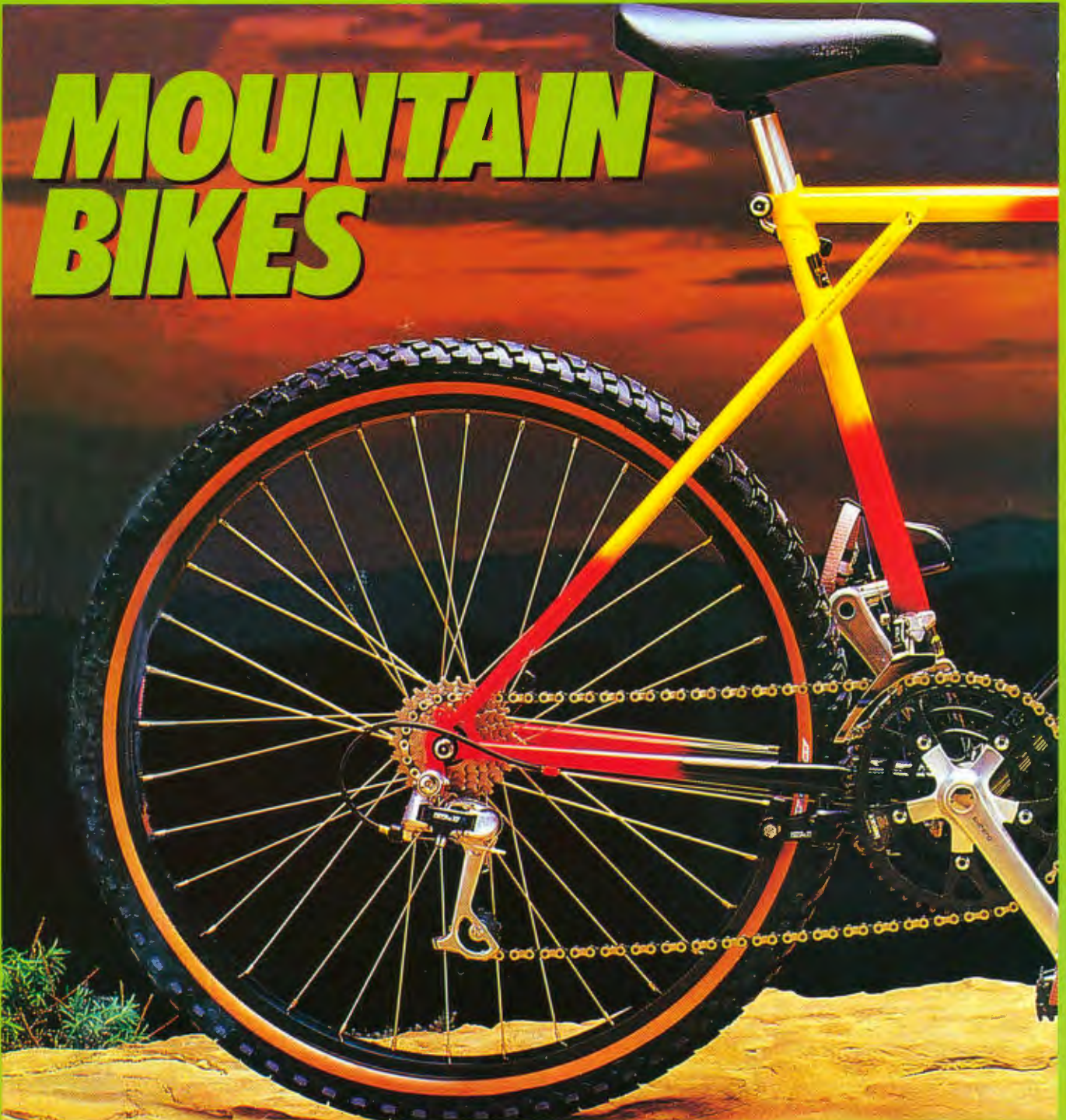


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Number 42 May/June 1987 \$3.00

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Our cover picture shows the rear view of a Shogun Prairie Breaker sporting a new style parallel frame and Shimano SIS 'click' stop gears. Our mountain bike feature starts on page 18. Photo courtesy of Bikecorp. Cartoons this page: Phil Somerville.

# Freewheeling

Number 42 May/June 1987

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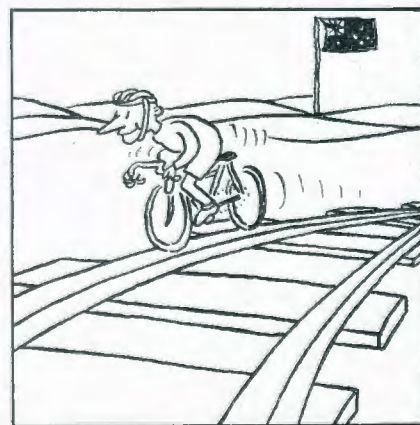
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# Warren Salomon

## Boom AND bust – cycling in the unpredictable Eighties

AUSTRALIA IN the 1980's is at the start of its third great era of cycling. Not since the boom times of the 1880/90's and the 1930/40's has the two wheeler been so popular. A recently released Victorian government report confirms that in Melbourne alone there are around one million cyclists and the number is growing.

You don't have to look far to see the evidence. Bicycles are everywhere. There are more sold than motor vehicles and the big news is that there are more adults using them now than kids. Adults have finally woken up to the fact that the modern bicycle is the ideal vehicle for combining mobility and physical fitness with the pure enjoyment of the wind in your face and the sky overhead. In fact most people say that they ride their bikes for fun more than any other stated reason.

Up until now I have always been wary about using the term 'boom' to describe the current upsurge in cycling activity. I'm still cautious because the real boom has yet to arrive.

Australia has a small population compared to our Asian and North American neighbours. We import almost all of our bikes from either Taiwan, China or Japan with a small quantity coming from Europe. Though a few frames are made locally all the componentry is imported so we are vulnerable to the pressures of the international market.

This summer the mountain bike looks set for record sales. This superbly practical machine in four short years has captured at least twenty percent of total sales. In the USA mountain bike sales are expected to hit the forty percent mark this year making it by far the most popular class of bike on sale. Bicycle sales in North America have been booming for a number of years. This year they will 'consume' between five and eight million bicycles and most of them will be mountain bikes.

Back home our industry looks set for record sales if only the North Americans would let up. The problem for the Australian importers is that they can not order in sufficient quantities to command the attention of the Taiwanese manufacturers. With the northern summer in full swing and the factories disgorging their produce into containers bound for the States, Australia won't get a look-in until at least July.

Last summer season Australian dealers had to scramble to get hold of enough stock to satisfy demand. This year will be at least as difficult. It's a very volatile situation and one that has totally eclipsed the forced price rises of the 1986/7 currency devaluations.

It's a basic fact of business that if you haven't got the stock to sell you can't make a profit. And if you can't make a profit you can't last in business.

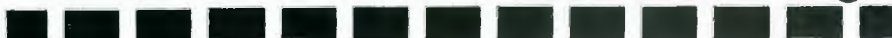
Now don't get me wrong. I'm not painting a picture of doom and gloom. Times of uncertainty are also times of great opportunity. There are enough clever operators in our industry to ensure that the bikes will find their way into the showrooms. This winter, spring and summer we will be able to buy some of the finest and best equipped bicycles ever seen in the country. Also there will be better budget-priced machines but you may have to shop around a little more than usual. □

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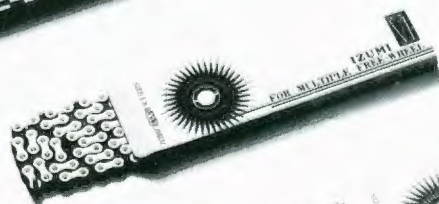


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# John Drummond

*School Cycling Championships to be reintroduced –  
Cycling now in the AIS – Vets Tour – World best –  
Track survival – Birthday greetings.*



## RECRUITMENT

I can't escape the feeling that Australian cycle racing is paying a high price in terms of numbers for almost a decade without any national recruitment base.

Since its inception by Sid Freshwater in the early 1950's the school boy championship was the inspiration for many great cyclists to progress through the amateur cycling system to eventual professionalism.

The last occasion on which the championship was held was in Melbourne in 1980 when I headed a committee comprised of mostly veteran category cyclists with well known veteran class entrepreneur, Cec Cripps as organiser. The championship was restricted to novice riders and was in its third year of development. It had the support of the Bicycle Institute of Victoria and the sympathy of the State Bicycle Committee, the national final being a *Bike Week* event. It was sponsored by a Melbourne based bicycle business trading as World Holdings Pty. Ltd.

It ceased when the sponsors went out of business. Acting on medical advice to reduce my commitment to cycling I in-

terviewed the Australian Amateur Cycling Association Executive with view to the Association taking control of the burgeoning championship. For reasons of which I was never advised, nothing eventuated and the championship was discontinued.

Now with an estimated 3 million kids cycling to school throughout Australia the Australian Cycling Federation is organising new championships under the control of its Executive Director Martin Whitely. The National Coaching Director Peter Watters will be its co-ordinator.

The ACF is hoping for a revival of the vital recruitment base in the olympic sport of amateur cycling, and of course, a rub off on all cycling.

Safe-n-Sound, who make the Guardian and Sprinter cycling helmets as well as a range of other car and child safety equipment, are being joined by Ansett, Puma and Malvern Star in a consortium to sponsor the championships. Unlike conventional cycle racing the appeal of modern technology to today's school children will be exploited by conducting the championship on revolutionary, cus-

**The last National Schools Cycling Championship was conducted in 1980 and was won by South Australian David Steele who was presented with his prize of a Gitane bicycle by Oppy. Photo: Ray Bowles.**

tom made turbo rollers, incorporating advanced digital equipment designed to test the speed and endurance of a cyclist by stimulating cycle racing conditions.

The use of technical equipment minimises the advantage the former system conferred on cycling club members and tests the kids on pure athletic ability. This eliminates the risks of on-road bike handling skills as the rollers are bolted to the equipment. As a bonus the project provides the opportunity of further education to school children on much needed bicycle safety.

Contestants will have the choice of four categories, including boys under 14 years, girls under 14 years, boys under 16 years, and girls under 16 years. The competition began in late April 1987 in all states. Each state will conduct school heats, zone finals, then state finals, which will take place during the month of August at large shopping complexes around Australia. The winners of the state finals will be presented with a Safe-n-Sound Sprinter cycling helmet, and a Puma track suit.

The 28 finalists of the Safe-n-Sound National Schools Cycling Championship will fly to Sydney with Ansett Airlines, to take part in the National Final to be held on October 7, at the olympic standard international velodrome at Tempe, as part of a major race meeting, incorporating top Australian cyclists such as Dean Woods and Martin Vinnecombe. The four national school champions will be presented with a Malvern Star bicycle.

Any school sports master or individual child interested in participating in the Safe-n-Sound National Schools Cycling Championship is invited to contact Peter Watters, National Co-ordinator of the Safe-n-Sound National Schools Cycling Championship on phone (08) 213 0648, or the Australian Cycling Federation (02) 27 2977.

The state liaison officers are: A Teidman (NSW); P McKenna (QLD); P Watters (SA); E Martin (VIC); Joy Bestwick (TAS); A Thomas (WA);



Cycle racing clubs with shrinking memberships should give the project 100 per cent support for young riders are the life blood of the sport: without them there would be no one to race.

### BATELEY CLAIMS TRIATHLON

Chris Bateley 25, of Collaroy NSW, became the NSW and Australian ultra-distance triathlon champion when he captured the second Great Lakes Triathlon at Forster in late March.

The full distance triathlon was a 3.8 rough water swim, a 180.2 cycle and then a 42.4 marathon run which was claimed by Bateley in 9 hours 54 min 28 sec.

The inaugural Great Lakes Triathlon was held in 1985 in cold conditions forcing 30 competitors to withdraw with hypothermia. This time it was searing heat, which fluctuated between 25 and 30 degrees C. that took its toll. Among the list of twenty competitors who did finish the event were first and third seeds Tony Sattler and Marc Dragon. Second place went to 42 year old Bob Telfer, of Sydney, who came in six minutes after Bateley.

Louise Mackinlay, of Westmead NSW, (who appeared on the cover of our last issue) put in an outstanding effort to be the first woman to finish in eleventh place overall.



### BLIND AUSSIE FOR WORLD TITLE

Newcastle's blind cyclist Billy Conley is to travel to France in a bid to win a world cycling title.

Blind cyclists ride Tandems as stokers behind sighted riders. Conley, being steered by Newcastle Cycle shop proprietor Robert Hadley, was beaten by one point in an aggregate resulting from a series of track events for the Australian title conducted at Ballarat, Victoria. The

Billy Conley, the blind aussie who will compete for Australia in the Blind Cycling Championships later this year in France. The front rider is Hunter District Club rider and pro dealer Robert Hadley.

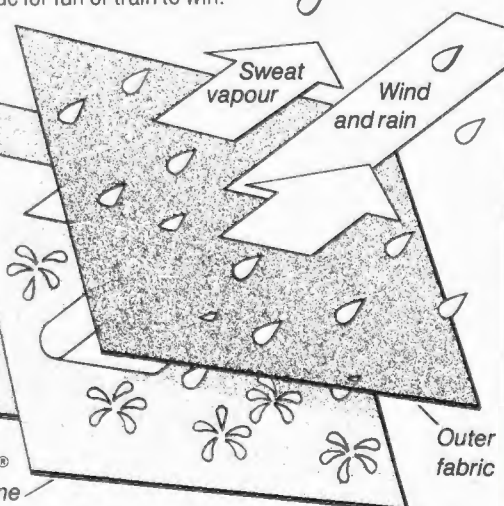
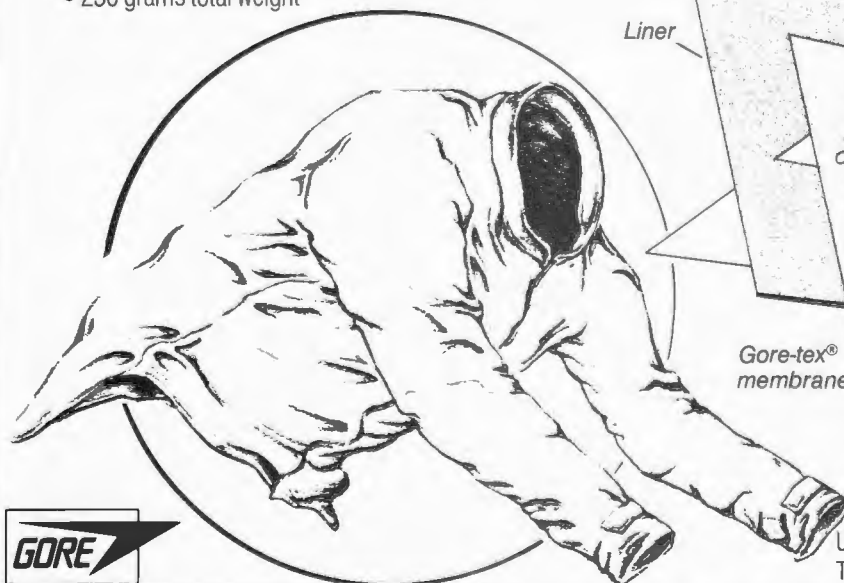
event was won by Melbourne's Greg Nunn, steered by Rob Jackson.

The Newcastle pair made the decision on the basis of being able to improve their form. *Freewheeling* wishes them well.

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## ACT PRO EXTENDS RECORD

Well-performed Canberra-based professional cyclist Neil Stephens extended the 19 year old world indoor one-hour unpaced record distance by 381 metres on the fast board track at Launceston's Indoor Stadium.

The 1986 Sun Tuor winner beat the previous record, set by Danish cyclist Siegfried Adler in Zurich in 1968 by covering 47.227 km in an hour.

Stephens, 23, won the national professional individual pursuit title at Whyalla SA in March and capitalised on his good form by going for the record in April.

The world hour record holder is Italian road star Cecco Moser, who in a sensational ride in the thin air of Mexico City on a concrete track extended the fabulous Eddy Merckx's unpaced hour record. Moser, given little hope of breaking the record, achieved success by covering a distance of 51.151 km.



Neil Stephens the Canberra professional who capitalised on his good form to claim the world indoor one-hour unpaced record at Launceston's Indoor Stadium.

## APPLE AND PEAR TOUR

What a pleasure to dine with those intrepid men of the wheel called veteran cyclists. Real ironmen, if there ever were any.

It was the occasion of the presentation dinner at Newcastle's Hospitality

Inn, following the arrival of the Vets Apple & Pear Tour on day ten some 1250 kilometres from the start in Brisbane. The riders had competed in two stages from Taree, a distance of 183 kilometres.

Brian Scheid won a spirited sprint over the finish line at Kooragang Island in the 50 to 58 years age division and Ken Woollard headed the 59 to 71 years division.

The presentation dinner was memorable for its enthusiasm as the contestants keenly discussed the days racing. I wondered what the final dinner presentation would be like, would the enthusiasm remain. Here were 28 veteran cyclists, all over 50 years of age, some in their late 60's, one even a septuagenarian, taking part in a bicycle race over 3,800 kilometres in variable weather in 31 consecutive days. (The Tour de France last year over 4,158 kilometres took 23 days, including one rest day.)

Becoming concerned, I asked Vet Sport Promotions organiser Cecil Cripps, if he was asking too much of his riders. After all, it was evident at the finish and listening to race post mortems that this was no joy ride, they were engaged in serious racing. Cec's reply was quite emphatic: he knew the capabilities of his riders. Well, I hope so, for they had 21 days and 2550 Kilos to go from Newcastle.

## TIRED OUT TRACK

If track cycling in Australia is to survive into the future it needs restructuring at all levels of the sport.

That message came through loud and clear from the 1986-7 season, which closed at Easter after witnessing the cancellation of promotions throughout the season in most States because of lack of entries and interest.

Unlike Europe cycling in Australia with its moderate winter and hot summer is in a unique position of being a round the year sport but is squandering its opportunity in obsolescence. When that changes track cycling will come out of the backwater.

## AUSTRALIAN INSTITUTE OF SPORT LINK FORGED

The announcement that cycling has entered the Australian Institute of Sport and will be located at the Adelaide South Australian Sports Institute is a giant step forward for the sport of cycling. Cycling is the fourth decentralised sport and the fourteenth residential



Top: Popular Lou Cossettini presents Ken Woollard (VIC) with his trophy for winning the 59 to 71 years division stage of the Apple and Pear Vets Tour into Newcastle. Bottom: Newcastle Veterans Club's favourite son is Jim Sandford. He is shown here presenting Brian Schied (VIC) with a memento of his age division win in the Buladelah-Newcastle stage of the Apple and Pear Vets Tour.





sporting programme of the Australian Institute of Sport. It is a victory for commonsense, if not somewhat belated.

The choice of Adelaide is a wise one considering the geographical location, willingness of the South Australian government to co-operate as evidenced by the establishment of a local sports Institute with some cyclists attached, and the presence of internationally recognised coach, Charles Walsh. The only impediment is the absence of a modern style track in Adelaide and I understand that

is already the subject of discussion between the respective federal and state governments.

The inclusion of cycling in the Institute's programme is timely in terms of international prospects with three riders on the edge of world and olympic success. This was projected loud and strong by the performances of Dean Woods, Martin Vinnicombe and Gary Neiwand in the 1986 World Championships backing up their superb Commonwealth Games victories. Also exposed was the

need for an improvement by Australia's pursuit team if we are to retain our Los Angeles gold medal. With the prospective riders domiciled in a common location this should now be possible – considering that we will be meeting our opponents on an equal basis. The notion of judging a nation's worth on the success of its sports stars is rightfully transferred to the Government.

The first scholarship holders announced to take up residence in Adelaide are: Dean Woods, Martin Vinnicombe, Gary Neiwand, Wayne McCarney, Brett Dutton, Robert Burns and Michael Aisbitt. Associate scholarships went to Gary Madigan, Scott McGrory and Donna Gould.

#### ANDERSON IS NUMBER FIVE

Phil Anderson, Australia's best roadman is rated number 5 on the current FICP table of designated first category riders for 1987. All the major European races count towards the classifications, the Tour de France, Giro d'Italia and Tour of Spain, the British Milk Race, the Nissan International as well as the professional national road championships and the one-day classics plus many of the lesser stage and one-day races.

Anderson had a good year in 1986 until overtaken by an arthritic knee. Heading the list is Irish rider Sean Kelly from American Greg Lemond, with Dutchman Adri Van Der Poel third.

First British rider is Robert Millar who is number 15. Australia's Michael Wilson is number 69.

#### CYCLING CLUB BOOMS ON SYDNEY'S NORTH SHORE

The continuing popularity of cycling in Sydney is reflected in the growth of the Northern Suburbs Cycling Club. The club continues to be sponsored by Eurocars Mazda and Fishcraft aquariums for the eighth consecutive year.

David Spessot continued to be the club's best performer when he recently retained his NSW Sprint Championship over 1000 metres at the Tempe Velodrome. The success of the triathlon scene has contributed to a strong increase in the number of club competitors. The winter club racing commences in early April and riders interested in joining should contact Max Rowling on 84 5331.

#### HAPPY BIRTHDAY 'OPPY'

That evergreen cycling doyen, octogenarian Sir Hubert Opperman OBE, celebrates his birthday on 29th May. Best wishes "Oppy" on your birthday from all readers of *Freewheeling*.

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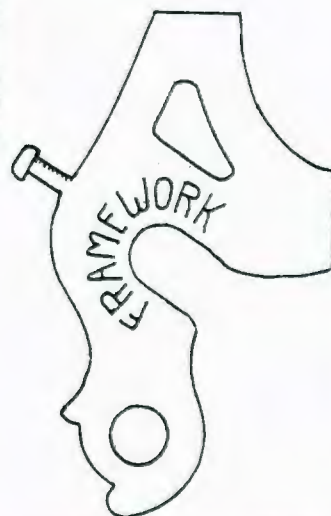
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# THE 1987 AUSTRALIAN AMATEUR TRACK TITLES

*Sports report*

*Martin Vinnecombe emerges as star material*

by JOHN DRUMMOND  
photography FRANK WALSH

AUSTRALIAN INSTITUTE of Sport cyclist Martin Vinnecombe, of New South Wales, was the star performer at the Commonwealth Bank National track cycling championships held recently at Brisbane's Chandler Velodrome – venue for the 1982 Commonwealth Games.

Currently rated number two in the world for the one kilometre time trial the Sydney based cyclist regained the Australian title he lost in 1986.

The Commonwealth Champion rode a sensational 64.781 seconds for the 1000 metre distance, despite being hampered by a mild glandular fever virus.

Vinnecombe's time not only established a new National record for the 1000 m Time Trial, but would have won three out of four of the last World Championships for the event, instead it won for the Sydney champion the George Adams Trophy, for the most outstanding individual performance of the Carnival.

VINNECOMBE IS no cream puff. He proved that in 1985 when he came back from a debilitating bout of glandular fever, which put him out of cycling for 12 months, to ride a devastating 1:05.344 Kilometre to claim the National title and establish a new Australian time on Launceston's brand new board track at the Kate Reed Indoor Stadium.

He proved his class when representing Australia in the World Championships

at Bassano Del Grappa in Italy in 1985 to emerge as the third fastest kilo man.

Vinnecombe returned to the scene of his visions of greatness to defend his kilo title in 1986. Although beaten for his State title by fellow New South Welshman, Craig Chapman, Vinnecombe was confident his class would carry him to victory and a place in the Australian Team for the Commonwealth Games.

Standing in his way was the man you choose to love or hate, former Kilo National Champion, Victorian Max Rainsford, from whom Vinnecombe had won the title the previous year by a mere 37 hundredths of a second.

The ensuing competition revealed the truth. The electronic timing system showing the seedings were "spot on", the best being fourth seed Wayne McCarney, with Stephen Pate and Max Rainsford, both of Victoria and Martin Vinnecombe yet to ride.

Pate had a smooth 65.65 second kilo, next the flamboyant Rainsford came home brilliantly to lead with a 65.63. When the starter called Vinnecombe to the mark he knew what he had to achieve. Almost equalling his record set a year earlier on a brand new track was a task calling for a disciplined effort. The reigning champion commenced exceptionally fast with a half lap time of 12.9, then the lap time came up as 29.69. He was the fastest on the vital second lap, the aggregate time now totalling 47.14, only marginally ahead of Pate, but a

comfortable 18 hundredths of a second ahead of race leader Max Rainsford.

Whereas Rainsford won the title in the final lap Vinnecombe lost it. The incumbent thrashed himself into a state of inertia to record a third placed 1:05.85. Vinnecombe was so exhausted he could neither walk, nor talk and collapsed off his bicycle into the arms of his aid John Crouchley.

I have never seen a top kilo rider give so much, nor be so distressed.

THE NATIONAL selectors showed great wisdom in selecting both Vinnecombe and Max Rainsford in the 1986 Commonwealth Games Team.

It is history how that team had a clean sweep of all events, and how Martin Vinnecombe became involved in a timing system drama that saw him judged the winner of the kilometre gold medal on old fashioned stop watches.

Martin had trialled so well that officials believed the timing system had malfunctioned when it recorded 1:04.66, a massive two seconds quicker than any other competitor, they ordered a check of the system, and relied on the average of three back-up hand stop watches, which gave Vinnecombe a gold medal winning 1:06.230.

Although elated with his success and therefore not complaining Vinnecombe knew he went fast and the timing system could have been correct. This proved to





be an opinion backed up later by his silver winning ride against East German Malchow in the astonishing time of 1:02.946 in the World championships.

Malchow, the reigning world champion, was pushed to a new world record to defeat the Commonwealth champion in 1:02.031, just nine-tenths of a second faster. But if only twenty tenths of a second separated the 1986 Launceston champions, then streets separated the place getters at Chandler in 1987.

On the slower Chandler outdoor circuit the powerful New South Wales Kilo man set a new Australasian record of 1:04.781. His nearest competitor was the fast improving first year senior, AIS scholarship holder Michael Aisbitt. Michael had a quick 1:07.123 from Victoria's Darren King (1:07.862) Newcastle's State Champion, Craig Chapman was fourth.

The time and the massive margin highlights the great improvement by Martin Vinnecombe in the discipline of kilometre time trial. He not only lowered Kenrick Tucker's national record set on the same venue by a massive 1.110 seconds, but also lowered his own indoor figures set on Tasmania's International Velodrome.

With the benefit of a full time coaching conferred by cycling's recent entry to the Institute of Sport Vinnecombe is well on the way to a future World championship. All Australia will hope it will evolve at Seoul next year.

### TITLES KEENLY CONTESTED

THE 1987 National Championships, held on Brisbane's modern Chandler Velodrome from 21 - 28 March were restrained by the absence of Dean Woods and Gary Neiwand. Woods was in France contesting road events in preparation for the World individual pursuit



title in Austria later this year. The Worlds number six sprinter Gary Neiwand was the victim of the dreaded glandular fever virus.

Nevertheless, the titles were keenly contested with the lesser talented cyclists taking advantage of the absence of the stars. One such was the likeable all-rounder from the Sydney suburb of Cronulla, Clayton Stevenson who won the individual pursuit from the Northern Territory based Tony Davis and International Brett Dutton.

Stevenson who is a protege of former champion Gary Sutton, in a smashing series of rides established a new Na-



### THE ECSTASY AND THE AGONY

Left: A happy Martin Vinnecombe being interviewed by Stewart Boyle after winning the kilo National Title from Max Rainsford at Tasmania's Indoor Stadium in 1985. He set the standard then for an indoor track by riding the kilometre in 65.34, thus decreasing the outdoor record by .551 seconds. Centre: Vinnecombe is elated with his new 1000 m time trial record. Martin, the worlds fastest 1000 m cyclist rode in ideal conditions on state-of-the-art technology to clock 1:04.781. His time eclipsed Kendrick Tucker's five-year old record by 1.11 sec. Right: Dejected and totally exhausted Vinnecombe collapses after losing the 1986 Commonwealth Games selection championship to Rainsford and Stephen Pate by a mere 22 tenths of a second.

tional record of 4:44.1 for the 4000 m pursuit distance.

Another to outclass his opposition was Queenslander Mark Victor who won the 50 km Point Score championship by a massive margin from Tony Davis (NT) with defending champion Bruce Keech (NSW) third.

Interest centred on the 4000 m contest for the Southcott Cup. The 4000 m Teams Pursuit Championship is the big attraction at the Titles because Australia is the current Olympic and Commonwealth champion of this discipline.

It was fittingly won by Clayton Stevenson, Brett Dutton, Michael Aisbitt and Bruce Keech representing NSW. Next year will be the Cup's 50th Anniversary.

Appreciative of the courtesies extended to the English amateur cyclists who competed at the Empire Games at Sydney in February 1938, E J Southcott a vice-president of the National Cyclists' Union (England), forwarded on behalf of that body, a handsome silver cup to C J Gray, President of the Amateur Cyc-



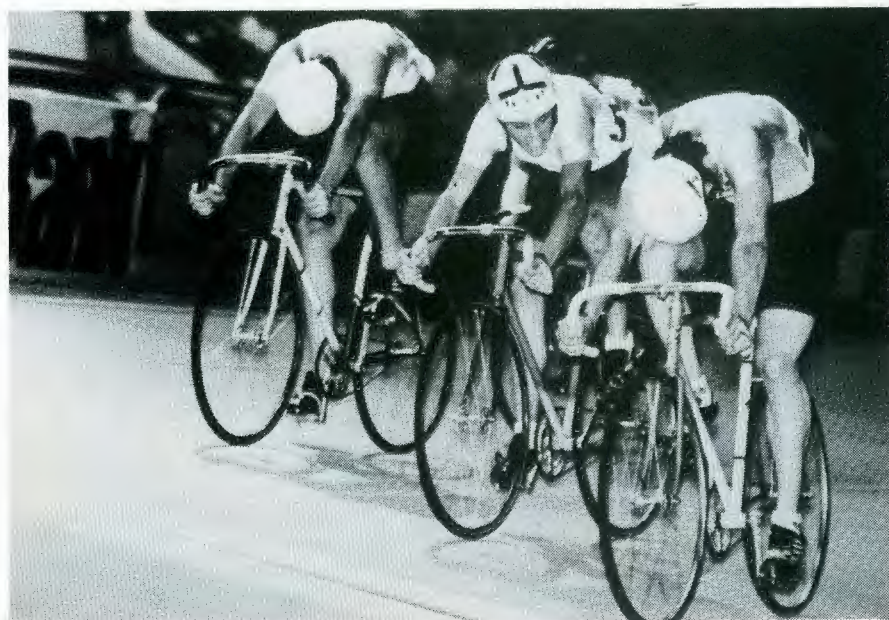
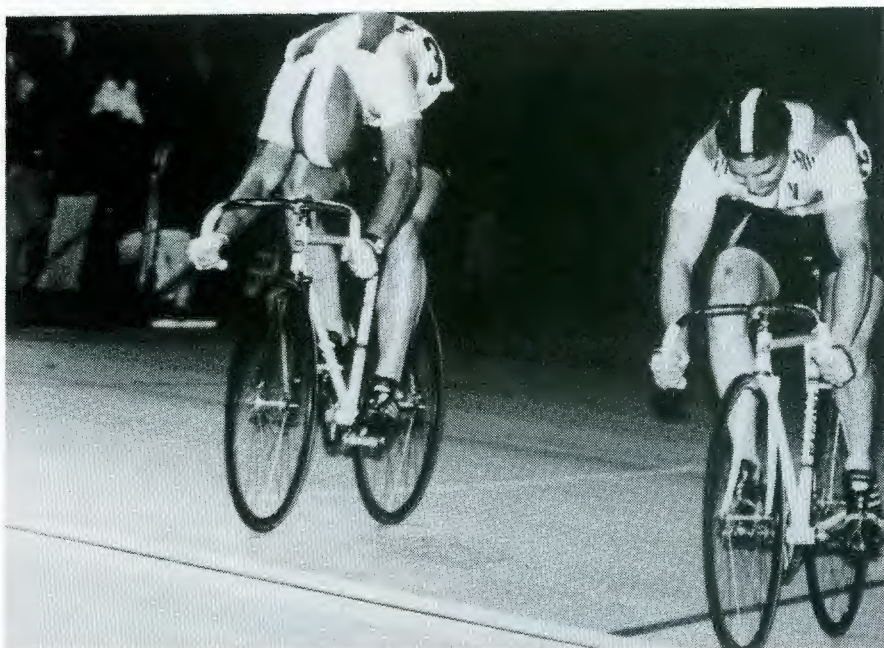


**N**ATIONAL TRACK Titles pictorial. This page. Top: Senior 50 km points score winner Mark Victor (QLD) keeps a wary eye on SA rider Shane Holmes as he sets himself up to win another sprint. Victor opened up his score by taking the first five points to win the championship with a healthy points tally of 62 over NT cyclist Tony Davis (49). Bruce Keech NSW won the bronze with a score of 42. Only two points behind came AIS competitor Robert Burns. The 150 laps took 1:02:49.78.

Centre: Carey Hall holds off Michael Lehmann in the last two heats of the semi finals. Hall went on to defeat David Spessott in the finals to capture the Gold.

Bottom left: The Junior 10 km scratch championship was fought out to the bitter end the 30 laps taking only 13:04. Many attempts were made to steal the advantage but every move was covered by this competitive field of Australia's best Junior track cyclists. As the event moved into the final 10 laps each state had sorted its self out into easily identifiable groups. With four to go the Tasmanians spearheaded the bike race. As they came around to get the bell the Queensland boys sent the local fans wild as they made a desperate effort to capture the glory but they were swamped in the back straight as the more powerful NSW and VIC lads dominated the charge to the tape. Steven McGlede, NSW, held off his team mate Andrew McGee to take the Gold. David Malthy, VIC, (top of track) came third with another Junior Clint Clark in fourth. Tucked in behind them was Martin Ross the first Queenslander to cross the line.

Bottom right: Senior 4000 m individual pursuit champion Clayton Stevenson salutes the crowd after his winning ride over NT competitor Tony Davis. Clayton eclipsed Tony's time of 4:50.010 with 4:45.125.



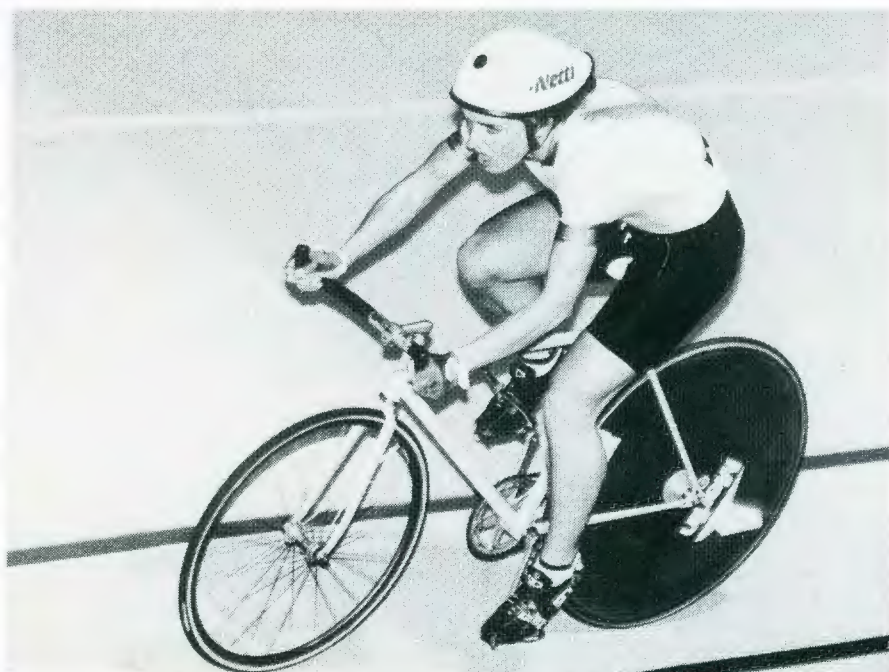


Page 15 top left: Karen Moody, VIC, rides triumphantly over the line to take gold in the Women's 10 km scratch race. Marissa Gori, QLD, was second with Michelle Culyer, VIC, third.

Bottom left: Michelle Culyer in action during the 10 km scratch championship. Michelle came third in this event but was victorious in the Women's Sprint championships over Karen Moody and Lisa Oliver, QLD.

Top right: Juvenile 5 km scratch race champion David Bink gives a victory salute to the cheering crowd after his win over Tim Willing. Centre right: Kathy Watt, VIC, strains under the ordeal of holding off Donna Gould, AIS, in the Women's 3000 m individual pursuit. Donna won the event with a time of 4:00.588. Kathy clocked 4:05.378 and Jacqui Uttien, WA, came third.

Bottom right: Champion 4000 m Junior pursuit team from NSW consisting of Mark Kingsland, Chris Unicomb, Andrew McGee and Steve McGlede.





lists' Association of Australia for annual competition. Conditions set out that the cup should be for perpetual competition among the State controlling bodies in a two mile teams pursuit race. This was instituted as a new event at the annual



**Mark Kingsland, NSW, winner of the Junior 3000 m individual pursuit with a time of 3:36.943.**

### ONLY .0001 FROM A DEAD HEAT

**A**N ELECTRONIC score board at Chandler Velodrome created Australian, and possibly world, history when it recorded a dead heat for third place in the Women's 3000 m individual championship. Jacqui Uttien (pictured) from WA and Donna Rae, VIC, spit the starters line in opposite positions across the track in a thrilling race for the bronze medallion.

The scoreboard recorded 4:00.58 for both riders. Then the chief judge, Mr G Osborne, asked for another decimal and the decision went to Uttien by a thousandth of a second. All of which makes one wonder how many decisions were incorrect before the days of electronics.



16 Freewheeling

National championships. It has since proved very popular and has done much to pave the way for our present Commonwealth Games dominance and Olympic Games success.

Best of the junior riders was Stephen Brookes of Victoria. No stranger to the National scene, Brookes who won the Juvenile Time Trial in 1985 returned to win it as a junior and added the sprint title for good measure.

The women were down in class this year, perhaps the best being Donna Gould of the AIS (SA). David Bink, who rides for the ACT in Canberra Club, was easily the best juvenile, winning two championships and coming second in two others to finally be declared the champion of champions. David is the first juvenile to receive this award.

## SUMMARY OF RESULTS

### SENIOR

20Km Scratch Race	23: 42.464
1. Darren King (VIC)	
2. Shane Holmes (S.A.)	
3. Mark Victor (QLD)	
1000m Time Trial	1: 04.781
	RECORD.

1. Martin Vinnicombe (A.I.S. — NSW)	
2. Michael Aisbitt (A.I.S. — NSW)	
3. Darren King (VIC)	
1000m Sprint	11.493
	(for last 200m)

1. Carey Hall (VIC)	
2. David Spessot (NSW)	
3. Michael Lehmann (VIC)	
4000m Individual Pursuit	4: 45.125
1. Clayton Stevenson (NSW)	
2. Tony Davis (N.T.)	
3. Brett Dutton (A.I.S. — NSW)	
4000m Teams Pursuit	4:36.60
1. N.S.W. — Clayton Stevenson, Brett Dutton, Michael Aisbitt, Bruce Keech.	
2. QLD. — Nick Cane, Mark Victor, Jamie Kelly, Gary Madigan.	
3. VIC. — Robert Burns, David Dew, Rod Green, Greg Griffiths.	

50Km Point Score	1:249.782
1. Mark Victor (QLD)	62 Points
2. Tony Davis (N.T.)	49 "
3. Bruce Keech (NSW)	42 "

### JUNIOR

30Km Point Score	37: 55.03
1. David Maltby (VIC)	33 Points
2. Andrew McGee (NSW)	31 "
3. Stephen McGlede (NSW)	26 "
1000m Time Trial	1: 09.047
1. Stephen Brookes (VIC)	
2. Stephen McGlede (NSW)	
3. Chris Unicombe (NSW)	
1000m Sprint	11: 455
	(for last 200m)

1. Stephen Brookes (VIC)	
2. Wako Hamlin (QLD)	
3. Chris Unicombe (NSW)	
3000m Individual Pursuit	3: 36.943
1. Mark Kingsland (NSW)	
2. Shaun O'Brien (VIC)	
3. Andrew Stirling (VIC)	
4000m Teams Pursuit	4: 35.192
1. N.S.W. — Mark Kingsland, Andrew McGee, Chris Unicombe, Stephen McGlede	
2. VIC. — David Maltby, Shaun O'Brien, Andrew Stirling, Mark Weissel	
3. QLD. — Wako Hamlin, Glen Andrews, Doug Newitt, Martin Ross	
10Km Scratch Race	13: 04.799
1. Stephen McGlede (NSW)	
2. Andrew McGee (NSW)	
3. David Maltby (VIC)	

## WOMEN

10Km Scratch Race	13: 48.085
1. Karen Moody (VIC)	
2. Marissa Gori (QLD)	
3. Michelle Culyer (VIC)	
1000m Sprint	13.09
	(for last 200m)

1. Michelle Culyer (VIC)	
2. Karen Moody (VIC)	
3. Lesa Oliver (QLD)	
3000m Individual Pursuit	4: 00.58
1. Donna Gould (A.I.S. — S.A.)	
2. Kathy Watt (VIC)	
3. Jacqui Uttien (W.A.)	

## JUVENILE

500m Time Trial	35.099
1. David Bink (NSW)	
2. Simon Caulder (NSW)	
3. Shane Kelly (VIC)	
500m Sprint	11.903
	(for last 200m)

1. Shane Kelly (VIC)	
2. David Bink (NSW)	
3. Danny Day (QLD)	
2000m Teams Pursuit	2: 23.732
1. S.A. — Brett Aitken, Darrvi Lindsay, James Rennie, Troy Winterfield	
2. N.S.W. — David Bink, Simon Caulder, Dennis Wilkinson, Baden Burke	
3. VIC — Scott Townsend, Shane Kelly, Cameron Sharp, Dean Mather	

4Km Scratch Race	6: 29.981
1. David Bink (NSW)	
2. Tim Willing (W.A.)	
3. Shane Kelly (VIC)	

**SPECIAL AWARDS** — Champion of Champions awarded to N.S.W. Juvenile David Bink, for his 2 Gold and 2 Silver Medals. David is the first Juvenile to receive this honour.

George Adams Trophy for the most outstanding single performance was awarded to Martin Vinnicombe who not only broke the National Outdoor Record for the 1000m Time Trial, but executed a ride that would have won him the last 3 World Championships in this event.

## EUROPEAN TOURS

Several tours were planned at the Australian Cycling Federation conference and the Australian selectors announced details and personnel following the conclusion of the Amateur carnival.

Only Dean Woods remains of the team that struck gold in Los Angeles, and it is therefore not surprising that a bias is heavily in favour of team pursu-ers, there being five in the senior team, considering the failure of the winning Commonwealth Games Pursuit team to qualify at the subsequent world championships. It is also understandable in light of the degree of support to amateur cycling given by Government and the corporate sector.

Winning is the name of the game and there is ample evidence to indicate that success begets success.

The team with details are:-

### Senior Track Team for World Championships, Vienna, Austria 25/8-6/9/87

Martin Vinnicombe	(N.S.W. — A.I.S.)
Dean Woods	(S.A. — A.I.S.)
Gary Neiwand	(S.A. — A.I.S.)
Brett Dutton	(N.S.W. — A.I.S.)
Wayne McCarney	(S.A. — A.I.S.)
Michael Aisbitt	(N.S.W. — A.I.S.)
Robert Burns	(VIC. — A.I.S.)
Tony Davis	(N.T.)



**Junior Team for World Championships, Bergamo, Italy**  
12-19/7/87

Stephen Brookes (VIC)  
Stephen McGlede (NSW)  
Andrew McGee (NSW)  
David Maltby (VIC)  
Andrew Stirling (VIC)  
Shaun O'Brien (VIC)  
Patrick Jonker (S.A.)  
(To ride the road only.)

**Womens Road Team for Tour de France 9-26/7/87 and World Championships Vienna, Austria**  
25/8-6/9/87

Elizabeth Hepple (QLD)  
Kathleen Shannon (NSW)  
Robyn Battison (VIC)  
Donna Rae (VIC)  
Donna Gould (S.A. — A.I.S.)  
Jacqui Uttein (W.A.)  
(Reserve)

**Womens Track Team for World Championships Vienna, Austria 25/8-6/9/87**

Donna Gould (S.A. — A.I.S.)  
Donna Rae (VIC)  
Jacqui Uttein (W.A.)  
(Reserve)

**PROFESSIONAL TITLES IN WHYALLA**

WHILE THE amateur riders were testing their collective skills in the National arena in Queensland, some thousands of kilometres away in South Australia the professionals were determining their track champions. The fact that the titles in either category could have been held simultaneously at the one venue did not mean anything. Tradition had to be satisfied — such is the ambiguity of Australian cycling these days.

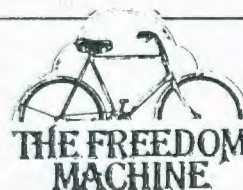
Whyalla, situated on the Spencer Gulf north of Adelaide is a BHP steel works town of some 26,000 people. BHP contributed heavily to the cost of building the velodrome, and was the

sponsor of the four-night carnival conducted by the Whyalla Cycling Club, under the control of the Australian Professional Cycling Council.

The championships were dominated by two first year professionals who graduated from amateur ranks late last year. Victoria's Stephen Pate and Tasmania's Rick Sloane each won three titles. In addition, Pate won the championship of champions award, just as he did at the 1986 amateur titles held at Tasmania's Indoor Stadium.

Neil Stephens, of Canberra demonstrated that he is a professional cycling top endurance exponent by adding the 5000 m individual pursuit title to his 1986 crown.

**Right: Max Rainsford of Victoria won the 1,600 m championship and was a member of the winning Victorian pursuit team. Below: Stephen Pate from Shepparton, Victoria won the 2000 m keirin, 1000 m sprint and 16 km titles. He was declared Champion of Champions.**



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# MOUNTAIN BIKES

*Fat tyre feature*

*A Freewheeling guide to mountain bikes.*

**21 PHIL SOMERVILLE'S NEW MOUNTAIN BIKE DESIGNS**

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*What to look for when you go looking for your next set of fat wheels.*

**30 TALKING DIRTY**

*Getting the most from your mountain bike*

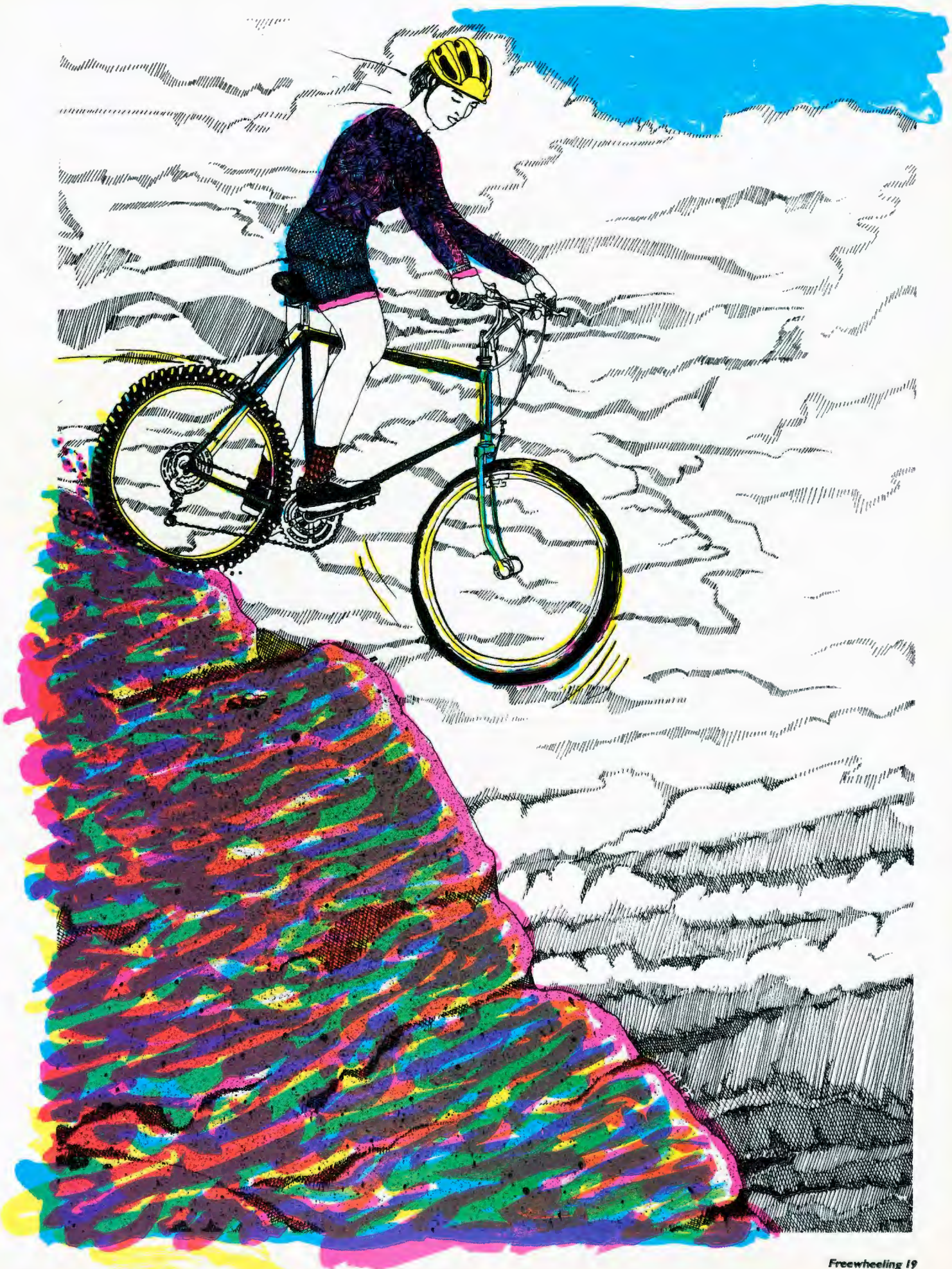
**32 TRIALS AND TRIBULATIONS**

*The Observed Trials is the latest addition to the world of fat-tyre competition.*

**36 WHERE THE ACTION IS**

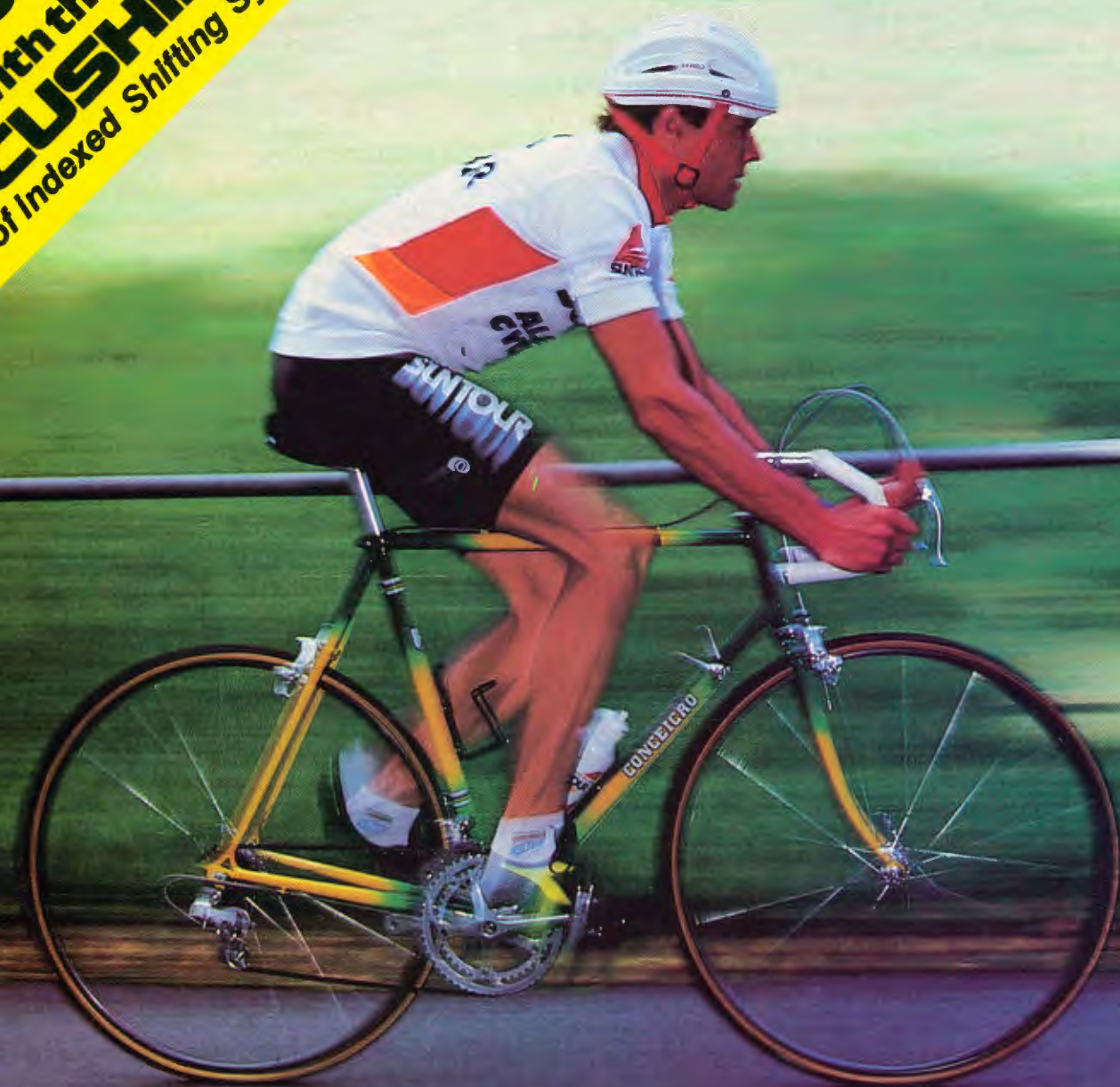
*A round-up of recent fat-tyre events and how you can get involved.*







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## ANDREW LOGAN RIDES SUNTOUR

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# FOUR MOUNTAIN BIKES



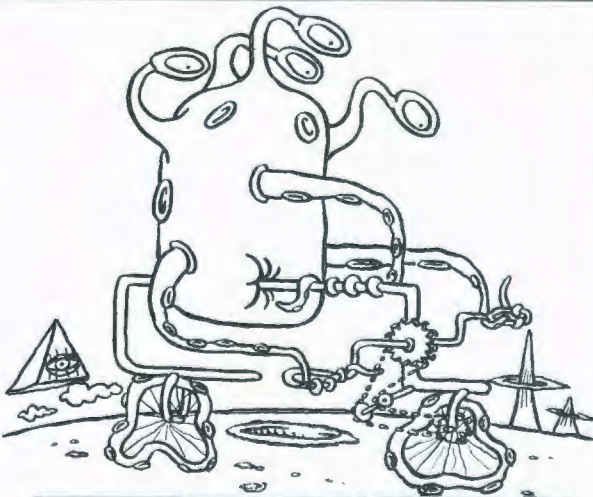
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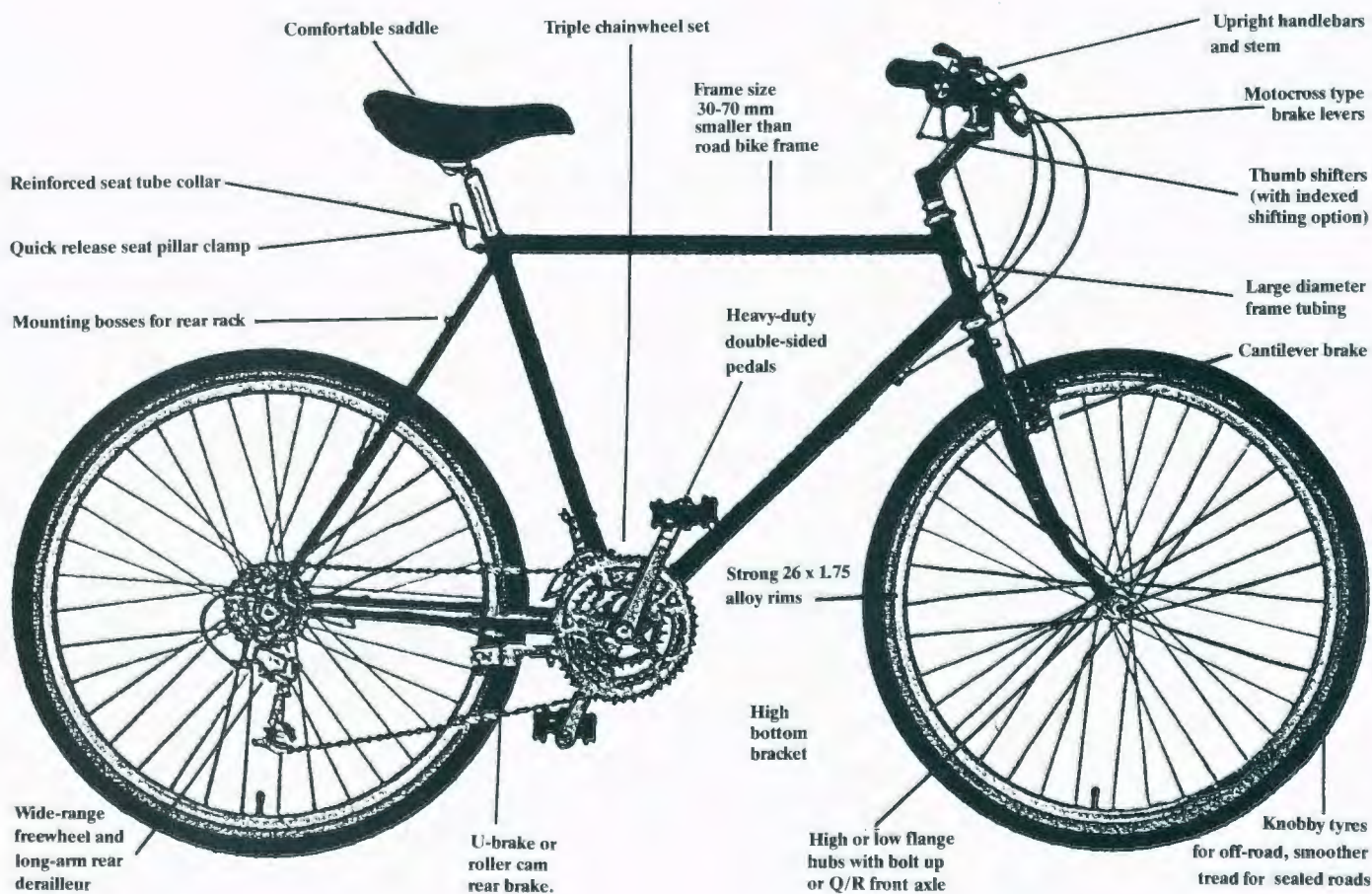
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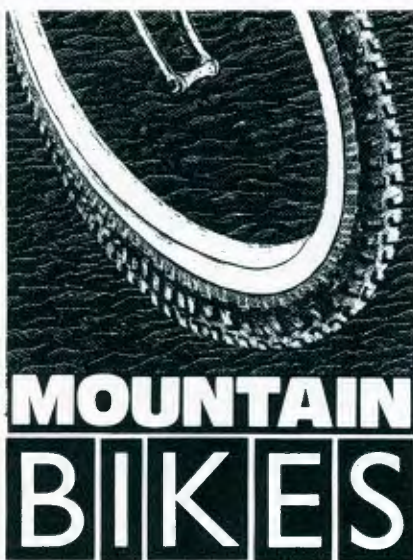
# A MOUNTAIN BIKE BUYER'S GUIDE

## *Fat-tyre feature*

*What to look for when you go looking for your next set of fat-wheels*







## GETTING THE RIGHT FIT

MOUNTAIN BIKE frames are always built to give a higher ground clearance under the bottom bracket. As a result the seat tube (the measurement of frame size) will be shorter and you will always need a frame size smaller than you would normally need with a road bike.

To correctly size your mountain bike you should straddle the frame in your normal riding shoes. You should have at least 30 mm clearance between the top tube and your crotch. As you will often find yourself with feet on the ground for stability you will generally need at least 3.5 cm more than the 2.5 to 5 cm clearance generally recommended for road bikes. A distance of between 3 and 7 centimetres is advisable. If in doubt go for a smaller frame size – this is the general trend nowadays for all classes of bike.

Long seat pillars are commonly available to provide you with the optimum saddle height so don't worry too much if you think your frame is too small.

Frame top tube length is usually determined by the frame maker but can be varied by substituting a different type of stem or handlebars. Mountain bike competition riders tend to prefer a 'stretched-out' riding position whereas a casual cyclist will opt for a more upright posture necessitating a shorter stem or bars. There is a large range of bar/stem combinations available and even if it takes some months for you to decide it is an easy job to 'retro-fit' a shorter combination when you finally make up your mind.

## FRAMES

WHEN BUYING a new bike the frame is the most important component to consider. Its easy to upgrade to say, better quality pedals, but not as simple to swap a frame. A good lightweight frame can

also dramatically improve the overall feel and performance of the machine so choose carefully with this major component.

All mountain bike frames use oversize tubing and are either lugless or use a lugged construction. With modern Tungsten Inert Gas (TIG) welding techniques lugless frames can now be made very strong. The larger tube diameter adds to the rigidity of all frame types.

Chrome molybdenum steel is the favoured tubing type used on most medium to top-quality machines. Chrome moly as it is often called is an alloy of steel and is much lighter and stronger than equivalent thickness plain steel tubing. Often only the main tubes will be chrome moly with the chain and seat stays high tensile steel. This adds slightly to the weight.

Aluminum mountain bike frames are now making their appearance in the USA and Europe and will probably be available here in small numbers this season. This type of frame material uses an even larger oversize diameter tubing for greater strength. They are generally much stiffer than steel or steel alloy frames and the metal tends to absorb more of the road shock. Aluminum frames are not made in this country so you can expect to pay the proverbial 'arm and a leg' if you want to be one of the few people in the country to own and ride one this year.

Frame geometry can vary greatly from model to model. Ric, a *Freewheel-*

**Mountain bike frame sizes always have to be smaller than for street bikes. Shorter riders have always had a problem in obtaining their correct size so the good news this year is that a few manufacturers will offer bikes like this '4 x 6' 43 cm (17") Shogun Prairie Breaker Pro. This bike has a 24 inch front wheel to keep the top tube parallel and give a good clearance between the pedals and the front wheel.**

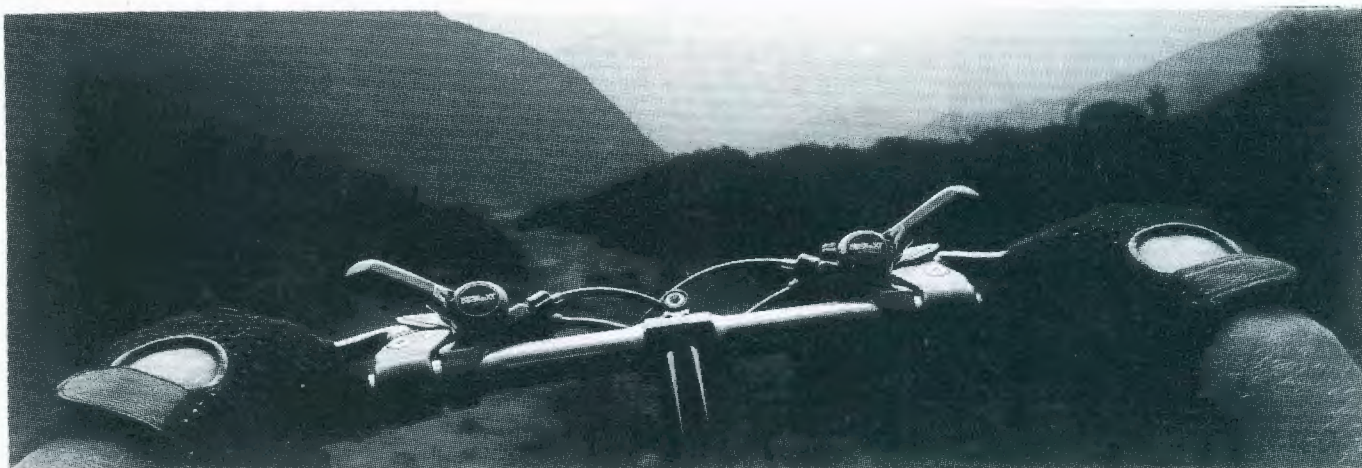


**I**N THE SHORT time that mountain bikes have been available on the Aussie market the range of models and the quality of the equipment fitted to them has improved out of sight. Now with the introduction of positive shifting gear systems this class of bicycle is set to take over. In the USA, the home of mountain biking, this type of machine will account for between 40 and 50 per cent of all sales this northern summer. In Australia, where statistical information on the bicycle industry is almost impossible to obtain, market observers estimate anywhere between twenty and forty per cent of total sales to the MTB.

Four years ago we predicted that the mountain bike would rise from humble beginnings to become the most popular class of machine on the Australian bike scene. There is every indication that 1987 will be the year when this will happen. If you can't understand why the mountain bike is about to take over; you obviously haven't ridden one. Lightweight road racing bikes may be faster and more efficient but the fat-tyred bike offers much more. With a good MTB you get a softer ride, a more comfortable riding position, easier to work controls, better load carrying capacity, wider range of gears for coping with all kinds of terrain and more powerful braking systems.

Mountain bikes are a lot different from their skinny-tyred cousins. And it's not just the amount of rubber on the road that places them apart. Fat-tyred bikes have been designed to cope with a wide range of riding conditions. Their frames have a different geometry to road bikes and their componentry is designed to work under the most extreme conditions. With so many differences between the MTB and the conventional 10 or 12-speed it is important to become acquainted with the 'fat-facts' before you shell-out hard-earned dollars on a new machine.





ing fat-tired reader, did a comparison study of all the bikes tested so far in this magazine and the US publication *Bicycling*.

He found a remarkable variation in all the important frame dimensions and concluded that there is no 'average' mountain bike. He found the variation in bottom bracket heights was up to 38 mm while the chain stay variation was 42 mm and wheelbases 103 mm. Frame angles varied between 5 degrees for the head tube and 7 degrees on the seat tube.

The mountain bike as a separate class has only been around for eight years so it is expected that some experimentation would take place as manufacturers strive to find the best combination of frame size and geometry. It is becoming accepted by manufacturers and specialised frame builders that the seat tube angle is not a critical factor in handling ability. Seat tube angles similar to road racing bikes are becoming more common.

Wheelbase length is one of the most hotly debated design options in the US fat-tire scene at present. Competitive riders are favouring shorter wheelbase bikes as they give a more responsive ride while the other extreme suits the recreational rider who demands greater stability. This season will see this new breed of competition machine available in Australia. Some will offer frames with tight rear frame triangles, steep head tubes and shortened wheelbase.

Fork blades can be either chrome moly, mangalloy (another steel alloy), or steel in varying grades. The better quality frames have cast fork tips. Fork crown design has varied greatly in the last few seasons and the lugless TIG welded type is now the most popular due to its reduced weight and smooth clean appearance.

A good quality mountain bike should come with all the brazed-on fittings you will need. In this dry country at least two waterbottles should be carried on

longer trips. If you plan to fit racks for touring check the rack mounts provided. Mounts can often be useless if the type of rack you buy later does not fit. Avoid low rider front racks for off-road conditions as your bags will snag on every rock and shrub. If you use your MTB for dirt and sealed road touring the low rider rack may suit you fine.

## COMPONENTRY

THE MOST popular chainwheel set used is the alloy triple type with removable rings. Standard crank lengths (170mm) are preferred as there is no proven advantage from using longer length cranks except in the case of very long-legged riders.

Some the top-of-the-range bikes are fitted with Shimano Biopace chainrings. This type chainring is computer designed to allow for a smoother pedaling action. They are very good for long distance rides and on long hill climbs. The ring shape is neither oval or round and is close to egg-shaped. The shape of the smaller rings is slightly different to that of the larger sizes.

Bikes in the lower price bracket often use cheaper cotterless cranks with steel rings. Replacement rings for alloy removable types are generally available through the specialist dealer network either off the shelf or on order.

The most important development in mountain bike componentry is the arrival (at last) of positive shifting gear systems. Both Shimano and SunTour have their own versions of this idea and give riders the ability to accurately select gears simply and efficiently. The gear levers have an indexed 'click' stop built into them and this corresponds with each position of the rear derailleur. Front derailleurs still operate in the old way with no set position on the lever to indicate the cog selected.

Front derailleurs often have problems with wide range triples and the most efficient type is the 'top normal' operat-

---

**Mountain bike equipment has come a long way in a short time. Positive shifting or indexed gears offer fast and accurate shifting and the controls are designed to be operated with comfort and ease. This picture shows state-of-the-art Shimano Deore XT componentry featuring SIS indexed gear levers.**

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ing SunTour XC-II which uses cable action rather than the return spring to drag the chain onto the difficult inner chain ring. The difficult shift between the middle and the small inner ring is often caused by the chain ring size combinations rather than the action of the derailleur. Generally this is only a problem after the chain is worn and has lost its lateral stiffness. If you have problems your dealer will usually be able to help by fitting different ring size combinations.

Chrome moly bullmoose bars, once the choice of a majority of bike makers, are now out of favour. Riders today are demanding more flexibility and greater adjustment in handlebar positioning and shape. Separate alloy/chrome moly stems and alloy bars are preferred. These can be tilted for comfort and raised to the optimum level to give a good riding position.

Narrower bars are also more common as the ultra long bars of yesterday created clearance problems both in city traffic and bush trails. Rubber grips have also gone through a process of development and the type most preferred nowadays is the semi-soft sponge rubber with a wide outer edge. Only individual preference will determine what type of grip will suit you best.

One deficiency still seen on a number of models was the location of the front brake cable stop on the handlebar or stem assembly. This makes it impossible to raise, lower or turn the handlebar stem without altering the brake cable setting. The stem doesn't need to be ad-





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justed often but it is good to be able to move it without the trauma of readjusting the cantilever straddle cable. Cantilever brakes take patience and persistence to adjust to their optimum settings. You only really want to do it once!

Every rider has his or her unique reaction to bike saddles and often a specialist dealer will gladly substitute different types within a given price range. As your seating position for mountain bike riding is more upright it is essential that you try before you buy. Some saddles are decidedly more comfortable than others. The upright riding position of a mountain bike often requires a wider and softer saddle both for women and men.

On long trips a saddle pad such as the Spenco type is recommended. Avocet now have a range of saddles with Spenco gel inserted into the padding and this type of saddle would be good for general purpose riding.

Bikes in the mid to higher-price categories have alloy seat pillars and quick release seat post clamps. Due to the shorter frame size a mountain bike will need a much longer seat pillar than a road bike. Regardless of whether a steel or alloy pillar is used make sure that it is long enough to allow you to sit squarely on the saddle with your heel on the pedal at the bottom of its stroke.

## WHEELS

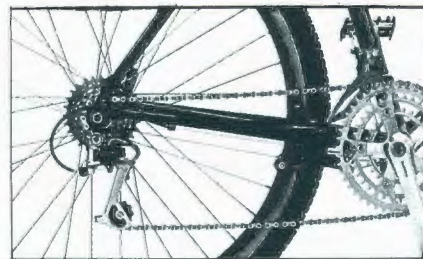
THE TYPE of wheel used on a bike can greatly effect its overall weight and performance. Chrome plated steel wheels found on the lower-priced models are the heaviest and perform poorly in wet weather compared to alloy wheels. They do have the advantage of being more resistant to damage and can often be easily be bashed back into shape. Wet weather braking performance can be improved by fitting brake pads with leather inserts.

Mountain bikes are all fitted with 26 inch diameter rims. Rim width can vary from between 18 and 32 mm though all types and sizes of 26" tyre can be fitted with ease. Tyre width varies from the relatively skinny 1.4 racing type to the big beefy 2.125 knobby. Narrower tyres usually require greater tyre pressures and give a harder ride.

Quick release hubs are now making their appearance on the front wheels of top-range MTBs in the USA but oversized bolt-up types are still the most common. Stiffer wheels with three cross spoke- pattern and high flange hubs are preferred.

## BRAKES

THE CANTILEVER brake is the preferred braking system for most mid-priced and top-range mountain bikes. SunTour roller cam rear brakes and the



newer Shimano and Dia Compe U-brakes fitted to the underside of the frame (to the rear of the bottom bracket) give improved rear brake efficiency. This type of rear brake is generally only available on top-of-the-range machines while the lowest priced models have BMX type side-pull brakes with extra-long calipers.

Caliper brakes are the least efficient whereas the cantilever type is strong and stiff due to its short arms and brazed-on frame mounts. Some of the newer style brake levers combine the click-stop gear lever in the one assembly.

On low-priced models the Taiwanese cantilever brakes which often grace these machines are difficult to adjust and lack the rigidity of the Japanese brands.

## HOW MUCH DO THEY COST?

THERE ARE three broad categories which generally represent a different

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level of quality and class of componentry used. They are as follows: up to \$500 – usually steel components are used throughout and though the finish is generally good the overall weight of these bikes is far greater than those in the other two categories; \$500 to \$700 – this category offers good quality (mostly alloy) equipment and a lightweight frame; over \$700 – Bikes in this high quality range offer the finest lightweight frames and state of the art componentry (positive shifting gears). According to the bicycle industry this price range has so far sold surprisingly well and the competition is hot between the major companies.

The only reliable place to buy a mountain bike is from a specialist bicycle dealer. These machines are designed to take lots of rough treatment and will give you years of fun and enjoyment provided that you keep the bike serviced and properly maintained. Professional bicycle dealers usually provide an after-sales tune-up for your new machine and are set up to provide good long-term mechanical care. A well looked-after and a well maintained bicycle will give you a better ride and less headaches in the long term. If you prefer to do your own basic maintenance your dealer can also be an important source of advice and knowledge on mountain bike equipment and its operation.

## LOOKING FOR A MOUNTAIN BIKE

*A buyers guide*

**T**HE MOUNTAIN bike season in Oz rightly begins at the end of summer. The hills are obviously too hot for rock hopping and as the weather cools off the fat-tyre fanatics take to the forests and fire trails that surround our major cities and towns. This year with big developments in mountain bike componentry some of the big distributors have been caught out.

Some will not have their new season stock until September and later which is alright if you want a neat Chrissy present but not so good if you want to hit the trail during the best months.

To give you some idea on what's in store this year we asked a few importers to show us their wares. The Aussie bike maker Ricardo now a part of the Repco Cycle group are particularly proud of their '87 range. Top of the line is their new Ridge Rider a 15-speed with a Australian made chrome moly frame. This machine has Dia Compe cantilevers and strong Weinmann concave alloy rims. It sells for around \$646 and will be avail-



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able in a 43 cm frame as well as 53 and 58 cm. That's 17", 21" and 23" for you old timers. Ricardo have approached the mountain bike market cautiously and for years their Bush Bike was their only offering. At \$423 it's still good value and boasts an Aussie frame Shimano Superpace chainrings (a cheaper version of Biopace) and from June onwards alloy cantilever brakes.

The Ricardo Easi Street is a ten-speed with a high tensile 1021 lugged frame made at the company's modern Adelaide plant. It has Shimano gears and an alloy chainwheel set and is available in either womens or mens style frames. It retails for about \$334. The Beach Bike is a six-speed cruiser also sporting an Aussie frame and selling for \$327.

Shogun bicycles are back in a big way this year with two high quality models. Top of the range is the Prairie Breaker Team Issue with its jazzy paint style and its big, big range of frame sizes including the smaller 43 cm bike with its 24" front wheel. The bike is fully Shimano Deore XT equipped and has Biopace chainrings. It will sell for around \$1170. Under it is the \$905 Prairie Breaker Pro with similar equipment but a less expensive frame.

Repco this year will be expanding its range of Mountain bikes with the addition of the top-of-the-range High Sierra

model. This bike will have indexed gears of course and the very best equipment. The current model Sierra will be upgraded and in addition to the Skyline lower down the range a new model, the Tracer will be introduced. Repco will also be specially importing a limited quantity of the famous USA Fisher Pro Caliber mountain bikes. This company is one of the most respected in the United States and its racing team are regular winners on the US race circuit.

Malvern Star are also planning changes to their range this year. The strong selling Bushranger has been upgraded and now has a triple butted frame, Shimano Deore XT componentry with SIS indexed gears and Biopace chainrings all for \$850. In addition they have three other models: the Trail Rider selling for \$550 and equipped with Shimano Z series gears and alloy wheels; the Prairie Breaker with its two tone paint work ten-speed Shimano gears and alloy chainwheel set; and the Tarago which has alloy cantilever brakes ten-speed gears and sells for \$330.

Sydney's largest retailer Clarence Street Cyclery has upgraded its range of Clamont mountain bikes. The top-line Coronet is fully Shimano Deore XT equipped and has a beautiful chrome moly triple butted frame. It sells for \$1095. Next in line is the Ridge Runner for \$795 featuring 12-speed gearing

'alloy everything' and a chrome moly triple-butted frame. The Clamont MTB is a newcomer to the range and features an Aussie built chrome moly frame, Q/R alloy wheels and Dia Compe cantilevers all for \$695. As well the Clamont Bush Bike (\$479) gives good value for its Aussie frame and quality Japanese parts. The Beach Cruiser completes the range and at \$399 gives the ease of 5-speed gears in a easy to ride fun machine.

At the time of going to press a number of manufacturers were still finalising their 1987 ranges and couldn't supply us with details. Miyata will be bringing in small quantities of its mountain bike range this year stay tuned for details. Centurion tell us that their new bikes will be a knockout and their MT 1800 is presently selling like hot cakes. Apollo, who have had one of the best ranges for the last few years will be improving on its already popular mountain range: the Everest, Himalaya and Kosciusko models.

Southern Cross is eagerly awaiting the arrival of its Decathlon 15 a chrome moly framed 15-speed with 410X aero type front forks, Shimano SIS gears and a sporty paint job. We can't wait to see it either and will be test riding it soon for review in a future issue. The Southern Cross Crocodile is their hot-selling 10-speed. It has alloy cantilevers a stunning paint-job and sells for \$599.

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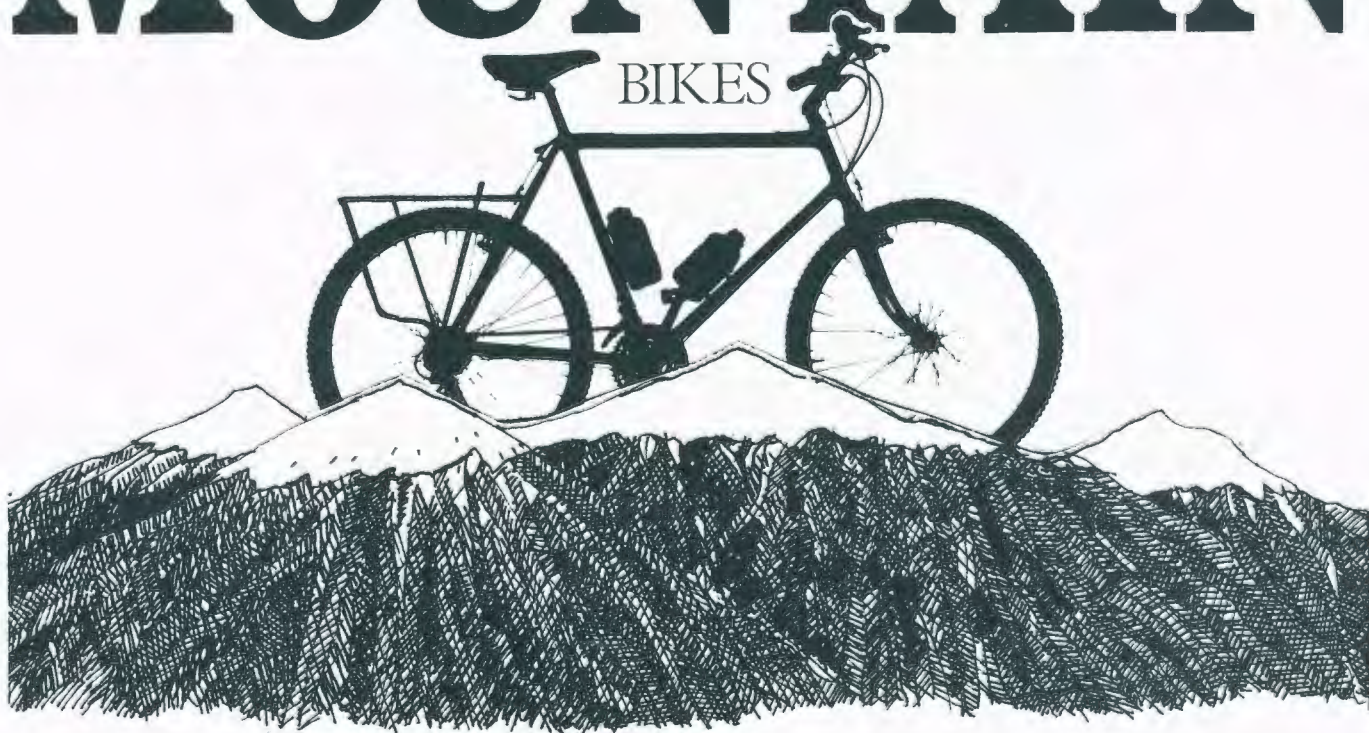
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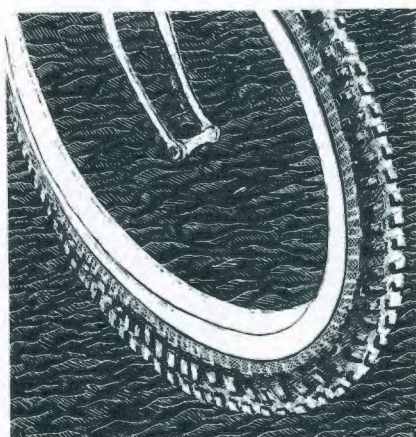


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# MOUNTAIN BIKES

## TALKING DIRTY

### *Fat-tyre feature*

### *Getting the most from your mountain bike.*

by WARREN SALOMON

Riding on sealed roads on any type of bike is a fairly straight forward affair but to get the most out of your mountain

bike you have to once in a while venture out into the bush onto gravel trails. Riding on the dirt requires a different technique. To find the best riding surface the full width of the road must be continually scanned.

Rain and the action of heavy vehicle tyres tends to push the loose gravel towards the lower side of the road creating miniature drainage channels across and along the road surface. To find the best riding surface you need to 'read' these physical features. You should always be looking up the road so that you can take evasive action if an obstacle such as a pot hole or drainage ditch obstructs your path.

To maintain control in loose gravel you have to be able to apply power to the pedals at the right moment. It's a bit like steering a canoe in white water: you have to be going faster than the speed of the water to steer and to do that you have to be paddling. So it may seem incongruous but even if you are hurtling downhill you still should be able to apply power to the pedals in an instant should you need to quickly change course. To do this you should always be in a gear comparable with your speed of travel.

Dirt road braking should be smooth and subtle. The normal action of braking tends to shift weight forward. Apply too much pressure on the front brake lever and you might be suddenly become airborne heading off over the handlebars and down the slope to an inelegant touchdown. Too much back brake will lock up the rear wheel sending the bike into a spin out and you down with it.

The most important rule of braking (on any kind of surface) is to brake before and after a curve when the bike is travelling in a straight direction. If you brake on a curve you risk having one or both of the previously mentioned incidents happen to you. Not nice...

Where to put your body weight for different terrain conditions is one of the most important trail riding techniques to be learned. It is always best to keep your centre of gravity as low as possible or properly located front or rear of the bikes centre line. Only on long uphill or on level ground do you need to spend time on the saddle. On quick downhill or over rough uneven surfaces it is always best to stand in the pedals, with the cranks horizontal, and move your lower body around as the conditions demand. Riding with your bum glued to the saddle is begging for a buckled rear wheel at best.

On steep downhill or along bumpy tracks you should lower your seat so that you can easily clear it and comfortably place both feet on the ground for stability. For steep drop-offs the best riding position is with your body back over the

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rear wheel. On sharp off-camber corners you may have to put your leg down for extra stability.

The choice of tyres for the dirt depends on the type of conditions you expect to encounter. Heavy studded knob-bys are best for rough gravel tracks and trails but if you expect a bit of ordinary gravel, or bitumen for that matter, you should consider a narrower (1.75 instead of 2.125) all-purpose tyre. Both will give the comfort that you expect from fat tyres but the narrower tyre will roll easier with less of your pedalling energy expended.

Tyre pressure has its part to play too. On bitumen roads tyres will need to be pumped up hard to reduce the surface

contact area with its resultant drag. On the dirt you will need to lower your pressures to give the tyres more surface contact and increase your control. It often takes a bit of experimentation to achieve the optimum pressures so you may have to add air to your deflated tyres if you can feel the rims bottoming out on protruding rocks.

AUSTRALIA IS a big place and with a set of fat wheels beneath you there are few places you will not be able to visit. State Forests are the best place to plan your day trips and longer journeys. All of the larger cities on the east coast have good State Forest areas within easy reach and maps of these areas can be readily obtained from their offices.

# MOUNTAIN BIKES

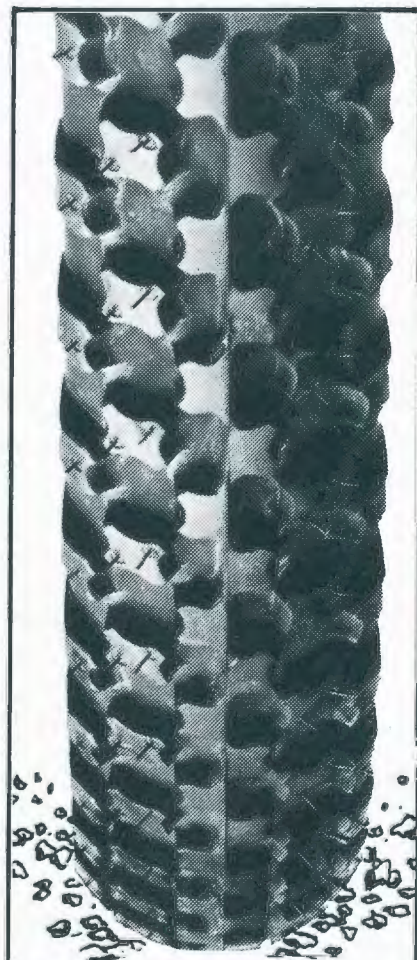


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Avocet Richley Quad 1.9's are available through specialist bicycle dealers across the country.



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# TRIALS AND TRIBULATIONS

*Fat tyre feature*

*The Observed Trials is the latest addition to the world of fat-tyre competition.*

by WARREN SALOMON

**B**oth competitive riders and spectators love it. And it's not hard to understand why. It has been called the 'Zen' of off-road riding and it is rapidly becoming the most popular part of mountain bike competition riding in Oz and overseas.

The observed trials is usually run over a closed course which makes the event very popular with spectators and competitors. The event offers great potential for exciting displays of skill (and foolishness) and, because it requires expertise rather than stamina, is attracting a lot of new riders into the sport.

At first sight the event looks like a fancy obstacle course but there is more to it than that. A comprehensive set of rules governs the event and the object of the course is to complete it with the lowest score. Points are gained for 'dabbing' (touching the ground or other supportive object) or for 'failure' which can happen in a number of ways like going outside the marked course or dismounting.

The introduction of Observed Trials has been rapid and nowadays every major mountain bike event includes a

Trials section as well as the traditional road race. As the event places special demands on the bike and rider, specialised equipment and a new class of mountain bike are now appearing to meet the need.

An observed trials course might consist of ten individual sections in varying degrees of trickiness. Courses usually require competitors to traverse each section two or three times.

Each section in a typical course is somewhere between 1.5 and 22.5 metres long and from 30 cm to infinity wide. It's all up to the imagination of the promoter with the practical limitation that the section must be observable by a judge. The official observer punches or marks each riders scorecard for each section as they progress through the course.

Riders compete in four categories: novice; intermediate; advanced and expert. A novice section course contains such things as: turn on level ground; logs under 20 cm; hills with questionable traction. Novice sections aren't very exciting but serve as an orientation to the flag system and a confidence builder. A couple of novice level sections are





Observed trials is a test of skill not stamina. In these three views we see only three aspects of this growing sport. Above: Riding the log is not as easy as it looks. Trials riders have to encounter many such obstacles. Photo Charles Kelly. Below: Bash plates to protect the chainwheel set and straight front forks are two big differences between a straight mountain bike and a specialised Trials machine. Photo Charles Kelly. Bunny hopping logs is a favourite with Trials riders. The more skilled the rider the bigger the log which can be hopped.





usually included at the beginning of an intermediate level course since everybody enjoys getting a zero (clean) now and then.

Intermediate courses have: tight turns (very tight but possible without special tricks); logs and rocks over 20 cm; hills with questionable traction; and mud. The important feature of an intermediate course is that good bike handling skills alone can clean a section. No special skills are required on intermediate sections. A one metre diameter log could be included using smaller logs on either side so that it could be ridden over if one had the nerve.

Expert and advanced sections show no mercy. Sections have: turns that are

tighter than the best turning radius; logs larger than 75 cm in diameter or rocks with vertical faces; 50 to 75 cm drop-offs; plus combinations of the above. The key feature of advanced sections is that special skills – practised skills – are required. Good bike handling will not enable a rider to clean an advanced section. For example no trial or race rider would master the 'double logs' (20 cm logs exactly a wheelbase apart) without practise.

To make separate courses for novice and expert classes within the same section the novice start and or finish may be located at different places within an expert section or include branches off the main course.

## COURSE REQUIREMENTS

THE NUMBER of observed sections and the number of laps as well as the course closing time must be announced before the start of the event.

THE COURSE must neither contain impossible turns, ascents or descents nor be too hazardous.

NO SECTION shall be included in the Trial which has not been test ridden by the Event Director or his/her designee to determine that deterioration or weather changes will not render the section too dangerous or impossible to be ridden.

NO OBSERVED section may be deleted until each competitor has had a try at the section or no scores will be recorded for that section. No section may be closed, altered or deleted without the express consent of the Event Director.

THE SECTION boundary markers (typically surveyors vinyl tape) designating the right boundary of the section shall be red, the left boundary markers shall be blue. Marker flag supports shall not present an increased hazard to the rider in the event of a fall. Exposed ends of flag supports should be padded.

Observed trials can be held almost anywhere provided that the materials can be found or imported to construct the course. It is gentle on the landscape and with a little creativity a good course can even be put together in a parking lot adjacent to a bicycle shop.

It is easy and inexpensive to stage this type of event. All you need are some little flags to put on wire 'posts' (or wooden stakes); surveyors tape (enough to do a ten section course can cost under \$20.00 and can be reused); 30 or 40 paper pie plates to mark the section gates; score cards that you can make with pens and photocopier; ten volunteer judges (who get free entertainment from the riders); and ten paper punches or markers for the judges which you can usually borrow.

## COURSE AND RULES

THE COURSE can include as many natural or constructed obstacles or challenges to bike handling ability as the event organisers can easily devise. Some of the more popular courses include riding the length of a narrow pole, short sudden downhills (drop-offs), mud, sawing planks, log hops, stairs, loose sand and more mud.

The rules are straight forward and are designed to ensure a safe event. With any new sport it is difficult to know where to begin so we have taken the liberty of printing an edited version of the Official Rules for Observed Trials from the National Off-Road Bicycle Association of the USA. Go for it!



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**SECTIONS MUST** be clearly marked. Minimum marker flag spacing of 3 metres is recommended. Sections under 60 cm wide shall utilize continuous marking. Typical minimum section width is 1 metre.

**TWO SECTIONS** may be continuous. In this case riders may not stop after the first section without incurring a failure in the second section. However, a failure in the first section does not influence the score in the second section.

**SECTIONS MAY** be separated by a short distance called a 'neutral zone' in which the riders may stop only briefly, but not leave their bicycles to inspect the next section. Such sections are termed semi-continuous sections. Continuous and semi-continuous sections shall be clearly marked as such.

**THE TRAILS** or roads used for the lap shall be clearly marked so the least intelligent competitor can find the sections.

### COMPETITION RULES

**AT THE** Directors discretion riders may begin the event at any section.

**SECTIONS ARE** to be separately numbered and riders are instructed to ride them in that designated order only.

**AT THE** Directors discretion sections may be ridden once per lap for multiple events or multiple times per lap for single lap events.

**SECTIONS MAY** be inspected on foot prior to riding. Altering the course while walking the section, such as moving rocks, making a path with feet, hands, etc, will result in disqualification.

**COMPETITORS WILL** ride only their designated class sections and practice in any of the sections before or during the event is strictly prohibited and will result in disqualification.

**IF A** rider is severely distracted, or his/her line blocked by spectators or other riders he/she may claim a 'balk'. The rider may then elect to re-ride the section.

**HARD SHELL** helmets must be worn by riders in all classes.

### CLASSES

**FIRST TIME** riders may enter the Novice or Intermediate class according to their choice. The Novice class is intended for beginning riders and/or those without a special trials prepared bicycle. Examples of a special trials prepared bicycle are: having a single chainring with fewer than 40 teeth; or a wheelbase under 104 cm; or a bottom bracket centre line over 34 cm; or a skid plate.

### SCORING

**SCORING WILL** be based on the points lost (marks) system as listed as follows:

#### ERROR/POINT-LOSS (MARK)

None (clean section) - 0

1 dab - 1

2 dabs - 2

3 or more dabs (footing) - 3

Failure - 5

**SCORING SHALL** start when the front axle passes the start markers, and shall end when the front axle passes the end markers (front axle in; front axle out)

A **RIDER** may elect not to ride a section, which will be scored as a failure.

A **RIDER** shall be penalised only for that error he/she commits which carries the greatest number of points. That is, penalties in any given observed section shall not be cumulative except for the first three dabs.

**IN THE** event of tie scores the competitor with the most cleans or zero (0) points lost will be declared the winner. If there is still a tie, go to the most '1's', and so on. If scores are identical there will be a ride-off.

### DEFINITIONS

**CLEAN SECTION** - no error to incur points loss.

**CONTINUOUS PROGRESS** - purposeful travel within the course without regard to direction of travel.

**COURSE** - the area between but not including the boundary markers. When the boundaries are not marked riders may ride where they choose unless instructed to the contrary.

**DAB** - any contact which provides support between the riders foot (or any other part of the body) and a supporting surface or object, while maintaining a continuous progress towards the section end.

**FAILURE** - 1. Out of bounds (see # 5 'gate foul'); 2. Stop - a complete unquestionable loss of continuous progress toward the section end by the rider/bicycle unit. However, unassisted balancing (track stand) is permitted; 3. Dismounting - both feet on the same side of the bicycle; 4. Walking - both feet on the ground simultaneously or pushing with alternating feet. Multiple dabs exclusively with the other foot does not constitute a failure; 5. Gate foul - failure to negotiate a gate in sequence or passing to the right of a blue or left of a red boundary marker.

**FOOTING** - more than two dabs or dragging a foot.

**GATE** - the plane between pairs of red and blue boundary markers through which the rider must pass. The start and finish gates are marked with signs (pie plates usually) denoting 'START' or 'FINISH' and the section number in each case.

Photo - Martin O'Brien

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# WHERE THE ACTION IS

*Fat-tyre feature*

*A round-up of recent fat-tyre events and how you can get involved.*

**T**HE 1987 Observed Trials was held this year at Swansea south of the large NSW town of Newcastle and was run in conjunction with the NSW Mountain Bike Race Championships.

Four courses were set in natural bushland and comprised of logs, rocks, trees, water-courses, drop-offs and some very tight turns. The loose, stony ground in the area added to the difficulty. Seventeen competitors entered including six Victorians, one Canadian and one very game woman – Robyn Van Nooten.

After the first run five riders were eliminated for maximum penalties on each course – a rule introduced on the day due to the time factor. Many spectacular spills were witnessed as the riders tried to negotiate the more difficult down-hill sections. Brent Martin the Canadian Mountain Bike Champion provided the most entertainment with

his fearless aggressive style air borne on many occasions.

The Victorians dominated the event with very skilful displays of bike control and Glen Roche, the current National Champion proved his superiority to retain the title. Ben Moore, came second from Peter Alexander (all Victorians) with Martin Clayton sharing 4th place with Paul Byrne from Newcastle.

## THE TOP TEN

Glen Roche 11  
Ben Moore 20  
Peter Alexander 22  
Martin Clayton 23  
Paul Byrne 23  
Tim Burns 26  
Aladdin Jones 26  
Tom Cordingley 29  
Glen Taylor 32  
Brent Martin 33  
Russell Hawkins 36



Determined looks on the faces of the competitors in this year's NSW Mountain Bike Championships held recently near Newcastle. The eventual winner Werner Wohlrab bare chested in the centre of the picture. Photo: Ken Wells.

# 1987 NSW MOUNTAIN BIKE RACE

*Race report*

by KEN WELLS

**T**HIS RACE was staged at Swansea, the most southern suburb of Newcastle, in conjunction with the National Trials.

The course was a fast, demanding 5 km circuit containing every possible riding condition including 2 km of lake-side bush track, a 1 km climb, ripping descents, an incline which had to be walked and 1 km of undulating ridge country. The circuit start/finish line was situated in a disused quarry which provided a wide 250 metre sprint to the line. This course was completed 6 times by open competitors and 3 times by the novices and juniors.

A perfect autumn day provided the 54 competitors with ideal conditions. The race got underway at 10.40 am and Werner Wholrab wasted no time in tak-

ing the lead. He slowly pulled away from the field and increased his lead over nearest contender, the current Canadian champ Brent Martin, to two minutes by the end of the race.

Third place went to Victorian J Stobie. First woman over the line was Karen Wells after favourite Robyn Van Nooten had a bad crash and was taken to Belmont hospital with mild concussion and severe abrasions to her face. Robyn wants to know - when is the next race?

First veteran was Ken Wells. The novice division was won by Michael Croese from Dave Hodge and Eddy Pretke. Davin Carr headed the juniors with a very impressive time from Clayton Bush and S Kelly.

The major sponsors St Ives Bicycle Centre donated a custom frame, Bell helmet and two sets of tyres as encouragement prizes - one to Robyn Van Nooten and the other to the youngest rider Craig Leman.

The other race sponsors were: Hadley World of Wheels; Gateshead Cycles; Cranks Bike Shop and Europa Cycles.

Special mention should be made of the actions of some competitors - Steve Lowe, who on lap times would have finished well in the first 10, stopped for 30 minutes to assist Robyn and still managed 17th place - other top seeded riders were forced out through punctures including Dave Howells who finished third in the Nationals and Victorian Championships and last but by no means least Werner Wal Wholrab who recorded his 7th straight win.

Rob Hadley of Hadley's World of Wheels in Newcastle has offered \$100 open order to the first rider who can beat Werner (a safe bet we think)!

## MAJOR PLACEGETTERS

### Open division 30 km

1. W Wohlrab 1:24.26
2. B Martin 1:26.16
3. J Stobie 1:30.17
4. G Croese 1:30.24
5. M Jamison 1:34.06
6. P Laughlan 1:34.59
7. B Moore 1:35.02
8. B Maund 1:39.35
9. P Alexander 1:40.19
10. G Dunnall 1:43.01

### Veterans division 30 km

1. K Wells 1:46.38

### Womens division 30 km

1. K Wells 2:29.34

### Novice Division 15 km

1. M Croese 0:49.36
2. D Hodge 0:54.14
3. E Pretki 0:56.00

### Junior division 15 km

1. D Carr 0:45.57
2. C Bush 0:51.34
3. S Kelly 0:52.23

## WERNER WOHLRAB'S WINNER MACHINE

Having won his seventh major race in succession Werner Wohlrab is the one to beat in future mountain bike races. He has rode to success in most of the recent races on a specially built machine constructed by John Kitchen of St Ives Bicycle Centre in Sydney. It has a short wheel base and steep angles and

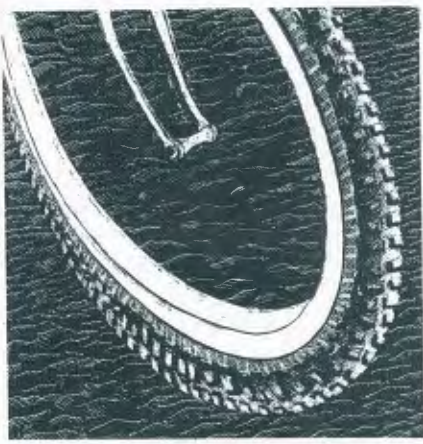
according to Wal its handling is second to none. Its most important feature according to its owner is its up hill speed. The combination of overall lightness and Shimano Biopace chainwheels make it very energy efficient. Hand crafted quality does not come cheap. A limited number of these bikes will be available shortly for approximately \$1500 each. Save your pennies kids!



## Specifications

**Price:** Approximately \$1500  
**Size:** 52 cm  
**Weight:** 12.47 kg  
**Frame:** Reynolds 531 and 501 tubing  
**Top tube length:** 55 cm  
**Head tube angle:** 69.8 degrees  
**Seat tube angle:** 73 degrees  
**Bottom bracket height:** 305 mm  
**Fork offset:** 50 mm  
**Wheelbase:** 1060 mm  
**Chainstay:** 435 mm  
**Rims:** Mavic M4 alloy  
**Hubs:** SunTour XC alloy with sealed bearings  
**Tyres:** Specialized Ground Control 1.95"  
**Brakes:** Shimano Deore XT  
**Levers:** Shimano Deore XT  
**Pedals:** SunTour XC  
**Crankset:** Shimano 600 EX with Biopace mill-cut rings (28-38-48t)  
**Chain:** Seditport  
**Freewheel:** Shimano 600 14-15-17-20-24-28t  
**Derailleurs:** SunTour XC  
**Levers:** SunTour XC thumb shifters  
**Head set:** Tange taper roller bearing  
**Handlebars:** Reynolds 531  
**Stem:** SunTour XC  
**Saddle:** Medium sprung  
**Seat pillar:** SunTour XC





CLUB CONTACTS

## WHERE'S THE ACTION?

### Fat tyre feature

*A round-up of the mountain bike scene across the country*

compiled by WARREN SALOMON

**A**FTER FOUR seasons the mountain bike has become well established on the cycling scene. Despite rising sales the bike and its adhe-

rents still occupy a very low key position in the minds of the general public. Though community awareness of bicycles and bicycling is widespread the mountain bike has made little impact on the ordinary Aussie. Even in the cycling world is still regarded as a novelty.

Bicycle sales however, do not reflect this ignorance. More mountain bikes are being sold each year and some distributors are already predicting that by the end of the current year the mountain bike will become their top selling bicycle category.

**T**HE MOUNTAIN bike is without a doubt the ideal bicycle for Australian conditions. For this reason the majority of fat-tyred machines in use at present are primarily used as sturdy multi-purpose bikes.

Gary is a computer systems analyst who works in downtown Sydney. 'I ride mine to work, he admits but adds, 'My lightweight sports bike is faster and easier to push but my body doesn't like the bumps and jarring I get through the rock-hard skinny tyres.' Gary used to use his 6 km run in from the eastern suburbs as training for his current love - triathlons but found that the stop-start heavy traffic conditions he encountered along his route was having a degrading effect on him and his machine. 'The first thing I tired of was using cleated shoes in traffic. I was always having to slow to a stop... it was such a hassle.

'It was after I badly damaged my rear wheel that I started to think about what I was doing. By that stage I had teamed up with some friends after work and we used to do about 20 km over mostly good roads. With my bike out of action during the repair I began to consider a second bike. After all what was I doing commuting on my competition machine anyway?

'So I went hunting for a good second-hand lightweight. After looking in a few shops and checking out the frustrating classifieds newspapers I ran across an old friend who was trying to sell his bike before going overseas. It was more expensive than I had bargained for but thought I would check it out all the same.

'To my surprise it was a lightweight bike but not a racing machine at all. He said it was a new mountain bike and he was sorry to run off on it as he had had so much fun with it. I took it for a spin and was hooked.

'Now its my basic set of wheels. It hasn't replaced my lightweight road bike but it fills in all the gaps in between that and my car. Last winter I had lights fitted to it so I could ride home from work and now its there at any hour when I want to ride it. In the morning it rolls me to the beach and I use it for hill climbing training on the precipices around Coogee.'

The average mountain bike rider may not have the same interests as Gary but the common ground in all mountain bike



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usage seems to be comfort and convenience. They may not be fast on the tarmac but they will do just about everything else.

They love dirt roads but they are mostly used on the bitumen. Mountain bikes make ideal workhorses yet they are pure joy to ride. Oh yes, they are also good off-road too.

**T**HOUGH THERE are thousands of mountain bike riders across Australia very few of them are organised or contactable. Clubs on the other hand can provide a focus for activity. These specialist groups have been set up by enthusiasts and offer to members and guests organised rides, help with tech-

nical problems, support for their competition riders and a social network of fat-tyre fanciers. Many of the established touring clubs now organise special rides to cater to their growing fat-tyre contingent.

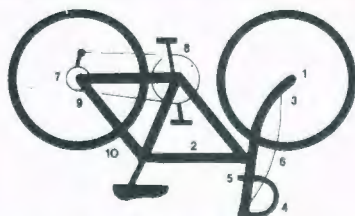
The specialist mountain bike club usually has an interest in trials and off-road racing as well as fat-tyre touring. These clubs provide the new rider with good opportunities to pick up skills in a supportive atmosphere. They also sponsor their own racing teams and arrange events as part of a growing national racing calendar. The advent of the Observed Trials (see separate story) has brought many new riders into the clubs and a lot of these people have backgrounds in BMX and motorised trail bike and enduro riding.

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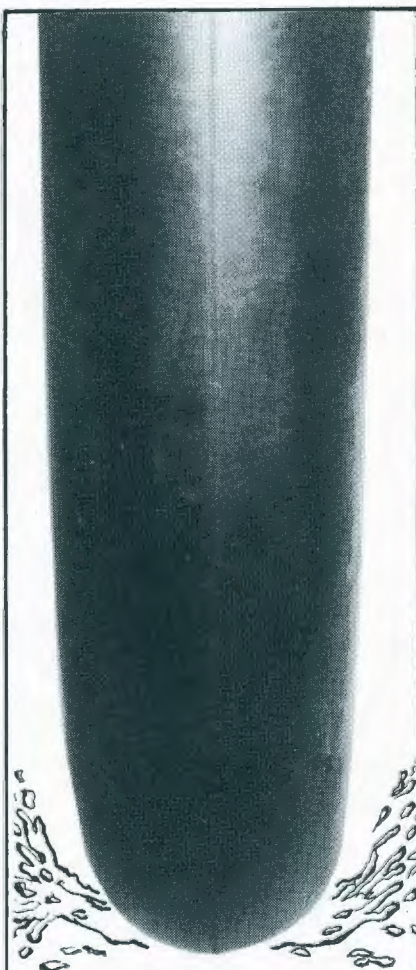
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# MOUNTAIN BIKES

**VICTORIA** Australia's oldest mountain bike group is the Fat-Tyre Flyers club which operates out of Melbourne. Its current vice-president is the reigning Australian Trials champion Glen Roche so you will be in expert company if you want to develop your skills. The club organises its own calendar of events covering the complete spectrum of fat-tyre riding from touring to racing.

Their big annual event is the Fat-Tyre Classic which is usually held in Spring and includes a trials course plus a race. You can contact the club at PO Box 137 Carlton Nth VIC 3054 or by phoning (03) 560 0969 AH.

The Essendon Mountain Bicycle Touring Club aims to cater to the non-competitive side of the sport. They offer members rides off-road around Melbourne as well as the mountains country further afield. You can contact them by phoning Vince Atkin on (03) 337 1379 or Bill McHardy on (03) 375 1861. Both are home numbers.

**NEW SOUTH WALES** The most active mountain bike club in the state at present is the Hunter Valley Mountain Bike Club based in Newcastle. The club has a strong membership which includes the current NSW and National MTB Race champion Werner Wohlrab. "Wal" as he is known is always willing to assist newer club members improve their skills. The club recently hosted the NSW MTB Race Titles and the National Trials Championship and a coverage of this event appears elsewhere in this issue. The club's big annual event is the Winter Classic to be held at Paterson on August 23. You can contact the club by phoning Bob Jones (049)38 5380 or Ken Wells (049) 43 1271 or Bruce Richards (049)32 7820.

The North Shore Knobbys is a club catering for off-road racing, trials and touring enthusiasts on Sydney's north



**Day tours into wilderness regions are a feature of some club's activities. This group of riders from the Hunter Valley mountain bike club are pictured in rainforest during a recent outing over the Barrington Tops. Photography: Ken Wells.**

side. They have among their members the Kitchen brothers John and David who also run St Ives Bicycle Centre one of the city's leading MTB specialist shops. John Kitchen is the club contact and you can reach him on (02) 449 8289 or (02) 451 6350.

Members of the Bicycle Institute of NSW has a section within its organisation called the Back Roads which organises rides and activities for its fat-tyre enthusiasts. The group has occasional rides and can provide useful information on suitable trails to ride. The group's contact is Russell Moore and you can contact him on (02) 608 1125.

**QUEENSLAND** Two new groups are in the process of being formed in the sunshine state. The Brisbane Bicycle Touring Association is fostering mountain bike riding and you can contact David Russell on (07)38 5266 if you are interested in joining. As well a specialist club is being formed for mountain bike enthusiasts and

you should contact Mike or Kelli on (07)369 1244 for details.

**SOUTH AUSTRALIA** A special interest group attached to the rapidly expanding South Australian Touring Cyclist's Association is being formed in Adelaide. The group will offer its riders day rides, longer tours and competitive events. Interested bikers should contact Peter Heal on (08)263 3605 or John Hocking (08)344 7025. The club's address is GPO Box 1508, Adelaide SA 5001.

**WEST AUSTRALIA** The Cycle Touring Association of West Australia is your best contact point for mountain biking in the west. They organise all sorts of events and can be contacted on (09)330 3659.

If you live outside one of these areas you could consider contacting Bob Jones of the Newcastle Club for information on how to set up a club and tie in with other groups. All of the major touring clubs are listed in our bike events calendar section at the back of this issue. The proposed national body AMBA (the Australian Mountain Bike Association) has not yet gotten off the ground but by the way the sport is beginning to develop its establishment shouldn't be too far off.





# DEEP IN THE HEART OF TEXAS

*Epic journeys*

*Part four of JOHN BROWN's trans America bicycle  
odyssey*

**F**OR THE past few days our group of four had pushed out of the New Mexico high country. Generally the gradient was in our favour and 240 km (150 mile) days were not uncommon. Texas was only half a day away.

In anticipation of tailwinds and flatter terrain we decided over dinner that it was time for a real test. The four of us clasped hands centre table as we vowed to try for a Texas 200. Tomorrow our team would attempt a 200 mile (322 k)



full-pack ride from New Mexico into Texas.

In the Golden Corral Restaurant the Runyan family dining at an adjacent table had insisted that spending the night in their spare trailer home would allow us an early start. The hospitality in New Mexico was superb.

The 4.30 am alarm prompted the biggest physical challenge of our lives. At precisely 5.05 Kevin set his cycle computer and we pedalled eastwards into the darkness. Behind on the kitchen table was a koala bear thank you card to the Runyans.

The freshening breeze was swinging to the south as we reached the first town of Caprock. But we cruised through without stopping and immediately focused on the next town of Tatum. The settlements in this part of the country are about a day apart by horseback (ie 48km). Today we were attempting what a packed pony would do in a week. Yes, we would need to pass through several settlements in order to clock up our two hundred miles. Caprock was only the first rung on the ladder.

There was no time to stop because unexpected head winds and uphill grades already put us back a couple of hours. Morning tea of banana sandwiches, trail mix (nuts, dried fruits and grains) and water was enjoyed on the bike. All had been carefully prepared beforehand. It's similar to eating during an ultratriathlon.

A few complex carbohydrate snacks every hour releases the glycogen constantly. If the muscles blood sugar level becomes depleted or the cells dehydrate you "hit the wall". Then you go nowhere until more energy releasing carbohydrates are digested. I've "hit the wall" on a couple of occasions during ill-prepared long training rides. I know of the torture and danger. The body feels weak, the head spins and orientation deteriorates to the point of losing balance and focus.

Hydration and carbohydrate loading are two of life's pleasures. Last night we had loaded up on the slow but constant energy releasing rice, pasta and spaghetti and now wholesome "take-away" high-energy food was on hand. Hands of bananas and bread hung off the back rack in easy reach; a dozen oranges were zipped into my half opened front pannier, delicious trail-mix was closest of all in my handlebar bag and three water bottles were cradled in the frame.

On we pushed in single file with the stiff south-easterly buffeting into our right shoulders. A savage dog hounded us into Tatum where we had sit-down banana sandwiches and orange juice for lunch. That pit-stop, including stretching exercises, took fifteen minutes. Texas was now only 51 km (32 miles) away.

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# NAGUSI



After leaving Tatum it was increasingly obvious that Mike wasn't handling the pace. Normally he was as strong as any of us but today he was having problems. As he regularly dropped off the back of the pack we would ease the pace and allow him to draft in behind.

Today Mike's powerful push and drive was lacking. He pleaded with us to go ahead but we were reluctant to split the group. Mike explained that he was preventing any of us making the magic 200: he would feel better if three made it rather than none.

Our roadside conference just before the 100 mile mark concurred that the decision was Mike's. We promised not to slacken off if Mike dropped off the drafting line. Crazy Mike not only jumped back into the single file but insisted he take his turn in front like all of us.

For about half an hour I believed Mike had re-found his strength and enthusiasm but as we hit the Texas border and I dropped back to a well-earned rear position I only saw Kevin and Frosty in front of me. Our cheers of delight at the first taste of Texas were sub-

dued in respect for Mike who was no longer with us. We paused for a photo at the border and pressed on again: into the wind, onto the next town and toward the horizon.

After a toilet stop and water-bottle refill at the border town of Plains we picked up the pace. It was 12.35 pm and we had just under 100 miles remaining. If the next 100 miles also took 7 1/2 hours we would complete the 200 by eight tonight. Anyway there was no turning back now. Then we saw the sign that knocked us flat. "Road under repair for next six miles".

Graders, rollers and water tankers punctuated the longest six miles of gravel I've ever experienced. During this wasted hour on the dirt no-one admitted that this could cost us the 200 even though we shared the thought. When our tyres caressed the bitumen again the sun had receded considerably. Now we were certain that this ride would go into the night.

Within the solitude of our private thoughts we played mind games to maintain motivation. I pretended the next



town was the last. I imagined that I was riding into a packed stadium.

I projected the motivation of a disabled friend back home and he gave me strength. How the mind wanders when on wheels! What ways I have invented to lift my mental strength to the plateau of my physical! The discipline of the team speed-line also made me strong; it projected the strength of three into one.

At dusk we arrived at Tahoka and I wondered how Mike was doing.

Deep down we knew nothing could stop us now. We have survived breakdowns, head winds, uphill gradients, leaving a friend behind, savage dogs and road under repair. All I could think of

was the city of Post in Texas. I pictured the city with us riding in at midnight to a civic reception.

As we left Tahoka a wonderful sunset behind us was luring us to stay. It was dark, but the crimson backdrop over our shoulders highlighted the invitation. A bolt of lightning illuminated the road ahead showing us the way and daring us to push on. With front and rear lights beaming we headed toward the lightning.

Then a howling wind hit us face on. It was very dark, and luckily I couldn't see Frosty's or Kevin's face. If lightning illuminated any of our expressions it would have shown our grim determina-

tion. We hadn't come this far to pass up the last rung of the ladder. We laughed like madmen and dared nature to throw everything at us.

At this point we had been on the road for fifteen hours and no matter what was thrown at us we would crawl the last twenty miles if necessary. We took turns again bracing into the dry electrical storm and incessant wind. I started inventing new mind games to keep myself going.

Then, as if by magic, there on the horizon to the right of the lightning was the first crescent of a rising harvest moon; big, orange and friendly and becoming larger at each glance. It appeared to say, "OK boys, you have passed the test; here is the way to the finish line". The sunset behind faded, the spectacular moon rose and we pedalled toward it with a sense of comfort.

As passing vehicle lights illuminated a road sign "Post 14" I pretended that I had just mounted my bike and was about to do a fourteen mile night ride. Now the stars were coming out and over the hidden horizon we could detect the glow of the next town. We knew that Post wasn't exactly 200 miles (322 km) from Roswell, New Mexico but it wouldn't be far off.

As our illuminated six wheeler approached the main business centre Kevin's bike computer read 192 miles (309 km). Somehow we had to dispose of the last eight miles for the double century to be wrapped up. Earlier when we realised that Post would fall short of the total we thought we could camp eight miles further on but that sounded morbid given the way we now felt. We considered riding four miles out and then back into town.

For the past hour we each privately rejected these plans as part of our mind games. At the first motel we saw we asked the manager (after we woke him up) for a room for three. We took the key and rode out of the driveway without even looking at the soft beds. The weary and puzzled manager stared in wonder as three illuminated riders with loaded bikes and flags proceeded down the road like a mobile Christmas tree.

Soon we came to red traffic lights. Frosty asked Kevin the score. It was 193. The green light signalled the beginning of the gruelling end. We laughed more than normally as we passed the Post post office and pushed on to find a few streets out of the wind.

We needed to get off the main city streets and away from crazed stares and questions from those out in the windstorm at 9.00 at night. In fact, the time in Post was really 10.00 pm for we had ridden through another time zone and forgotten to turn back our watches.



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Nothing mattered but the 200. Kevin was holding a small torch above the handlebar computer. It seemed like ages later when he signalled 199.5 and we simultaneously shouted the last five tenths with him. Surely lightning couldn't strike us down now. At precisely 10.55 pm Texas time, almost 17 hours since we left Rosewell New Mexico, we yelled "zero" with our front wheels in parallel.

By a strange coincidence a thick white line appeared in the road marking the exact spot. We didn't go back to check but obviously it was something of supernatural significance and was best left alone. We were more concerned with finding that motel.

I slept till mid-morning and remember nothing. In fact when I needed to buy some stamps I couldn't even locate the post office. I had passed it half a dozen times last night or was I hallucinating?

We assembled on a conspicuous corner and waited for Mike. He arrived at lunchtime and had clocked 170 miles the previous day. That gutsy guy had ridden from lunch till dark alone. It was great to have him back in the team.

Texas is rich in so many ways. The Mayor of Post saw us sunning ourselves outside the art gallery and came over to extend some hospitality. We were invited to tea and scones in the gallery and His Worship, Giles McQuarrie, spent a couple of hours with us exchanging stories.

Late afternoon saw us arriving with stormy skies in Clairemont an abandoned town a few hours east of Post. This was the tornado season. Only last week the town of Sweetwater in Texas had been devastated by a tornado. We could hear the noise of the storm for miles. We wheeled our bikes through the double swinging doors of an abandoned shop.

By a backdrop of sunset and storm we prepared our candlelight dinner on an old bench-top. The deluge was deafening as darkness saw me bending over a candle with a pen in one hand and a cup of soup in the other.

Then the lights came on. Not the old shop lights or a fatal lightning bolt but the high beam spot-light of the Highway Patrol. A Texas Ranger wanted to know who was in the building. I replied in my best Australian accent that it was only four humble cyclists seeking shelter for the night.

Surely no one had complained of us trespassing! Was a wet eviction awaiting us?

On the contrary our friend the mayor of Post, concerned for our safety, had requested the rangers to find us and check if we were safe and comfortable. Randy introduced himself and asked if there was anything he could do to help.

But what else could we need? We were fed, warm, dry, happily together and had an influential friend.

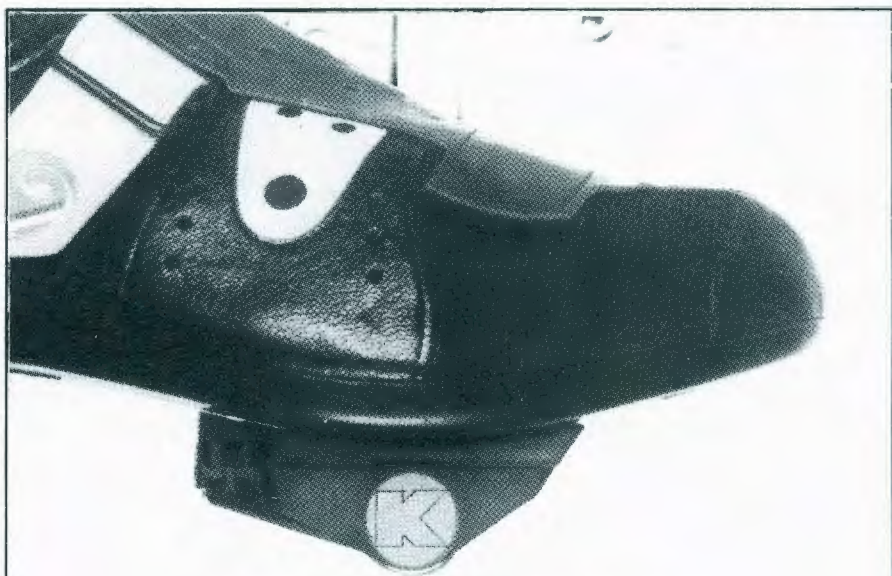
The next night we camped by a lake under starlit skies. I reflected in the past few dramatic days, wrote letters home plus one to the Mayor and felt at peace with everything.

At the post office in the oil rich city of Graham a friendly local got talking to Mike. Before long he had invited us to share some Texas hospitality. With four packed bikes in the back of his truck he took us to his lake-side luxury ski-lodge, where he entertained us for two unforgettable days. Spencer Street was his name and he was 'in oil' and could afford to take a couple of days off. His

children were all at college or university and his wife was away so we became his adopted family.

Everything in Texas was big, dramatic and of enduring significance. It's a lush environment for the unexpected. We did things in Texas that never happened in the other States: we rode all day in the rain; we slept in a womens university (on the verandah during another stormy night); I snapped my derailleur in two; we rode 200 miles in the one day; we had scones with the Mayor; we water-skied in a canyon lake; and a millionaire took us out to dinner.

As we got closer to Louisiana and the eventual end of our journey I still wanted a little more of Texas.



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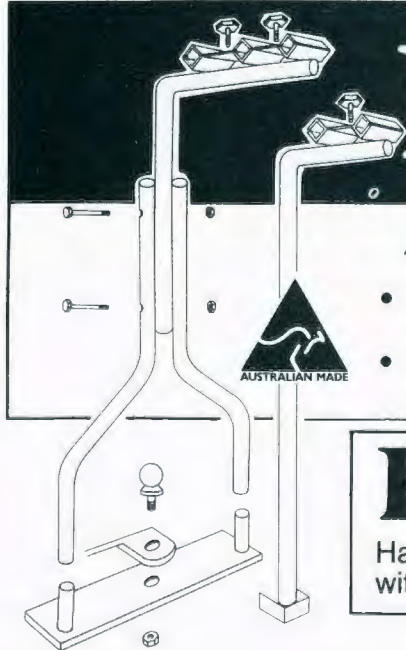
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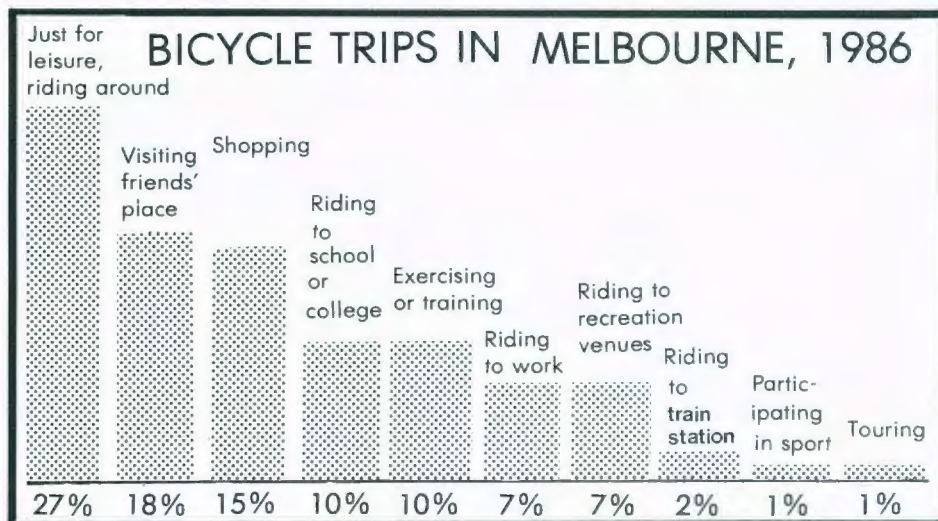


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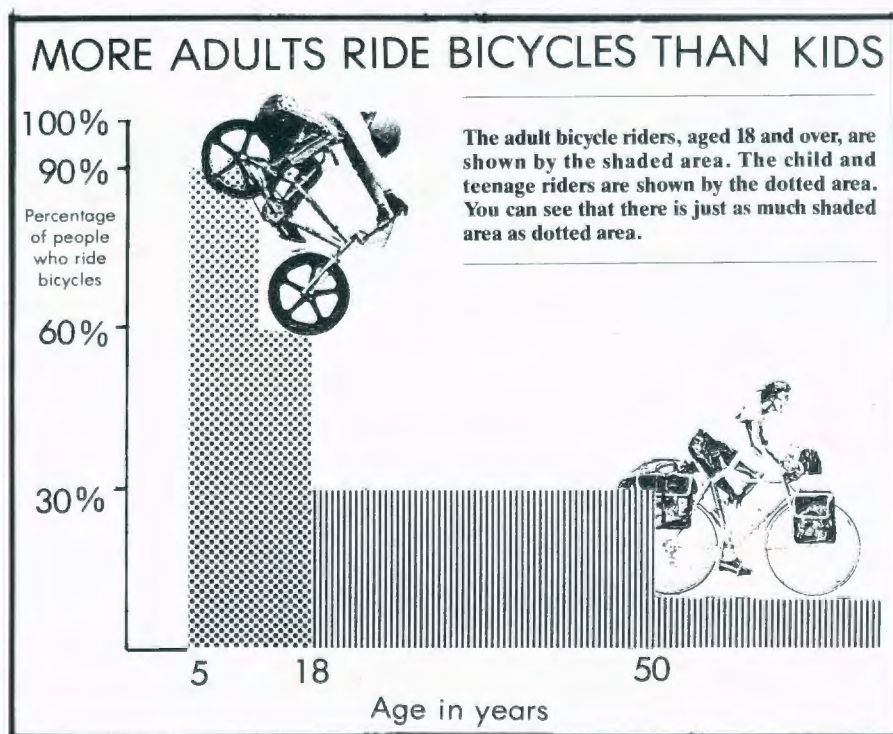
What do people use their bikes for?

# THE CYCLING SPECTRUM

*Bicycles and bicycling*

*There's a lot of cycling going on out there!*

by RON SHEPHERD



**M**ANY PEOPLE still think that bicycle riding is just for fun. But a recent survey shows that that's not the whole story. Bicycles can be useful too.

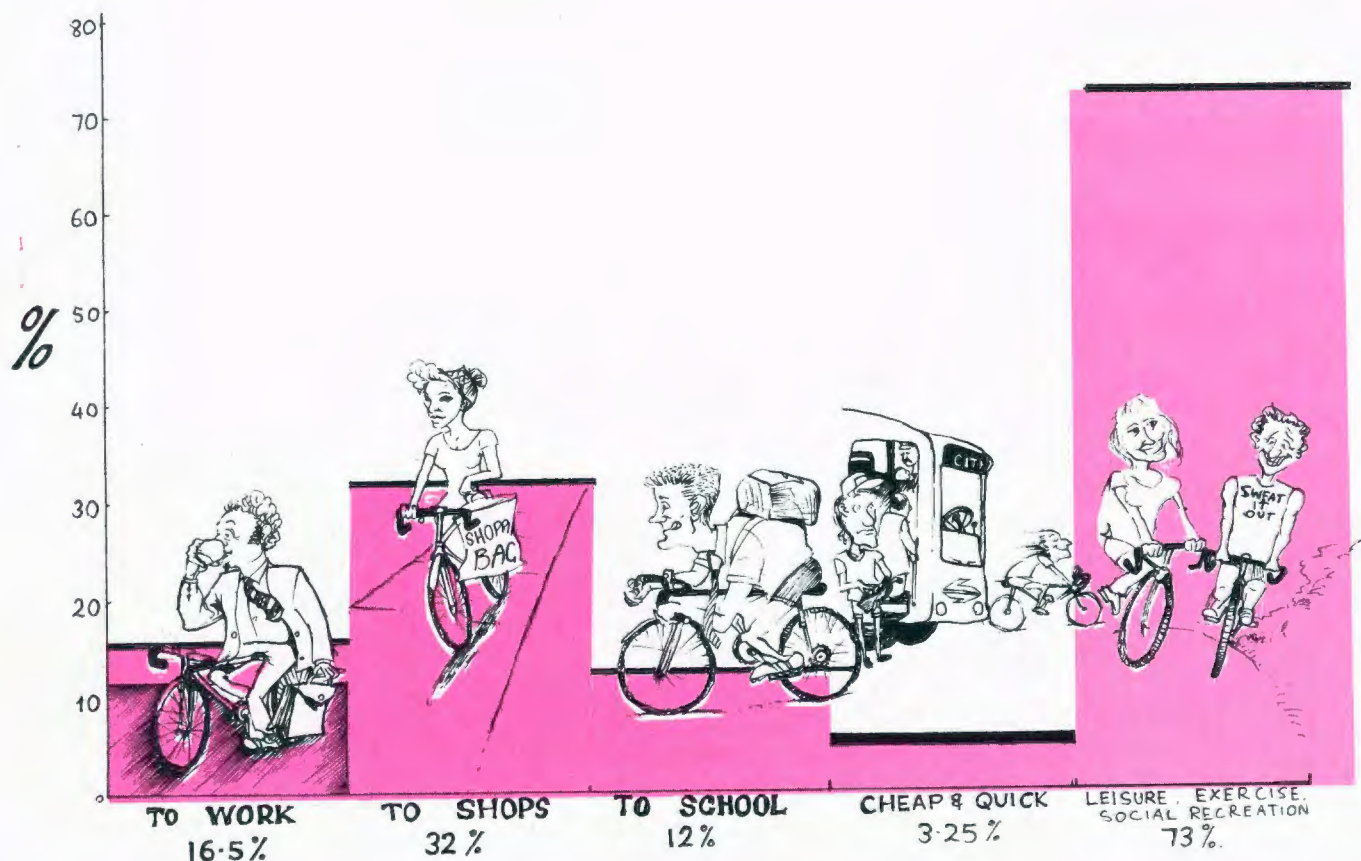
For a long time, bicycle organisations, governments and the bicycle industry have had half-baked opinions about who rides bicycles and why. Now at last we have reliable information about Melbourne's cycling scene. The Victorian State Bicycle Committee is to be congratulated on recognising the need for this data, and for funding a survey.

Spectrum Research phoned 2000 households last year, and asked lots of questions about bicycle riding. Their hundred-page report is a mine of information. Here are six key findings:

**1. More people ride bikes than anyone realised.**

There are more than a million bicycle riders in Melbourne. About one person in every three claims to be a bicycle rider. So cycling is no longer an unusual thing to do, and the Victorian Government is starting to take notice.





## 2. More adults than kids ride bikes

Let's get this one straight. Most kids ride bikes, and most adults do not. But as there are many times more adults than kids, the total number of adults riding bikes exceeds the total number of children and teenagers riding bikes. You can see this in the diagram.

## 3. People ride bikes for lots of different reasons.

There were ten choices of 'destination' offered to the people interviewed, and the biggest single reason selected was 'just for leisure; riding around'. However, most people picked more than just one reason for riding a bike. In other words, bikes are multi-use. People might buy bikes for recreation, but find that they use them for going places too—to visit friends, to go shopping, to ride to work or to school.

## 4. Bikes can be useful too!

If you add up the total percentage of utility trips (to visit friends, to work, to school, to the shops, to the station), it is more than the total percentage for recreational trips (just riding around, getting exercise, participating in sport, touring). The trouble is that the bicycle industry hasn't woken up to this. They push only the 'sporty' image. Their bread-and-butter is the stripped-down ten-speed for casual rides around town on a sunny weekend.

But for useful trips bicycle riders need to be able to carry luggage, ride at night and even in the rain, to keep clothes

clean, and to park at destinations. So they need racks, lights, mudguards, chain covers, stands and locks. Unenlightened bike shops regard these as tiresome extras, and many people ride with luggage dangling, no lights at night, dirty trouser cuffs, and bikes falling over on footpaths. It's high time that there were ready-fitted utility bikes on sale. The industry is missing out on an important 'second market'.

## 5. Most bicycle riding is on main roads.

The vast majority of bicycle riding is on the roads, and most of that on main roads. So much for the Melbourne bike maps, which encourage bicycle riders to dodge around back streets. Lots of people liked the idea of bike paths, but good bike paths have proved expensive or impossible to build. There is just no way to link them up for any continuous, meaningful trip. Melbourne's existing bike paths are only used significantly for weekend recreation.

Altogether, there is more bicycle riding on footpaths than on so-called bikepaths. Above all, this survey reminds us that different people prefer to ride in different places. It is stupid to argue about whether people should ride on paths or on streets. People will ride where it best suits them.

## 6. Bicyclists need better places to park their bikes.

Parking facilities are generally considered inadequate, except perhaps at secondary schools. Riders need a secure

**What do people use their bikes for? This graph shows the broad use categories for riders 12 and over. The fact that the percentages add up to more than 100% indicates multiple use. Chart by Andrew Benthe.**

place to park bicycles inside every dwelling and work place, and right outside every shop and public building. It's a pity that there are no constructive proposals on this in the Melbourne Bikeplan. The Victorian government has regulations about parking provision for cars, but won't do the same for bicycles.

People said that they would be much more likely to ride their bikes to shops and to recreation venues if there were better parking facilities there. Local councils take note!

This Spectrum Report is not the last word. Sociologists know what people say they do isn't necessarily the same as what they actually do. The telephone survey needs to be followed up with observations of who rides where and when. And that's just for Melbourne. The situation might well be very different in country towns, or in other states. A survey in Sydney would provide some much-needed information for that area too!





# THE FIFTH ANNUAL MELBOURNE AUTUMN DAYTOUR

The fifth Bell Melbourne Autumn Daytour was held this year in cool wet conditions on the north eastern outskirts of the southern capital. The Melbourne Bicycle Touring Club organised the ride and provided support for 100 km and 45 km courses. Despite the rotten weather close to eight hundred cyclists turned up on the day and rode the route.

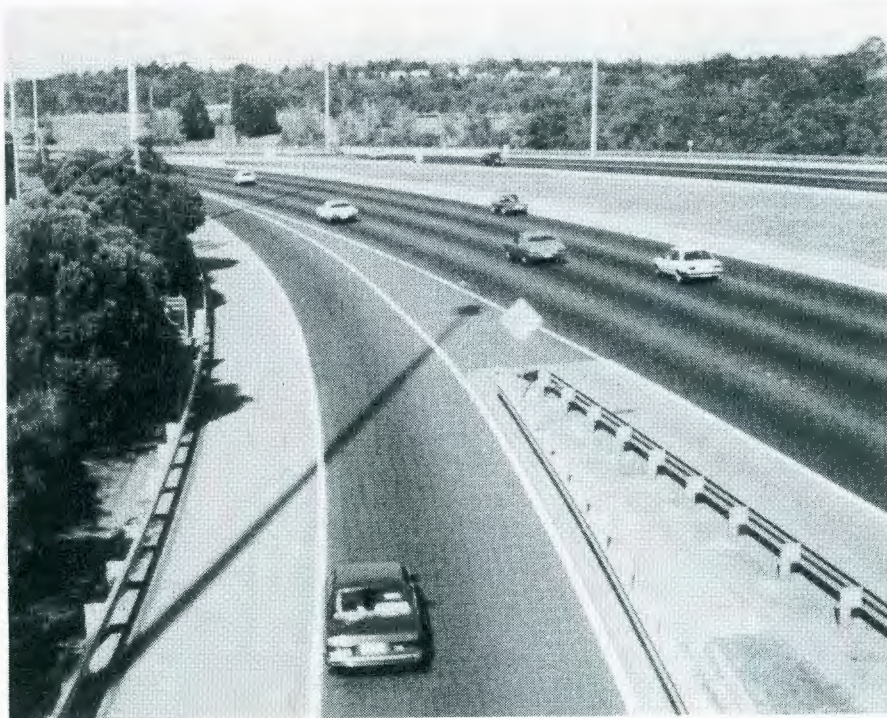
The MBTC always put lots of effort into the MAD Ride and this year the theme of the

ride was the Roaring Twenties. Club officials greeted riders dressed as gangsters and flappers and a squad of Keystone Cops mounted on a pennyfarthing and a vintage triplet chased law breakers along the route. A vintage car club also participated and at the lunch break paraded their 1920's and 30's autos. The St Andrews community hall hopped to the sound of a jazz band and hot drinks and sausage sandwiches were distributed free to the participants.



Photography by Warren Salomon





# RIGHTS OF PASSAGE

*Bicycles and the law*

## *Un-banning the bike*

by Alan A Parker

**I**N AUSTRALIA cyclists are banned from using our safest roads, the freeways, and forced to use other main roads that are both many times more dangerous and inconvenient.

The most important right Australian cyclists have today is the legal recognition of the bicycle as a vehicle, which originates from our British Common Law heritage and is now enshrined in the traffic laws in all states. About 15 years ago, well before the emergence of bicycle user groups, the main roads departments persuaded state parliaments to pass laws that discriminated against cyclists. This carried out at a time when freeways were seen as the answer to our major cities impending traffic problems.

In the process the road authorities have not only denied bicycle users their Common Law heritage but have pre-

**The Eastern freeway during a 5.30 pm summer rush hour. The freeway has wide breakdown lanes and the entry ramp is easily crossed just past the diamond shaped sign. Photo by the author.**

vented governments from implementing safe and workable bicycle route networks.

Bicycle sales are growing at the rate of 8.5% per year in Australia but usage is being constrained by the lack of bicycle facilities. Consequently there is widespread dissatisfaction with bicycle paths because they do not connect up or go anywhere. More and more cyclists are looking at the freeway safety lanes and asking why can't they be used. Cyclists know there is a similar length of freeway safety lanes in Melbourne as there are



bike paths and that, unlike the bikepaths, they go where cyclists want to go: in a direct line.

From a planning viewpoint, if the freeway safety lanes are linked up with bike paths and potential back road routes then a continuous network of bikeways could be created away from the heavily trafficked main roads in many parts of Melbourne. Most adult cyclists own cars and pay road taxes yet are prevented from using the State's safest roads when they are most vulnerable riding a bike.

In the USA urban freeway shoulders are now included in many designated bicycle routes and approved of by both the Road Safety Authorities and many

State Highway Authorities. The Victorian Road Construction Authority considers its rural freeways safe enough for sharing but where the real need exists is in the cities.

In Victoria the failure to give cyclists equal rights of access is making a mockery of government bike planning initiatives and preventing bike paths from being connected into a network. The three examples below are only part of the total picture.

#### EASTERN FREEWAY

THE SAFETY lane on this urban freeway is the least hazardous and most direct route between the city centre and

eastern suburbs, yet cyclists are forced to use a dangerously inconvenient main road with treacherous kerb-side lanes. The freeway cuts through the Yarra valley, cutting other possible routes and as a result there are only a few north-south main road routes crossing the valley. With this freeway dominating the landscape there are no low-stress routes left for child cyclists or traffic-wary adults to use.

On this Freeway there is a need to increase bicycle access to the disconnected bicycle paths along the Yarra river by linking them up with the freeway safety lanes to provide safer and more convenient short cuts across the Yarra valley.

#### SOUTH EASTERN FREEWAY

THE BICYCLE paths built in the south east of Melbourne do not connect with the Yarra River bikepath because they built a Freeway short cut for motorists with no alternative means of access for bicycles. The easiest way to link up the paths is to use part of the South Eastern freeway safety lanes.

#### WESTERN FREEWAY

THE MOST glaring discrimination against cyclists is the Westgate Bridge where cyclists are forced to travel many kilometres further, on roads that even the highway engineers know and recognise are more dangerous than the bridge. On a Sunday morning, if the freeway was open to cyclists it would provide the major highlight of a recreational ride from Brighton to Williamstown, offering a splendid views of the city and the bay.

There is a shared footway starting from Brighton Pier going right through to Princess Pier and from there it would be possible to gain access to the Westgate Bridge by low-traffic routes. From the Williamstown exit ramp there is a back route to the Williamstown shared footway and the quiet streets going along the foreshore to Williamstown beach.

**E**VEN ON the issue of safety there seems to be no understanding on the part of highway engineers that linking up the freeway safety lanes to off-road facilities and back road routes is the key to creating a viable network for cyclists.

For recreational cyclists in the central and middle suburbs of Melbourne not being able to use the Westgate Bridge and other freeways decreases the value of the shared footways already built and creates a discontinuity on what would otherwise be major recreational routes. The Westgate Bridge should be opened to cyclists on Sundays on a trial basis as soon as possible.

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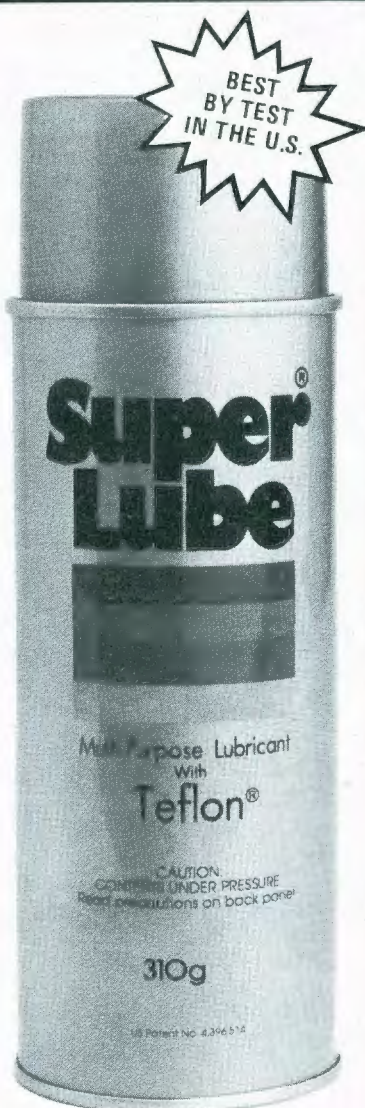
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## "THE MAGNA CARTA de BICYCLIS" – 1888

THERE IS nothing new in cyclists fighting for their legal rights, it is a long and honourable tradition. The first national bicycle activist group protection association – bicycle lobby - call it what you like, was formed in 1878. In 1880 the Cyclists' Touring Club of Great Britain was established and campaigned vigorously to give cyclists a legal right to use the roads on an equal basis with equestrians. In 1888 several cycling MPs added a clause to (section 85 of) the Local Government Act, which did away with local government discrimination against cyclists by making bicycles, tricycles and velocipedes "carriages" within the meaning of the Highway Acts.

The importance of this cyclists rights legislation was appreciated by the legal profession who referred to the legislation in *The Law Journal* as the "MAGNA CARTA de BICYCLIS".

The recognition of the bicycle as a vehicle in British Common Law and traffic law in Australia originates in this 1888 legislation. It is interesting to note that there has been far less erosion of cyclists' rights of access in Great Britain where bicycle facilities or a convenient alternative route for cyclists is nearly always provided, especially on major river crossings. On the new Severn Bridge, the Forth Bridge and the tunnel under the River Clyde separate bicycle facilities are provided. Cyclists don't have to lobby for such facilities because cyclists rights of access are implicitly recognised in the UK.

In Australia we will have to gain the most explicit recognition of our rights of access and possibly take main road departments to the High Court to do so. Let cyclists never forget that the right of road construction authorities to ban cyclists was never discussed, debated or arrived at from any serious consideration of cyclists needs.

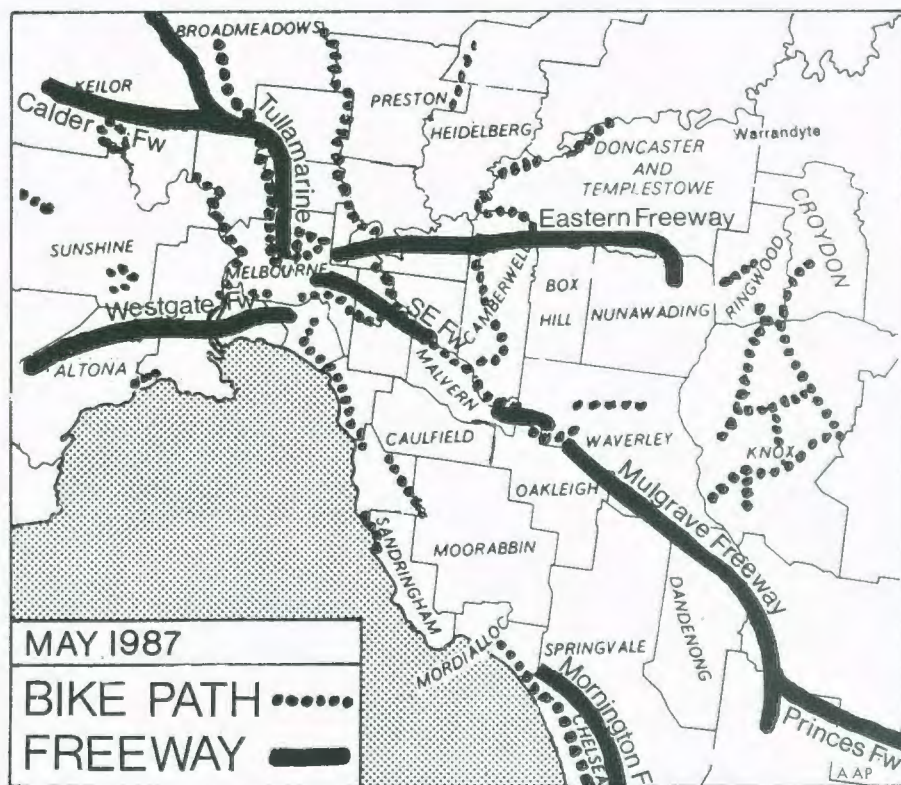
## BICYCLISTS WANT EQUITY

THE STATE Bicycle Committees with their 4 E's programs of Engineering, Education, Enforcement and Encouragement should recognise that there is a fifth and more important 'E' which should be the real foundation of bicycle planning – Equality.

If the benefits of increasing bicycle use are to be realised the Australian governments with a vested interest in providing for safer cycling should urgently address this important issue. What a better way to celebrate the one hundredth anniversary of the 1888 Act establishing cyclists rights to use all

roads, than to restore the lost rights of Australian citizens to cycle the safest of roadways.

**Top:** This map shows the isolated sections of existing bikepaths and how they might be linked using freeway safety lanes. The freeways provide direct routes and short cuts that are safer for cyclists than the existing overloaded main road system. There is even greater potential for linking up the further 200 km of bikepaths proposed in the Melbourne Bikeplan. **Bottom:** A cyclist watches back down the freeway exit lane before crossing to resume passage along the main break-down lane. Photo, Road Transport Authority Victoria.







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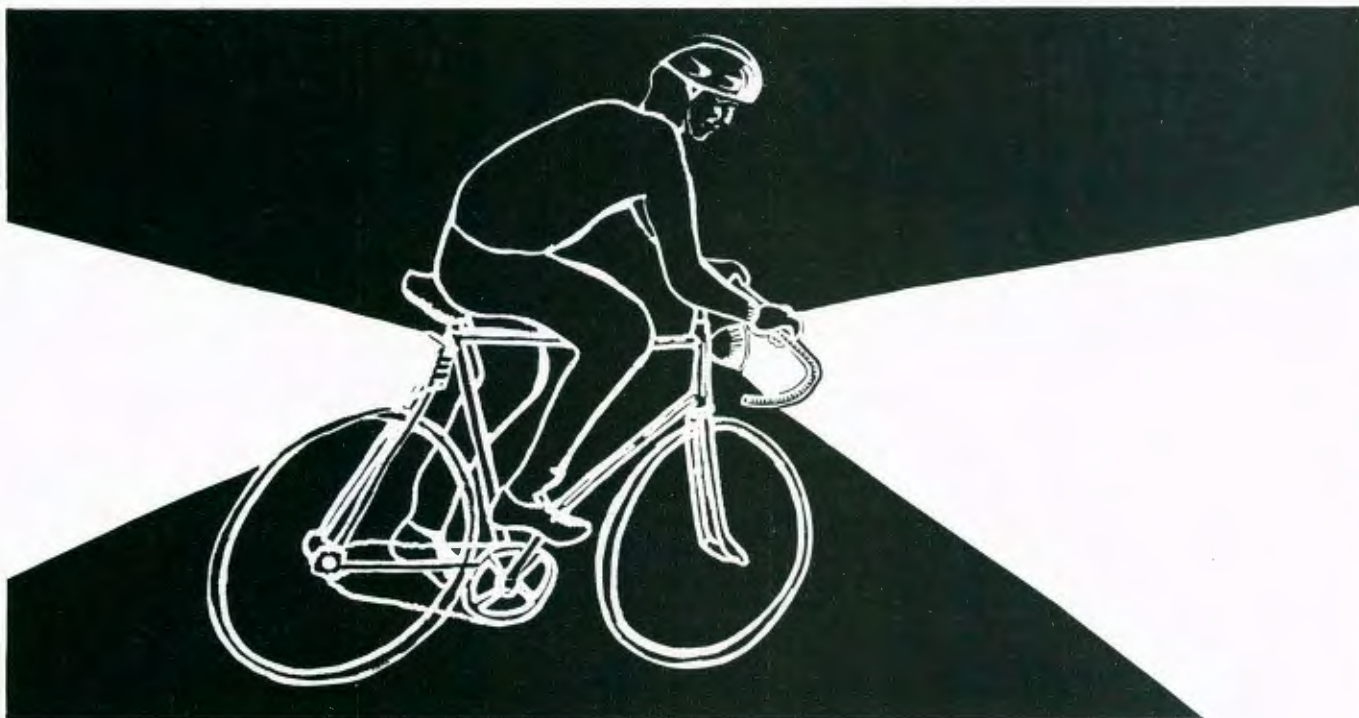


Illustration by Brett Cheshire

# SEEING THE LIGHT

## *Bicycle equipment*

The recent arrival of halogen bike lights from Europe has greatly improved the performance of the bicycle lighting systems which use this high-efficiency type bulb. Unfortunately the Japanese have ignored halogen lights (even though most of their motor cars are fitted with them) and instead have opted for a conventional type bulb filled with the inert Krypton gas. The Krypton globe though brighter than the conventional tungsten/inert gas globe is less efficient and not as bright as the quartz/halogen type.

Halogen globes are considerably brighter than the older tungsten filament type. They shine a strong bright white beam and also consume less electrical power. Motor vehicle headlights have been using halogen globes for ages and a few years ago the Dutch IKU company and Union from West Germany began to market their halogen lights in Australia.

The Union set I recently had the pleasure to test is that company's first serious attempt to package and sell a complete mass-produced bicycle lighting system. I have always been impressed with the quality of Union's halogen headlights and have had one fitted to my street bike for a number of years.

The new set consists of a small but impressive front halogen headlight, a similar sized red tungsten-filament tail light, a dynamo (alternator) which runs

on the centre of the tyre tread and a rechargeable battery/switching pack.

The heart of the system is the battery pack and it is this little unit that makes the set function beautifully. The pack is a small black box which mounts in a cradle fitted to the seat tube. The dynamo, which is similar in appearance and operation to the Sanyo Dynapower, mounts below the chainstays and contacts the centre of the tyre tread. A bracket is provided with the mounting fittings to allow joint mounting of the dynamo and a kick stand.

The head light was supplied with an excellent bracket which clamped onto the head stem. I have not seen a mounting bracket of this type before and it easily the best I have come across in a lifetime of tinkering with bicycles. I wish the same praise could be given to the rear light mounting. Unfortunately it came with the standard seat stay-mounting bolt-up clamp which proved difficult to locate on my bike because of the rear rack.

The best place to mount rear lights is on the seat pillar under the saddle and a larger diameter clamp similar to the front stem-mount device would be a much better attachment. Rear lights when mounted on the seat stays always seem to catch my heel as I pedal and if the bike has a rack fitted there are additional problems.

The set came with a 240 volt mains charger unit which plugged into the battery pack. During the recommended 15-hour recharging period the pack can be easily removed from its cradle for remote charging if there isn't a power point close by.

Once the component parts were mounted it was an easy job to wire up the system. There are two spring loaded terminals on the back of the battery pack. One terminal (marked D for dynamo on my sample) was for the alternator while the cables from both lights were connected to the other. The dynamo comes with two short lugged cables which fit onto its recessed terminals. One connects to the frame to provide an earth connection while the other has to be extended to connect with the battery pack.

The set operates brilliantly. Once the dynamo is contacted with the tyre, by turning its small spring control lever, the dynamo provides the power to the front and rear lights until its output voltage falls below a pre-set level. Then a switch is activated in the battery pack which bypasses the dynamo and supplies power to the lights direct from the batteries. The result is bright lighting whether on the move or at a standstill.

When the bike is parked and the lights are no longer required a small red button on the battery pack is pressed to break the circuit and extinguish the lights. As the dynamo only supplies



power to the lights, the battery pack has to be recharged from domestic mains power every few months depending on the amount of use. Nickel cadmium rechargeable batteries tend to maintain a high output until they are about to lose their charge so my only criticism of the system was its lack of a warning indicator to tell me when to recharge the pack.

The front headlight was one of the brightest and best I have tried. It threw a bright square-shaped beam which provided enough light ahead of me to be able to ride on roads without street lighting. This impressive light was even bright enough to cause oncoming motorists to dip their lights by manually tilting the light in their direction. The tail light though not as bright as the head light provided good illumination.

The complete set will retail well above the hundred dollar mark but the

quality of the parts makes it a worthwhile investment. The front and rear globes are replaceable and available from specialist bicycle dealers. The set is distributed to bicycle dealers in Australia by Hanley Trading Pty Ltd.

**N**OT EVERYBODY wants to fit dynamo lights to their bicycle. My aluminum-framed lightweight is hardly ever ridden at night but when it is I fit one of the numerous types of battery lighting sets available through specialist bicycle dealers. Battery lights come in all shapes and sizes and usually fit into clamps to allow them to be removed from the bike when not in use.

A new brand on sale this winter is the UltraLight from Britain. These lights use standard D cells and a pre-focus bulb. The use of standard D cells allows rechargeable nickel cadmium batteries

to be fitted an important consideration for the cost-conscious regular user.

The white front and the red rear lights provide adequate warning for other vehicles though, like the other types of battery light I've used, the front beam does not provide enough illumination for riding completely darkened streets.

Their most impressive feature is their mounting clamps. These plastic dual-swivel brackets permit the lights to be mounted in almost any position on the bicycle front or rear. This is particularly important on racing type bikes where the normal seat stay position is out of the question due to heel clearance.

The UltraLights sell for around sixteen dollars each and are available from most specialist bicycle retailers.

**A**CCORDING TO a recent road-use survey conducted by the Newcastle Cycleways Movement an alarming number of bicycle riders use their bicycles at night without lights. The survey was conducted over three consecutive Friday evenings at nine intersections in and around the city of Newcastle. Almost ninety percent of all cyclists observed by the survey team did not have bicycle lights fitted to their machines.

The survey was conducted by the group to study the behaviour of Newcastle cyclists and measure their compliance with the road rules. The results suggest that bicycle riders have little regard for the law. "Even disregarding the relatively trivial offence (mostly) of footpath riding, the number of cyclists obeying road rules and not committing 'life threatening' offences is extremely low at approximately 20-25%. After dark, the number of law abiding cyclists is almost negligible."

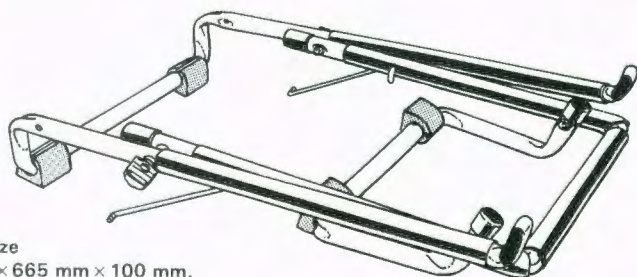
On the other hand the study showed that 99.7% of motorists obeyed the law.

Bicycle advocate groups across the country have for some years been pointing to the need for the police to take a greater interest in cyclists and enforce the bicycle lighting law. However, a number of police officers already involved in bicycle law enforcement privately admit that the lighting 'problem' is (at present) unenforceable.

In Melbourne this autumn strong rumours are once more circulating that the Minister of Transport is about to declare bicycle helmet wearing compulsory. If the current and long-standing laws relating to bicycle lighting are supposedly unenforceable what hope has an overworked police force of ensuring that the new regulation is obeyed by that state's one million bicycle users.

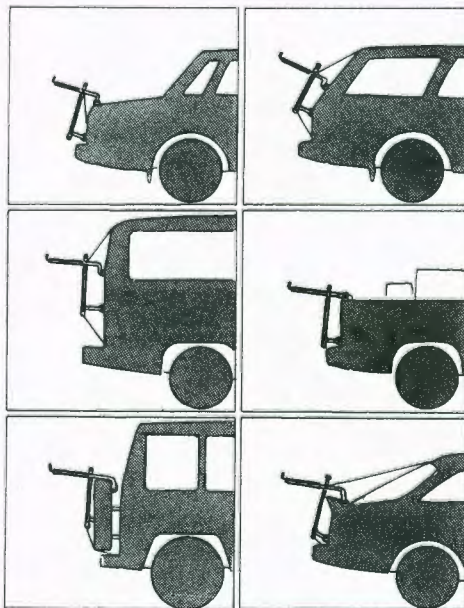
If the Minister wants to save more cyclists lives he should first make sure that the current laws, like the ones governing lights on bikes, are being complied with before hurriedly enacting newer legislation. □

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# Daily Mirror



# BIKE EXPO

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PROMOTED BY THE RETAIL CYCLE TRADERS ASSOCIATION OF AUSTRALIA

## AUGUST

FRIDAY	SATURDAY	SUNDAY
<b>14</b>	<b>15</b>	<b>16</b>

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Saturday 10 am — 9 pm  
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WIN A TRIP TO PARIS TO SEE THE  
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The lucky winner will be drawn at Expo Sunday 16th at 4.00pm.

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Apollo Dalyte Helmets are available from your local World of Wheels dealer (consult the yellow pages for the one nearest you) or contact - Apollo Bicycle Co. Pty. Ltd., P.O. Box 167, Wahroonga, 2076 N.S.W. Telephone 487 1900.



# NEW BAGS IN THE KALAHARI RANGE

*Equipment review*

by WARREN SALOMON

**K**ALAHARI BAGS are top-of-the-line bicycle luggage from the British manufacturer Karrimor. We reviewed the first three bags in the series in issue 36 this time last year and now the manufacturer has extended the range with four new bags all finished in striking black nylon pack cloth.

The four bags are the Rakpak, the Seatpack, Barpouch and Bardet and are made from Karrimor's own heavy duty nylon cloth called KS-100e. This cloth is extremely tough and is proofed on the inside with plastic sealant. The black fabric is contrasted by bright yellow buckles, reflective safety triangles/strips, yellow fastening loops and stitched Karrimor logos.

The company is obviously guarding its excellent reputation with these bags as they are all well finished and sewn. All the raw material edges are covered by braiding. Zippers are protected by generous weather flaps and rapid access mesh pockets for small item storage are provided on all but one of the bags.

**THE RAKPAK** is the most sophisticated bag in the range. This rear rack mounting bag has so many pockets, compartments and uses it's hard to know where to begin to describe it. Its prime use is as a utility bag used alone or in conjunction with the more conventional Kalahari 1, 3 and Mountain bags. It fixes to the rear rack by two rear velcro tapes and a front buckled strap to fasten around the saddle pillar.

It has oodles of pockets: two lengthways down each side with single slider zippers; one small one on the front also with single zipper; one on the lid with double lockable zip sliders (inside this pocket is a zippered document pouch); and a mesh top pocket with velcro closure. The sides and the bottom are stiffened with closed cell foam so the bag will retain its shape when only partly full.

On the bottom of the bag is another pocket (with velcro closure) which opens to the rear and is designed for flat objects or a U type high security lock.

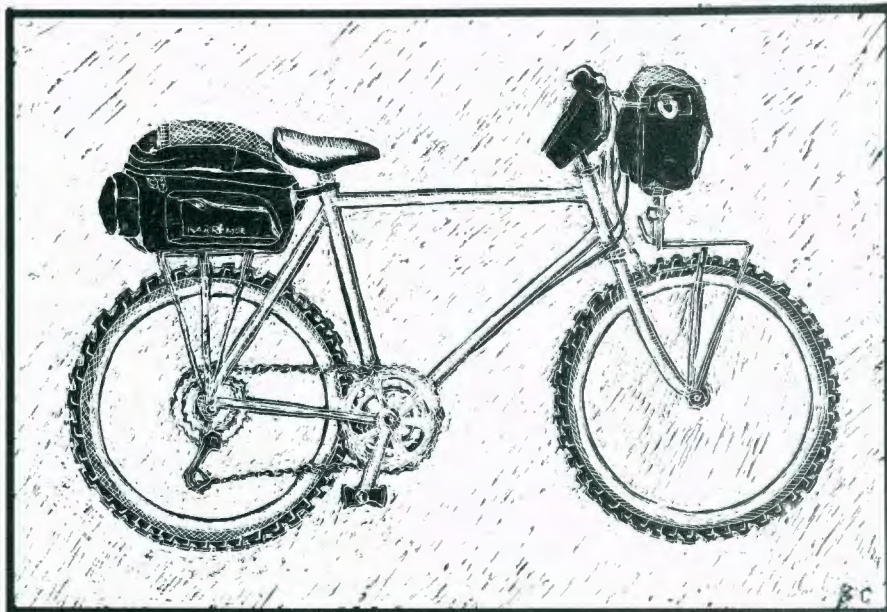


Illustration by Brett Cheshire

The rack fasteners at this point are long enough to fix the U lock as well.

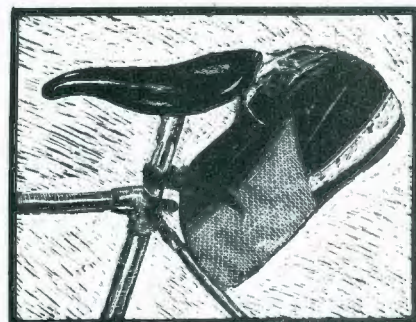
The main bag closure has double (lockable) sliders and is protected by a large weather flap. The inside of the main compartment is fully lined with a lighter weight nylon fabric. D ring loops front and rear and the inclusion of a strap enable this cleverly designed bag to be used as a smart shoulder bag off the bike. A well designed and beautifully thought-out piece of bicycle luggage. Capacity 13 litres RRP \$163.

**THE BARPOUCH** is a small bag designed to carry personal effects or munchies while riding the mountain trails. It fixes to the bars and stem by means of three sets of velcro tabs and has a top single zippered opening into its 1 litre main compartment. It retails for just under thirty dollars.

**THE BARDET** is a small handlebar bag (capacity 5 litres) with a full width double weather flap protecting its main compartment. The main compartment includes a zippered document pocket and has a draw cord closure with spring lock fastener.

The main lid flap has a clear plastic covering so that a map may be inserted in the back and viewed when riding. It is fastened by means of velcro tape. Over the plastic flap is a further weather shield flap with an outer mesh compartment. This flap can be rolled back in clear weather and is fixed with double velcro tapes.

The Bardet comes with a shoulder strap and a mounting rack. As mountain bike handlebars come in different shapes and sizes it is important that you check the rack with your bars to see if they are compatible. RRP \$77.



**THE SEATPACK** is a bag for any kind of bike. It fits neatly under the saddle and fastens with straps and buckles to the seat rails and the seat pillar. It is wedge shaped and easily big enough to carry wet weather gear, U lock, or for the racing cyclist, spare tubular and rain jacket. There are mesh pockets on each side and yellow reflective tape to warn traffic at night.

The bag has an internal stiffener so it hangs well when partly full. The main compartment holds about 5 litres and has a double zipper slider to allow locking.

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# DEALING WITH DOGS

*Fun and fright with furry friends*

*Maybe dogs are misunderstood but the cyclist can not  
afford to take any chances.*

by WARREN SALOMON



**W**HEN I first started riding bicycles through the suburban streets of Brisbane I soon became aware of dogs. In my suburb there seemed to be an over supply of them and as my family didn't own one I tended to greet many of them as friends stopping to pat them as I rode to and from school or my friends' houses.

It was also during my youth that I first encountered what some of my adult cycling friends sternly refer to as 'the dog problem'.

If you have never been chased by a menacing dog while riding your bicycle you will probably be blissfully unaware of the condition and should attempt a ride through a dog-infested area before reading any further. I'm not suggesting you go out and get bitten but you can't really understand the 'problem' until you have experienced at least once the cold chill of coming face to face with Fido's fangs and the Grim Reaper releasing his grip on canine's leash.

The main reason why there is a dog 'problem' at all is because bicycle riders do on occasion get killed. Serious business indeed, and serious enough for authors of best-selling bicycle guidebooks to advocate death to the offending pooch!

Richard Ballantine, of Richard's Bicycle Book fame (Pan paperbacks) advises his readers to 'try to ram (your bicycle pump) down its throat', or more effectively, 'any small dog can simply be hoisted up by the legs and its brains dashed out'.

Richard doesn't offer any hints for cleaning the blood stains from lycra knicks but his advice is more explicit for larger beasts. Once again he suggests a fight to the death but due to the bulk of the protagonist his methods are more cunning. 'If you are weaponless try to tangle him up in your bike and then strangle him'. (Obviously this technique has the advantages because it is reasonably clean). 'If you have got a pump or a stick, hold it at both ends and offer it up to the dog horizontally. Often the dog will bite the stick/pump and hang on. Immediately lift the dog up and deliver a very solid kick to the genitals. Follow up with breaking the dogs ribs or crushing its head with a rock.' At this point I became a little suspicious. Was Richard offering real advice or doing a journalists beat-up for dramatic effect? If the animal is a one and a half metre doberman your pump/stick would probably be chomped neatly in half and the second phase of your attack would be in tatters (not to mention the protruding parts of your body). Never fear, the author has further guidance: 'If worst comes to the worst, ram your arm down his throat. He will choke and die. Better your arm than your throat'.

Retribution to the point of dealing out death to offending dogs is not only risky, it is inhumane and not the way 'superior' beings should treat their 'dumb' animals.

The kill or be killed approach probably has its roots in the hysteria surrounding spread of the disease rabies which was once very common but is rare nowadays. Possibly the most dangerous way of dealing with a rabid dog is to stick your fist down its throat to choke it.

Humans are supposed to have intelligence and it is better *and* safer to use your brains rather than resorting to Neanderthal methods.

Animal behaviorists and cyclists alike have wondered for decades why some dogs to prefer to chase humans on bicycles. Not all dogs do it though some cyclists would have us all believe that they all have the secret urge.

What is often overlooked by many writers on the subject is that dogs often do not discriminate between moving objects. Its not that they prefer cyclists to cars but they find our quiet, slow form of conveyance easier to relate to. Dogs will just as readily chase cars but will always come out worse off if contact is made.

Bicycles are a different matter. As a cyclist you are open to all manner of things and if you are not careful you

might crash into something. Even though dog/bicycle rider encounters are common and accidents do occur it is more often the riders reaction to the dog's approach which leads directly to a collision or fall.

To a dog defender a barking pooch is only trying to say, 'Hi there, lets be friends and i'll sniff you over if you would only wait a while'. Dog detractors on the other hand interpret a barking canine as saying, 'When I get you in my jaws cyclist, I'm going to pull you off that infernal machine and rip you limb from limb'.

Until doggie language is fully understood we may never know the real truth. Often friendly intent may become an outright attack when the dog its self is faced with a life-threatening pump-wielding bicycle crusader determined to rid the neighbourhood once and for all of marauding mongrels.

The dogs of the world may hate me for this but cats have much more sense. They stay well clear of all moving objects larger than them selves and prefer to sit under parked cars rather than run after moving ones. Dogs on the other hand are much more inquisitive and forthcoming and will let you know if you are encroaching on their territory.

Once you have been bitten by a dog its a different matter. The first time it happened to me I was shocked and of-





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**REPCO**



**CYCLES**



fended. I was riding home through quiet back streets along a seldom used route. Ahead of me I spotted a dog and slowed as I usually do until I could judge its intentions. Just as I had thought I was clear it lunged for my leg and nipped me on the leg.

I was outraged and immediately stopped and turned to face my attacker. The dog looked at me intently as I took out my frame pump and raised it over its head and mine drawing strength for the massive blow to follow. Just then (with impeccable timing) a little boy emerged from behind a paling fence and said, 'Don't hit him mister he's just a poor old dog'.

'But he BIT me', I bellowed betraying my indignance.

'He didn't mean it mister'.

I looked at the boy and then at his dog. I had been caught out badly. If I was to wield my terrible blow I may as well have struck the dog's master than to do damage to his pet.

Lowering my pump to waist level I said sternly, 'Well you better teach it not to chase bike riders or some one else may do it damage'.

He called the dog in behind the fence and I rode on my pride seriously dented and my pacifist principles in grave doubt.

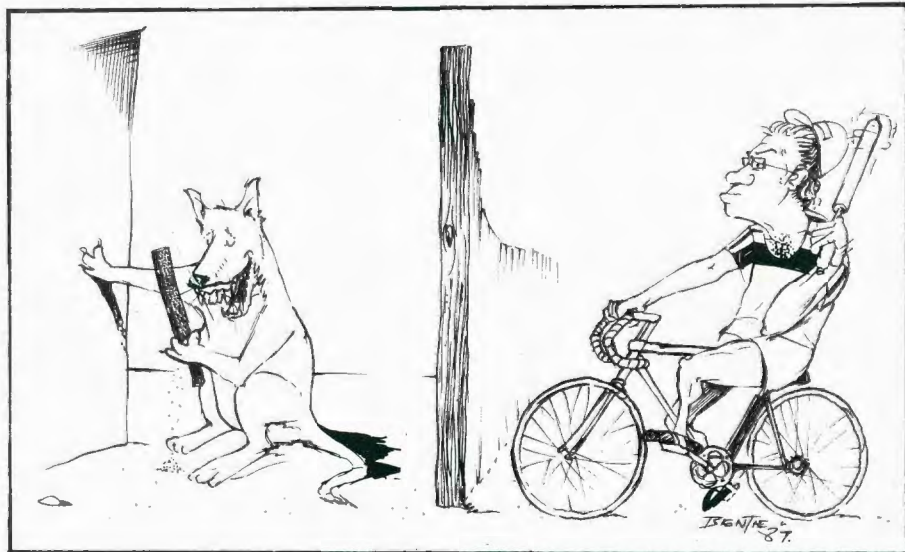
After that incident I could relate to the 'fist down the throat brigade' and understand their motivation. With hindsight I feel that had I vented my anger on the unfortunate animal undetected I would have ensured that there was at least one animal with a firm grudge to bear against all bike riders.

So, how does one cope with dogs in a humane yet effective manner?

Firstly you have to remember that you can do yourself more damage by trying to avoid the dog while still maintaining your mobility. The risk of crash due to collision with other objects is great if you attention is diverted towards a yapping beast behind you. The best strategy is to stop riding and walk past the dog at a safe distance. By all means report the dog to the local council but remember if you attack the dog you may also risk the legal wrath of the RSPCA no matter who started the interchange.

Often you are given little warning. A wobbly reaction to the barking pooch can often result from the shock of being woken from a mobile day dream. So if you are in dog territory be alert. In the country this is usually close to farmhouses but in the town it could be anywhere. I once knew a person who fell off their bike when a dog started barking suddenly and at close range.

Many of the bicycle guide book authors recommend stern shouting as an effective deterrent. Cries of, 'GO HOME' or 'NO' or even 'BAD DOG' are fine if you have a booming base,



baritone, or contralto voice but for those with vocal chords pitched higher up the register you may try to make friends instead. This can not be done from a moving bicycle and herein lies the problem.

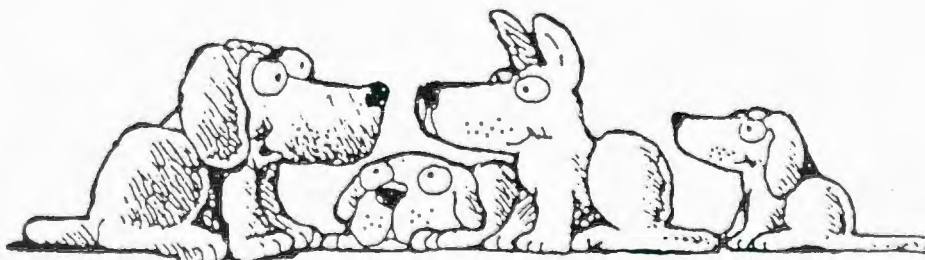
Bike riders generally are indignant that they should be vulnerable to dogs while other means of personal propulsion get off scott free. No bike rider likes to be held up by a yapping canine and so the tendency is to deal with the problem on the move. Many experienced riders will attempt to out run the barking onslaught. In Jim Fitzpatrick's marvelous study of the bicycle in the Australian outback during the early years (*The Bicycle and the Bush*) a thrilling account is given of a cyclists encounter with a pack of wild dingoes in a remote part of the West Australian goldfields in 1903. Further research by Fitzpatrick indicated that the account is 'an extreme case of literary licence'.

The cyclist messengers on the goldfields were full of spine chilling ac-

counts of their rides so much so that 'led one writer in 1896 to state that the "liar, the damned liar and the mining expert" had been replaced by "the liar, the damned liar and the special cyclist"'.

In most modern cities it is against the law to allow dogs to roam free. The owner is considered legally negligent if their dog is not kept under close supervision so should you be regularly harassed by a barking dog you should report it to the local council so that they may impound the offending animal.

If you are involved in an encounter with a canine and you sustain damage to your person or your property the law is on your side if you wish to sue the dog's owner. Even if you and the dog do not contact the owner is negligent for allowing the animal to be loose. But bear in mind you need witnesses and positive identification of the offending animal to prove your side of the case and often in the case of a serious fall you may not be in a good state of mind to attend to these important legal details.



BITTEN ANY GOOD TEN SPEEDS LATELY?

G. DEN  
HATCHER



# 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.

**Companion(s) wanted** for ride 6-8 June '87. Border Ranges NSW (part of Pacific Bicycle Route; Casino, Wodenbong, Beenleigh. Optional circuit: Rathdowney, Lions Road, Casino. Contact Craig Bellamy (066) 42 7081 (H) or Jim Barker (07) 343 3933 or write to PO Box 381 Grafton NSW 2460.

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

## TRAVEL & TOURS

**Bicycle Tour Services** We do what you want to do: rentals, itineraries, accommodation, tours and all cyclists services. Write or call now for free brochure: PO Box 11-296 Auckland 5, New Zealand. Phone 591 961. Telex NZ60235 "Lidsail".

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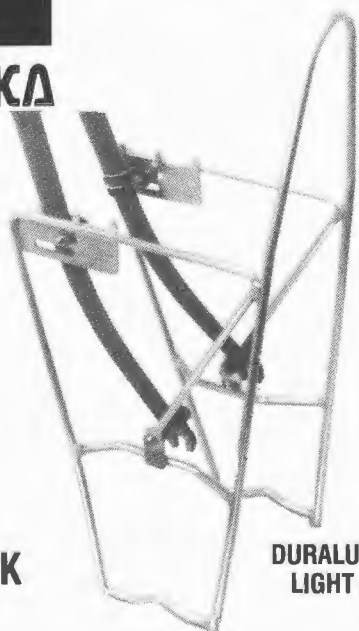
**Ancient bicycles, parts and memorabilia** for restoration and preservation. Contact Paul Farren (03) 241 4453.

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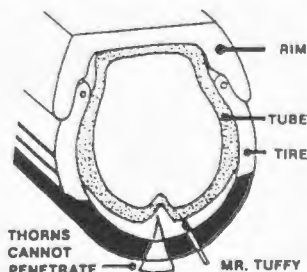


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# National Calendar

Club secretaries, race directors and event organisers: help us to publicise your event by sending details to us early. If you are planning a ride in the coming twelve month period you should send your notice to Freewheeling National Bike Events Calendar now. We publish advance notice of all bicycle events both competitive and non competitive but because of our publication lead-times we need your copy at least two months in advance. Please note: we must have your event details in writing. Send your copy to PO Box K26 Haymarket NSW 2000 or phone it through on (02)264 8544.

## COMPETITIVE EVENTS

1987

JUNE

**Sunday 21 Sydney Criterium** The final race in the seven race NSWCF criterium series. To be held at Lady Macquarie's Chair near the Sydney Domain. Races for Juniors, Vets, Women and Seniors start from 7.45 am. Organised by the Sydney Cycling Club. Contact Bruce Vote (02) 399 9452 H (02) 358 5388.

**Sunday 28 Newcastle Mountain Bike Trials and competition.** Held at Glenrock Lagoon, Newcastle and organised by the Hunter Valley Mountain Bike Club. Contact Bob Jones (049)38 5380 or Bruce Richards (049)32 7820.

JULY

**Thursday 2 - Sunday 26 Tour de France.** This years big race will commence with a prologue time trial in Berlin followed by a tough course which includes tough climbing on ten of its twenty six stages.

**Wednesday 22 Australian Professional King of the Mountains Championship** The 195 km non stop classic from Wangaratta (8 am) to the Mt Buffalo Chalet (expected around 1:30 pm) via Tawonga Gap will determine the Aussie representative for the World Professional Road Cycling Championships. 'Oppy' will follow the Classic. Entries close July 1. \$5000 prize money. Contact Bill Long 03 51 3828.

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.

**Sunday 23 Hunter Valley Winter Mountain Bike Classic** An annual event catering for A grade (including vets over 35), B grade including Women and Juniors under 16. Held on an off-road course near Paterson. Prize money for the category winners. Contact Bob Jones (049)38 5380 or Bruce Richards (049)32 7820.

**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.

**Sunday 6 Friendly Bush Triathlon** The Whitehorse Bush Triathlon staged by the Whitehorse Canoe Club, Melbourne and sponsored by Paddy Pallin with Nike and Russell Street Cyclery. A friendly event for all standards of competitor. Mens and Womens classifications. Held near Licola, VIC in the scenic Barkly and Macalister river valleys. Entries accepted for marathon pairs or teams from three to six. Form a team and have some fun. Top quality prizes including random spot prizes. Entry forms available from Paddy Pallin stores. For information phone WCC (03)211 3610 (03)877 1291 (AH) or Paddy Pallin (03)674 845.

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

OCTOBER

**Sunday 4 Repco Cycles Australian Professional**



**Road Championships.** Sandown Raceway Melbourne starting at 8 am with the Young Pro title 100 km (under 23 years); Senior title 200 km starts at 11 am. The Repco Melbourne Trade Picnic will be held in conjunction with the titles plus a massive 'roadworthy test' on all makes of bicycles. Be there its free.

**7th Australian Schools Cycling Championship.** Sponsored this year by Safe 'n' Sound the final will take place in Sydney at the Tempe velodrome as part of a major race meeting. Contact Peter Watters on (08)213 0648 or the Australian Cycling Federation 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. For riders wishing to take out a professional licence please contact the National Secretary of the Australian Professional Cycling Council, Reg Marriner, PO Box 120 North Geelong VIC 3215.

## THE KRYPTONITE<sup>®</sup> DIFFERENCE:

## IT'S JUST AROUND THE BEND.

The Kryptonite<sup>®</sup> K4 Bike Lock is the only lock that features the unique Ergo-Dynamic Angle.<sup>™</sup>

One "foot" of the lock shackle bends outward, allowing it to be inserted into the crossbar from virtually any angle or position, and actually locking the shackle at both ends of the crossbar. The Ergo-Dynamic Angle,<sup>™</sup> plus longer shackle length make the Kryptonite<sup>®</sup> K4 Bike Lock stronger and easier to operate than any other bike lock. That's the Kryptonite<sup>®</sup> Difference.

\*Ergonomics is the design of products for efficient human use.

# KRYPTONITE<sup>®</sup>

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# National Calendar

## NON COMPETITIVE EVENTS

1987

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.

**Sunday 21 200 km Achievement Ride.** West Australia. A mix of undulating farming country, scenic hills and historic Toodyay and Chittering valleys. A popular ride for the experienced or an achievable 11 hour challenge for the newcomer. Badges for the successful CTAWA members. Contact Martin Bunney (09)330 3659.

JULY

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

**Sunday 19. "10,000 in 8".** The West Australian hill climber's special! Yes, 10,000 feet up and 10,000 feet down around the Darling Ranges in an 8 hour time limit all packed into 125 km. Only the fit cyclist with low gears should attempt this one. Badges for the successful CTAWA riders to finish. Contact John Sherwood (09)447 8939.

**Saturday 25 - Sunday 26 Exploring the Old North Road.** Join the Hunter Valley Mountain Bike Club on this fat-tire ramble through sandstone country exploring the remains of an old convict-built road. Contact Bob Jones (049)38 5380 or Bruce Richards (049)32 7820.

AUGUST

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

**Saturday 15. 300 km Achievement Ride.** A new course for this popular West Australian event. This ride will test the experienced rider. 18 hour time limit. Badges to the successful CTAWA members. Contact John Sherwood (09)447 8939.

**Friday 14 to Sunday 16 Daily Mirror Bike Expo 1987.** Australia's bicycle industry showcase is once again organised by the Retail Cycle Traders Association and features the biggest range of bicycles, accessories and clothing assembled under one roof in Sydney. New season models, fashion parades, and prizes to be won too! RAS Showgrounds Arts & Crafts Pavilion is the venue and the show will be open 10 am to 6 pm on the Friday (Trade only night 6 pm to 11 pm, Saturday 10 am to 9 pm, Sunday 10 am to 5 pm).

**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.

**Saturday 29 - Sunday 30 400 km Audax Ride.** This event in WA will take in Northam, the Avon valley, historic York and the farming areas of Beverley to finish in Midland. Contact Audax WA (09)293 5278.

**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.

**Saturday 5 to Sunday October 11 Bike for Bibles.** A marathon cross country bicycle ride for sponsored riders to raise money for literacy development projects in Asia and Africa. Rides start in Cairns and Perth and pick up most major cities finishing in Canberra. Contact (008)25 1389 toll free.

**Friday 25 - Monday 28. Wongan Hills Long Weekend.** Bus and bike trailer to this delightful valley in the West Australian wheat belt. Day rides from a base camp in an area seldom seen by cycle tourists. Trailer capacity limited to the early participants. Contact Martin Bunney (09)330 3659.

**Friday 25 - Monday 28. 1000 km Audax Ride.** Audax WA's big ride. For the confirmed ultra marathon randonneur who has graduated from the 400 and 600 km Audax. Contact Bob Stockman (09)293 5278.

OCTOBER

**Saturday 3 to Sunday 11 Bicycle SA '87 Triangle Tour.** A grand tour of South Australia's south west region with the State's premier touring group. Some meals, refreshments and entertainment provided. Exclusive tour, plenty of fun, plenty of cycling. Camping and other accommodation. Emergency back-up support provided. 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.

**Saturday 17 to Sunday 25 NSW Bicycle Week** A full week of activities for bike riders across the State. Mass rides, safety clinics and fun for all ages. Full program and entry details in future issues of this magazine.

**Saturday 31 - Sunday 1. York (WA) Family Weekend.** Day rides from a country hostel for CTAWA bicycling families only. Contact Martin Bunney (09)330 3659.

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 15 Six hour time trial.** Try yourself against the clock and last year's best of 182 km on a moderately flat course in West Australia. Contact Rob Masterman (09)399 3071.

**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.

DECEMBER

**Saturday 5 to Sunday 13. 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 (03)818 4800 or (059)78 6000.

1988

APRIL

**Friday 22 to Sunday 24 SA Festival of Cycling.** A bicycle rally to be held in the beautiful Adelaide hills. Three days of activities centred on a good camping

ground with alternate accommodation also available. Day rides, displays, exhibitions and nightly entertainment provided for riders of all ages. Bring the kids and your friends. Watch *Freewheeling* for details or contact (08)388 8331.

NOVEMBER

**Sunday 20. The seventh 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 26 to Sunday 11 December. The Big Bicentennial Bike Ride.** This year to celebrate the Bicentenary cyclists will ride en masse from Melbourne to Sydney. Full support. Organised by the people who bring you the Caltex Bike Ride. Enquiries (03)818 4800 or (059)78 6000.

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.

**Armistide 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. **Ilawarra 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.





# 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.

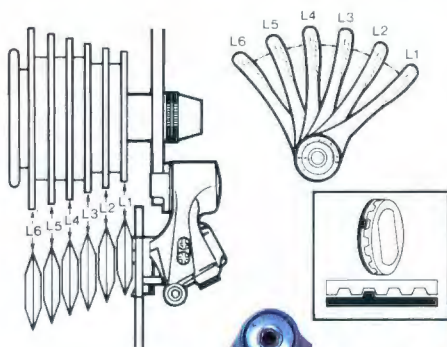
On the other hand, with SIS, changing gears is just like tuning that same radio with pushbuttons. One touch and you've got it.

## 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.



For a free brochure, write **SHIMANO INDUSTRIAL CO., LTD.** 3-77 Oimatsucho, Sakai, Osaka, Japan Fax: 0722-23-3496 Telex: 64225 SHIMANO J



# KALAHARI BICYCLE BAGS MAKE RUGGED TERRAIN A PUSH OVER

Kalahari from Karrimor is a range of bicycle pannier bags made to meet the demands of all-terrain all-weather use.

Kalahari bags have all the features required by bicycle adventurers including: Fastex quick release buckles and compression straps; roll back weather hoods with mesh pockets; double lockable zips; conversion to shoulder bags and the adjustable Karrimor rack mounting system.

All bags in the Kalahari range are made from tough durable KS 100e 1000 denier fabric and are guaranteed for the lifetime of the purchaser.

Kalahari bicycle panniers are part of the huge range of Karrimor bags to suit every use and budget. Ask to see the complete range of Kalahari at your specialist bicycle retailer or outdoor equipment centre.

## Kalahari Mountain

A rear rucksac pannier. This remarkable cycle bag is not only a large capacity 22 litre pannier but it also doubles as a rucksac. Just unzip the back panel which gives access to the hidden anatomic shoulder harness and in minutes you have converted your cycle pannier into a handy day-size rucksac.



# KARRIMOR

Write for a free brochure to:  
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PO Box 198, Botany NSW 2019