

Freewheeling

Number 43 July/August 1987 \$3.00

HELMET REVIEW



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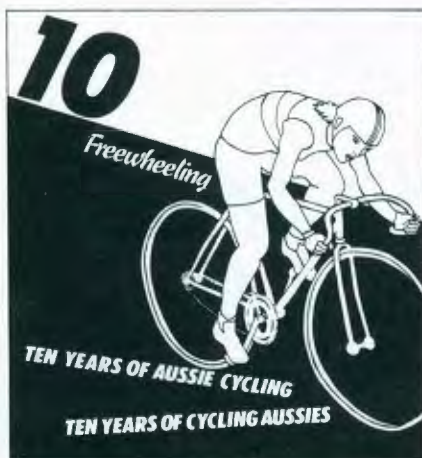
MODEL No. 2780



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CYCLES



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

Publisher/ Editor: Warren Salomon. **Administration and circulation:** Marilyn Stivey. **Layout and assembly:** Brett Cheshire. **National Advertising Sales:** David Turner Telephone (02) 913 1266 or (02) 264 8544.

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

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Cover illustration by Brett Cheshire. Cartoons this page by Phil Somerville.

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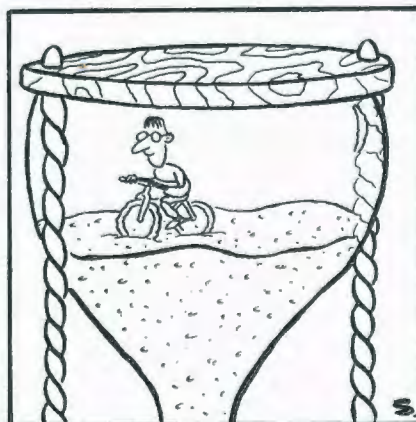
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ARTS AND CRAFTS PAVILION

SYDNEY SHOWGROUNDS

The compulsory helmet kite flies again!

PERHAPS it's just a coincidence. Every time I become involved in a major review of the bicycle helmet market the issue of compulsory usage raises its ugly head. Coincidence or not the Road Traffic Authority of Victoria is currently flying its compulsory helmet kite in the lightest of breezes. As if they haven't got better things to do.

Don't get me wrong. I support helmet wearing as a sensible safety precaution. I even think that motor vehicle passengers and drivers should wear them too as they are more at risk than bicycle riders. But I draw the line when some power hungry bureaucrat or pollie homes-in on bicycle riders and threatens legal action if they won't protect their heads with a suitable helmet.

Why do they want to **force** cyclists to wear helmets when the current persuasive methods are working well? That's not a rhetorical question; I simply can not see why the current methods won't continue to work. In the light of the spectacular increase in helmet use the move towards compulsion is a move towards the darkness of totalitarian control.

I find it hard to understand why they want to introduce compulsory use (if they could) when the Government and industry helmet promotion campaigns of the past five years have had such a beneficial impact on helmet use.

In Victoria, it seems, they have discovered the secret of community persuasion. Nowadays even little kids scream past me in their Stackhats and Sprinters. In the small NE Victorian town of Beechworth a few months ago I was astounded to find myself caught up in the after-school rush hour and almost all the children I saw riding bicycles wore helmets.

Helmet use for Victorian primary school children jumped from 4.6% in 1983 to 58.2% in 1986 and according to the Road Traffic Authority's same statistics adult commuter usage rates are almost as high.

Teenagers are resisting and so far only 18.3% of secondary school students are regular helmet wearers. However, the statistics do show that the persuasion campaigns are beginning to work and it is only a matter of time before helmet wearing becomes commonplace and thus more socially acceptable; even to teenagers.

Given this background I find it absolutely incredible that the Road Traffic

Authority of Victoria has quietly circulated a document which proposes a timetable for compulsory helmet use to be introduced into that state by the beginning of 1989.

But it's more than that. It's a joke; a big joke. And the rule of law will be the victim. The RTA proposal is seriously flawed and like the Victorian Parliament Social Development Committee's First report (which it hides behind) it glosses over the vital issue of adequate enforcement.

The Social Development Committee rejected the Police argument that the present low compliance with existing bicycle laws might completely undermine the entire scheme. In their submission to the Social Development Committee the Police further cautioned that their existing resource constraints will result in a relatively low level of enforcement.

The politicians (and their bureaucratic advisors) have been so obsessed with the theory of the compulsion issue they have yet to put their feet on the ground and face this issue.

Every day there are literally millions of cyclists in this country who routinely break the road laws. Bicycle lighting is the best example. In 1946/47 (when life was less complicated and a police officer's job was reasonably straight forward) 1350 bicyclists were prosecuted in Victoria for the dangerous and life threatening offence of riding without lights. In 1986 with more cyclists (and Police) than ever on the roads the number of prosecutions is almost zero.

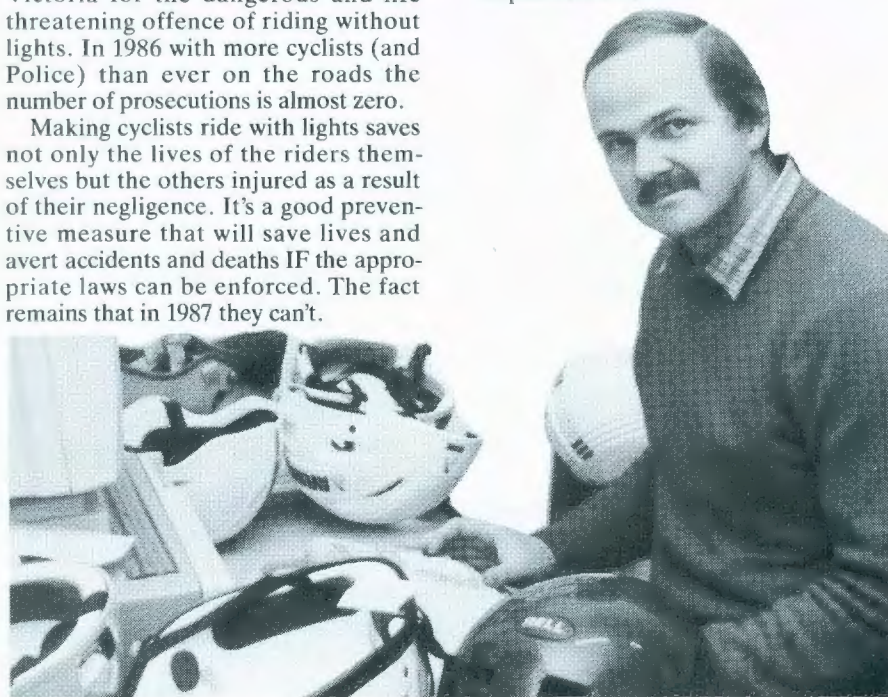
Making cyclists ride with lights saves not only the lives of the riders themselves but the others injured as a result of their negligence. It's a good preventive measure that will save lives and avert accidents and deaths IF the appropriate laws can be enforced. The fact remains that in 1987 they can't.

So what if the Government passes compulsory helmet legislation? If the Police say they can't chase the little kids who won't wear their hard-hats then who will? The boffins in the RTA have come up with a solution. They have suggested that the RTA's truck inspectors, parking police and school crossing supervisors (the lollypop people) be involved in enforcement of the helmet law.

At present it is the people other than the bicycle riders and their advocates who are most vocal in the call for compulsory helmet usage. It's a case of do as I say but not as I do, for the same people, as motor vehicle passengers and drivers will not wear protective helmets while using their cars. Imagine the community response if the same people called for universal mandatory use of helmets on all forms of road transport.

For these people it's far easier to think that if you push around a few bike riders and make them wear helmets you will empty the hospitals overnight. The trouble is that the hospitals will always be full because the road environment has become worse because the Police have switched their law enforcement priorities to back-up mandatory helmet legislation.

It's all a bit of a joke and I only hope the RTA can see this before they spend too much taxpayers money on such an impractical scheme.



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WHEEL OF FORTUNE MAY TURN FOR AUSTRALIA AT THE WORLDS

THE HISTORY of self-propelled land transport is one of considerable interest, far wider in scope than is generally known. There is evidence in ancient Egyptian and Chinese art that some form of two-wheeled conveyance may have been in use even then – the two wheels implying a rider to balance them.

Whatever the truth of the first discovery, it was the beginning of the evolution of mobility by human means.

In 1871 James Starley, of Coventry, England, put into production the famous Ariel bicycle, his first high-wheeler or penny-farthing machine. This version of the bicycle opened up long distance travel to the cyclist with a distance of 100 miles within a day being possible. Its popularity quickly spread throughout the civilised world, and it was with this machine that organised cycle racing began.

The world's first cycle race took place on the last day of May, 1868. James Moore, an Englishman then 19 years of age, won that race in Paris on a Boneshaker weighing more than he did and made of wood and iron.

The championships won during the next decade, including the first world

championship on the Highwheel were recognised (by a medal) only sentimentally in cycling circles and do not appear in the official records. There was not yet an international controlling body for the new sport, and in the 1880's there were at times half a dozen riders all claiming to be the one mile world champion.

In 1882 the International Cyclist Association was formed, their first task being to organise official world championships. By now the safety bicycle had arrived. Pneumatic tyres too. The "Pennyfarthing" was no longer a serious machine for the racing cyclist.

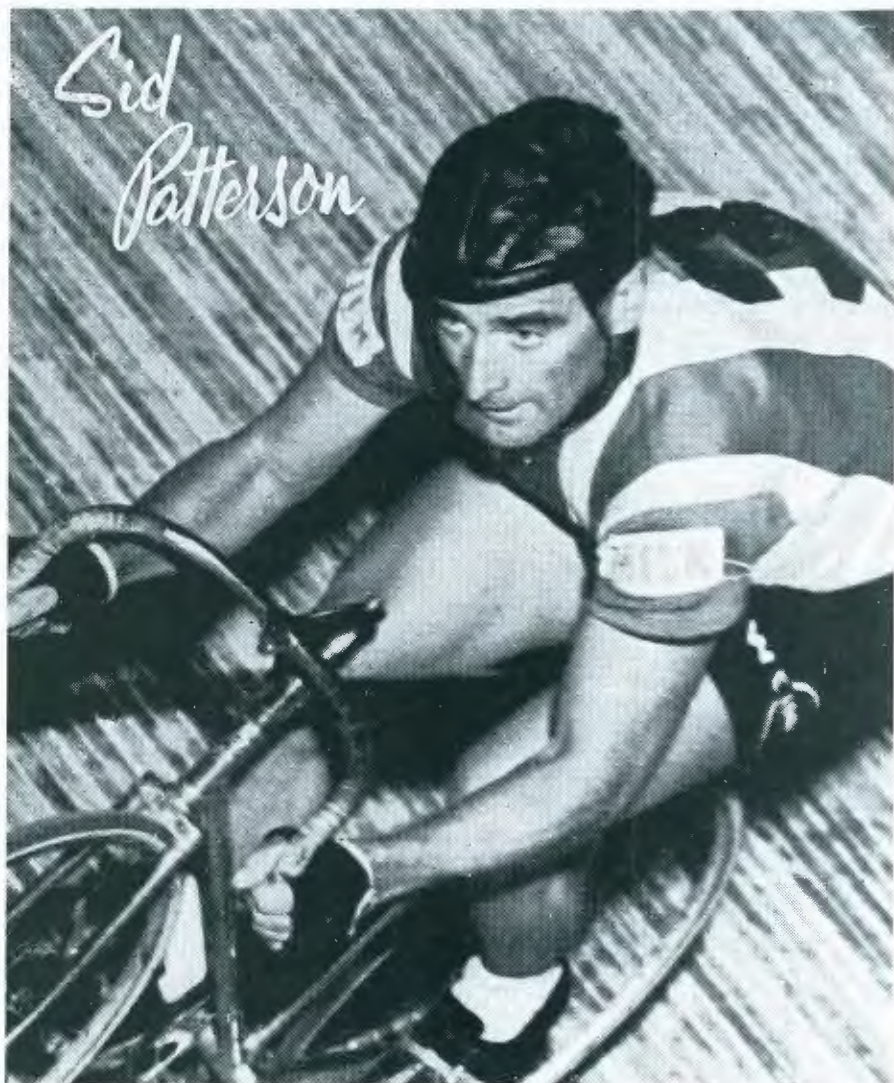
That the first official world champion should be an American was no surprise, since few Europeans made the journey to Chicago in 1893. Yet, there were no complaints on the English side of the Atlantic when the news came through that both championships, at one and ten miles, had been won by Arthur Augustas Zimmerman.

Racing cyclists knew the worth of "Jimmy" who, in 1892, had swept all opposition before his "twiddling" legs on a European tour. It was during that tour that he won the one, five and fifty mile British championships.



A A Zimmerman (USA) who won the first official Championship of the World in Chicago USA in 1893.

Four-times world champion Sid Patterson at speed on the former Olympic Velodrome in Melbourne.





The following year (1894) the championships were held in Antwerp. The one mile was won by A Lehr of Germany, and the ten mile by J Eden of Holland. Road racing was not yet established. A 100 kilometre paced championship was held on the inaugural 1893 programme and again in 1894 and won by L Meintjes (South Africa) and W Henie of Norway, respectively.

By 1895 professionalism had arrived and championships for both categories were held in Cologne over the established distances. This format continued until 1921 when an amateur road time trial was added. It was changed to a massed start in 1923.

A professional road race was added in 1927. An individual pursuit for both professional and amateur categories was added in 1946, an amateur teams track pursuit and a road team time trial in 1962, a 1000 metre amateur time trial and a tandem sprint was included in 1966, with the tandem event being discontinued in 1969.

Women cyclists joined the world programme in 1958 the events being a track sprint and 3000 metre pursuit, and a massed start road race.

Today the world championships are a complete cycling promotion, including a professional Keirin championship, and a point score championship for both categories of cyclists. The champions are regarded by the Union Cycliste Internationale (world controlling body) as the highest accolade in cycle racing, except in an Olympic year when the Olympic Games winners are also regarded as the world champions.

First Australian to win a world title was Robert (Bob) Spears of the New South Wales country town of Dubbo. Coming to Sydney in the heyday of Australian track cycling Spears quickly maximised his form which culminated in winning the world professional sprint championship in Antwerp (Belgium) in 1920.

Spears was noted for his straight arm style, which while unorthodox enabled him to develop enormous power.

A team of barnstorming Victorians led by Sid Patterson and Keith Reynolds was to record much success in 1949-50. Patterson won the amateur sprint and Jack Hoobin was to annex the amateur road race.

Patterson was to win four world titles in total in the fifties. He startled the cycling world by achieving the impossible in 1950. Favoured to retain his sprint title the big Victorian was beaten out of a place. Patterson grabbed the headlines in the sporting pages of the whole European press by announcing he would start in the individual pursuit. Every sporting writer said it could not be done and Patterson would be humiliated. But against all predictions Patterson won.

Turning professional he repeated the dose in Paris 1952 and again in Zurich in 1953. While Patterson was performing his miracle in Rocourt, Hoobin was stirring the cream of world road racing in the French city of Mooraledge. With no manager, no helpers and certainly no ballyhoo Hoobin dashed the dreams of young champions the world over when he got away with eleven of the top riders. In the charge to the finish line Hoobin was third, way out of it with 20 metres to go, suddenly he somehow lifted himself with a tremendous heave, and the race was over.

Next win came in Copenhagen in 1956 when Graeme French of Tasmania won the professional cyclists 100 km paced championship from defending champion G. Timoner of Spain. The event which had a long and colourful history since 1895 was discontinued in 1969, and has since been replaced by the Keirin sprint.

"Johnson seizes the world crown", was the headline in the English and Australian sporting press when Gordon Johnson of Victoria, defeated Italian Sante Gaiardoni at Leicester, England,



Steele Bishop, the big West Australian, emulated "Patto" in Switzerland in 1983. Photo: Ray Bowles.

Gordon Johnson seen beating John Nicholson in one of their famous encounters in the late sixties and early seventies. Both were glamour (Australian) world sprint champions. Photo: Ray Bowles.

to become the first world sprint champion since Bob Spears in 1920. It was unique as it was Johnson's first ride as a professional, and that was in 1970.

1975 was to be the year of John Nicholson. He defeated the 1974 winner Dane, Peder Pedersen two heats to one, in a controversial finish.

It was to be five years before an Australian again stood on the winners rostrum. Brilliant Tasmanian six-day star, Danny Clark, carried off the Rainbow Jersey in an exciting Keirin win in 1980. Gary Sutton made it a double for Australia when he limped across the winners line, after an horrific fall in the last sprint, to finish with a winning total in the amateur points championship.

Clark successfully defended his Keirin title in 1981 and almost made it two in a row when he just failed to hold off the flying Swiss Urs Freuler in a real blood-and-guts points race.

In 1983, seven-times national professional pursuit champion Steele Bishop of Western Australia, won Australia's next world championship when he emulated the legendary Sid Patterson's win in the same event on the same Zurich track 30 years before.

The foregoing is a creditable history of Australia's contribution to the 94 year old history of the world cycling championships, considering our isolation from the mainstream of sport.

Austria will host the 1987 track championships on a 250 metre indoor track in Vienna, and the road events at Villach Lake in Carinthia, from 31 August - 6th September 1987.

Since the Montreal Olympic Games in 1976 the Eastern Bloc countries have consistently produced a "New Breed" of amateur cyclist with East Germany and Russia being the pacesetters. There was ample evidence at the Los Angeles Olympic Games and the 1986 Colorado Springs World Championships that Australia was closing the gap on the track,

but our failures continue in road racing. There is no way part time amateurs, without international experience, can match Europe's full time amateurs. Perhaps the acceptance of cycling into the Australian Institute of Sport will change that.

While it is unwise to make predictions at world level most would agree that Dean Woods, Martin Vinnecombe and Danny Clark would represent Australia's best chance of success. These three riders are all proven world class, experienced, talented, and above all temperamentally suited for the occasion.

Dean Woods lost his chance of winning the 1986 world individual title through inexperience and less back-up support when opposed to Russian Guintautas Umaris when he misjudged the Russian's endurance in the first pursuit semi-final. Trailing the Australian by 3.10 seconds at the conclusion of the 7th lap, the Soviet pursuer gradually improved his position to cross the finish line in unison with Woods. The electronic timing system gave the Russian the verdict by two tenths of a second.

Vlatcheslav Ekimov demolished East German Bernd Dittert in the second semi to make the contest for gold and silver an all Soviet affair.

Woods competed in a ride off for the Bronze with Dittert which he won narrowly in a controlled ride. The irony for Dean Woods was that his time in the semi-final was actually nine seconds faster than the ultimate winner Ekimov.

The Russians have the greatest respect for the pursuit ability of the Australian, and evidently expect him and Ekimov to provide the spectacle of the 1987 championships in Vienna. This is demonstrated by the announcement that the young Russian is to attack Fran-

cisco Moser's world hour record distance of 51.151 set in the thin air of Mexico City in 1984. Ekimov holds the amateur hour record distance of 49.672.

Obviously the Russian Federation expect Ekimov to retain his title in Vienna. But as the Italians would say: "The opera is not over until the fat lady sings."

Number three in the world in 1985, Martin Vinnecombe revelled in the thin air of 6000 feet above sea level "Seven Eleven" Velodrome in Colorado Springs to become number two kilometre man.

Vinnecombe, the third last seed had to trial faster than Curt Hartnett of Canada if he was to retain his world rating, for the Canadian had the 2nd fastest

time of 63.26 on the board for the kilometre title, with current world kilo champion, Jens Glocklich of East Germany, still to ride.

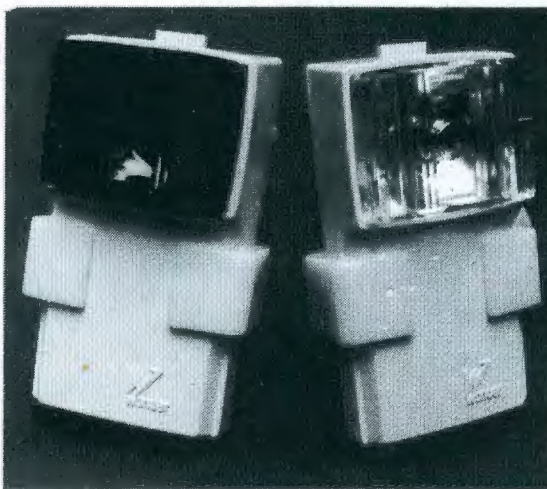
Vinnecombe's split on the first lap was slow, he picked it up on the second, the third was his fastest, finishing at a top speed of 62.946, almost 1 second behind race leader and world record holder, Maik Malchow.

Jens Glocklich was the cynosure of all eyes as he prepared to defend his title. It was not his night. The champion started strong the first lap 22.31, second in 41.52, rolling home in 63.067 thus permitting Vinnecombe to clinch silver.

Danny Clark was edged out of the professional Keirin by some of the

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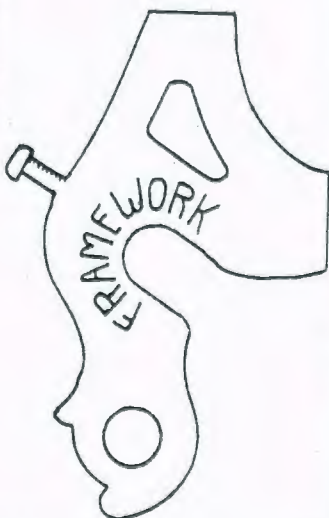
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biggest names in track cycling at Colorado Springs, but the smaller track in Vienna will suit his battling style and the six-day superstar measures up a real chance for Australia.

Meanwhile, Gary Neiwand, who was in doubt following a bout of glandular fever is to join the team, but will have to wait for Seoul to get his chance. Mike Victor has been added to the Australian squad, probably to race in the 50km points championship. But the biggest blow of all is the return to Australia of Wayne McCarney, who following an operation to relieve a restrictive knee action, left with the team for early training in Italy and has since returned with similar problems developing in the other knee.

Australian coach, Charlie Walsh, aware of the necessity of laying the basics of a new Australian track pursuit team in Austria, if we are to retain our Olympic teams pursuit title in Seoul next year, has requested a replacement for McCarney.

As for our chances in the road championships, in the amateur road team time trial they are nil.

The teams from the Eastern Bloc countries will have been chosen and in training. The continentals are in a different league. In Europe amateurs and professionals mostly ride the same events, including the big stage races, if they are invited and can find a sponsor on a club basis. Consequently the rub

off on amateur riders is enormous with a number one licence quickly won.

Australia has a flood of amateur riders at present in Europe including top bracket cyclists Eddie Salas, Andrew Logan, Clayton Stevenson, Scott Sunderland and Stephen Fairless to name but a few. An Australian road team is to be announced before the world titles. But don't expect too much. The massed start championship (both professional and amateur) is pretty much a lucky bag anyway. But, run the UCI way it becomes so haphazard that there remains only the guts of the riders to admire with a special regard for the man who establishes a winning break (as did Uwe Ampeler of East Germany in the amateur category last year) or the one who places himself in a position to win in a sprint finish, (as did Moreno Argentin of Italy, who won the professional championship at Colorado Springs).

May be, only may be, it will be different in Austria this August. But considering the championships have been going on for nigh on a century, one has only to look at the greats that have triumphed to realise that the sport of cycling would be the poorer if they had not happened.

Danny Clark (left) and Gary Sutton join to annihilate the opposition in the Australian Professional Madison Championship. Clark was a former world keirin champion and Sutton a world points champ. Photo: Ray Bowles.



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GALLERY OF SPORT

Congratulations to John Drummond on his excellent and accurate column on the legendary Australo-American cyclist Alf Goulet *Freewheeling* 41. His achievements surely rank with those of the greatest of all competitive cyclists. That Goulet himself is such a bright, gentlemanly person only adds to his stature.

Unfortunately, one small mistake needs to be corrected: Goulet was inducted into the Sport Australia Hall of Fame, which is a roll of sporting honour administered by the Confederation of Australian Sport. A computerised listing of all inductees into the Hall of Fame takes up a small space in the \$3 million Australian Gallery of Sport which Mr Drummond mistakenly confused with the Hall of Fame, and which is a much more ambitious enterprise.

The Gallery of Sport is Australia's only multi-sport museum. It collects and displays material relating to 20 different sports – one of which of course is cycling.

I would like to invite readers to contribute to our collection – which already includes objects relating to such cyclists as Opperman, Patterson, Gibaud, Milliken, Vic Browne, Jack Hoobin, Ian Browne and Tony Marchant – by contacting us if they have any objects or information which relates to the history of Australian competitive cycling.

I also invite readers to visit the Gallery, which is at the front of the Members' Entrance of the Melbourne Cricket Ground and open to the public from 10 am – 4 pm Wednesdays to Sundays inclusive. We welcome readers' responses and suggestions.

Rick Bouwman
Curator/Researcher Australian Gallery of Sport
PO Box 175
East Melbourne 3002 Victoria

HO CHI MINH BIKE

I was delighted to hear that *Freewheeling* received a considerable number of enquiries concerning the Ho Chi Minh long wheel base work bike. If nothing else it demonstrates that some riders perceive a need for a such a bike and hopefully manufacturers may eventually see the potential market for machines of this nature.

So far four Ho Chi Minhs are in operation, and they require no more maintenance than a normal bicycle. I was however dismayed by some of Alan Parker's comments in *Write On*, *Freewheeling* 41.

His assertion that, "In Asia Ian's prototype has little going for it", is too

sweeping and overlooks two important factors with regards to more efficient bicycle load carrying in the third world. In India for example 80 percent of the population live in villages and not in cities. These villages, many of which are very poor, rely on animal power and bicycle power to haul their crops and produce around.

Tourists in Asia usually only notice the flamboyant use of the tricycle and rickshaw in the towns and cities. But outside of these areas, in the fields and villages, one rarely sees a tricycle in use because once off the asphalt it easily becomes bogged and cannot negotiate narrow rural tracks. During the monsoon season much of rural Asia becomes a quagmire and any vehicle with more than two wheels in the fields has problems.

It seems to me that under such conditions the potential for a long wheelbase work bike such as the Ho Chi Minh is enormous. A long wheelbase work bike can also carry loads and rural produce along narrow paths where wider vehicles with three or four wheels cannot go.

Presently, loads are hauled around these areas by standard length roadster bikes loaded to their limits. Often they are so overloaded that they can only be pushed as there is no room left for the rider. The introduction of long wheelbase work bikes could help to solve this problem and ease the burden for millions of the world's poorest people.

In Asian towns and cities a longer wheelbase work bike could also replace a proportion of the cargo tricycles due to its longer range capability. As your recent article *The Pedicabs Come To Town* (issue 41) made quite clear, tricycles do not have a large operating radius. They are useful for shuttling people and goods back and forth within defined areas such as city centres, beyond which they bring diminishing returns.

This is the key to the potential usefulness of a longer wheelbase bicycle. It has a larger operating radius than a tricycle and can haul goods a greater distance for less energy expenditure.

Why use three wheels when two will do the job?

Ian Grayson
Adelaide

More information on Ian Grayson's remarkable long wheel base bike will appear in *Freewheeling* later in the year. Do-it-yourself working plans can still be obtained by sending \$1.50 in postage stamps to this magazine at PO Box K26, Haymarket NSW 2000. Ed.

WIMP DEBATE

Alan Parker has abused his privileged position as your guest columnist *Freewheeling* issue 41 to slander the efforts of the Bicycle Institute of New South Wales and I would appreciate the opportunity to respond to the points he has raised.

Firstly, the *Push On* articles to which Alan objected do NOT reflect the Bicycle Institute policy and this was made quite clear when the articles were published. Secondly, BINSW did not invent the term "wimp" to describe riders who prefer bike paths to roads, nor does it share the view that bikeway enthusiasts are wimps. Thirdly, BINSW agrees that the support of such enthusiasts is needed to help achieve a fair deal for all cyclists in general and no where in The Wimp Debate articles does it state otherwise.

It should be noted that the opposing points of view contained in The Wimp Debate were entirely those of the authors and not of the Institute. Their inclusion in *Push On* was in line with BINSW's long held view that *Push On* is a forum for views on all aspects of cycling.

The Geelong Bike Plan taught all cycling advocates that bikeways should not be viewed as the be all and end all of bike planning. Nor should they be automatically discounted as unworthy of attention.

Alan Parker, as one who was involved in the Geelong Plan and its various offspring, should be aware that the greatest benefits accrue to cyclists when a balanced approach is taken to planning. While significant improvements to cyclists' safety can be achieved by simple modifications to the existing road system, bikeways will always be needed to supplement and complement these measures. This was made quite clear in an editorial comment accompanying one of the articles.

Contrary to Alan Parker's assertions, BINSW represents the interests of all cyclists, not only those who choose to ride on roads.

Unlike Alan Parker, BINSW does not waste its talents by jumping at every opportunity to attack others in the cycling movement. I would be grateful if you would publish this letter and set the record straight.

Russell Webber
Vice President
Bicycle Institute of NSW

MORE ON WIMPS

I fear that your guest columnist, Alan Parker, has lost his sense of humour. His outburst came from *Why Wimps should not ride Bicycles*, *Push On*, Aug/Sept '86 and he found support for his views in *Why the Pope Never Met Stalin*, *Push On*, Feb/Mar '87. Significantly, he does not quote from the accompanying articles, *Why We Need Wimps*, and *How Stalin Would Build Bikeways*, from *Push On*, Aug/Sept '86 and Feb/March '86 respectively.

Some selective quoting appears to have happened, and it is disappointing to see someone of Alan Parker's standing associated with this practice.

Push On's editor seems to have a better grasp of the situation, however. He acknowledges Richard Lucy's view that increased bike path availability and usage would possibly increase BINSW's political strength but points out that, "overseas experience has shown that bikeways do not necessarily increase safety for cyclists...". *The Complete Book of Bicycle Commuting* by John Allen and *Effective Cycling* by John Forester assess bikepaths as being 2.6 times more dangerous than roads, based on US data.

I have commuted extensively in Sydney and have ridden on Canberra's bikepaths. The bikepaths can be narrow

(increasing the chance of head on collision), ill surfaced (increasing the chance of loss of control) and ill lit (increasing the chance of collision at night). In the context of the US data and my own experience, my own wimpish characteristics say, "Ride on the road, mate!"

John Dwyer
Summer Hill NSW

As a magazine publisher I find it tiresome to read the inscription "Views expressed are not necessarily those of the publisher", on the contents pages of many of the publications that cross my desk. I know that legally it doesn't matter. If I let something slip through then it is me who is dragged off to court. It is my responsibility to check everything that is printed in my publication.

The practice of hiding behind such disclaimers is most common with the journals published by community groups. They mistakenly believe that they have to make such statements to protect their committee members and staff from legal action but office bearers (including the editors of those journals) are usually only liable to the amount of their membership dues if the incorporated association is ever sued.

In *Freewheeling's* case it is I who is responsible for the content of the publi-

cation; in the case of *Push On* it is the Bicycle Institute of NSW.

After reading all of the *Push On* articles in question I am left with the feeling that the overall presentation was terribly confusing. I would contend that it is NOT the job of the journal of a politically active special interest group to present conflicting views in the interest of "providing a forum for views on all aspects of cycling". My belief is that it IS the job of such organisations to present to their members and the wider readership a clear statement of the policies of that group.

If it is indeed the policy of the BINSW to present a forum then I would contend that such a policy is contrary to its primary aims and must work against them in its dealings with Government.

Regardless of the form of words used in any disclaimer it chooses to print the Bicycle Institute of NSW can not avoid the fact that what ever is published in their publication, *Push On*, is seen by Government and the community at large as an utterance of that organisation.

Some people unfairly compare *Freewheeling* to *Push On* but for me there is no comparison. As a national bicycling magazine my aim is to service those people in the community who enjoy riding their bikes; I do not have a

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CYCLES

set of lofty aims printed in leaflets and brochures claiming to offer cyclists a better deal with the Government. The fact that I run articles of an important political nature which often support community group campaigns (while other international bicycling publications of a similar calibre do not) is a reflection of my personal concern for the well being of my readership. The slick overseas magazines steer clear of velopolitics because opinion polls tell them that the bulk of their readers are not interested.

Push On on the other hand is the magazine of the Bicycle Institute of New South Wales an association with the stated aims of working for the improvement of cycling conditions in that state. The magazine is the mouthpiece of the organisation and is read not only by the membership and the government officials it is circulated to but also by the general public in two states and the ACT.

Push On is now distributed to newsgroups throughout New South Wales and Victoria so I only know what its editorial policy is supposed to be.

At this point I think that I should make it quite clear that I do support the aims of the BINSW; I am also a member and I once served a term as its president. However, it seems to me that the way the organisation is currently run, like its journal, it makes the mistake of trying to be all things to all people in the interpretation of its aims.

Its Vice President even states that it represents the interests of all cyclists, not only those who choose to ride on roads. I would not go so far as to call such a statement foolish but how on earth can an organisation represent, for example, a bicycle user if he or she feels that all the government money spent on cycle facilities is a waste of taxpayers money and the whole notion of campaigning for a better deal is a load of twaddle!

Perhaps I am missing the point here and do not understand the full reverential meaning of the word *cyclist*. Perhaps all cyclists think the same kinds of ideologically-sound thoughts and the rest of us are merely a bicycle riders.

No, the Bicycle Institutes and all the other cycling organisations represent firstly the interests of their members. I'm not going to pay my dues to a group that purports to represent the views of the loony fringe or the apathetic. I want to belong to an organisation that comes out with carefully-considered well thought-out views that I can relate to and support. I don't want to see a myriad of opinions that only confuse and diffuse the real issues. I want to see an organisation that is prepared to make a stand on

issues and not hide behind disclaimers or say it's not our fault when the critical heat intensifies.

I would like to see the Bicycle Institute of New South Wales state its policies much more clearly than it does at present so that the government, us bicycle riders and the community at large can see what it stands for. To be fair, I would like to make available to the BINSW a couple of pages in this magazine to outline, in this case, its position on separate bikeway facilities and the editorial policy of its mouthpiece *Push On*.

I would be only too glad to provide space for important groups such as the BINSW to regularly present their views to my readership in the hope that this would further the implementation of their policies.

All cycling groups have aims for the betterment of the cycling environment but it is clearly stated and implemented policy that separates the successful velo campaigners from the real wimps.

Warren Salomon
Publisher/Editor
Freewheeling magazine



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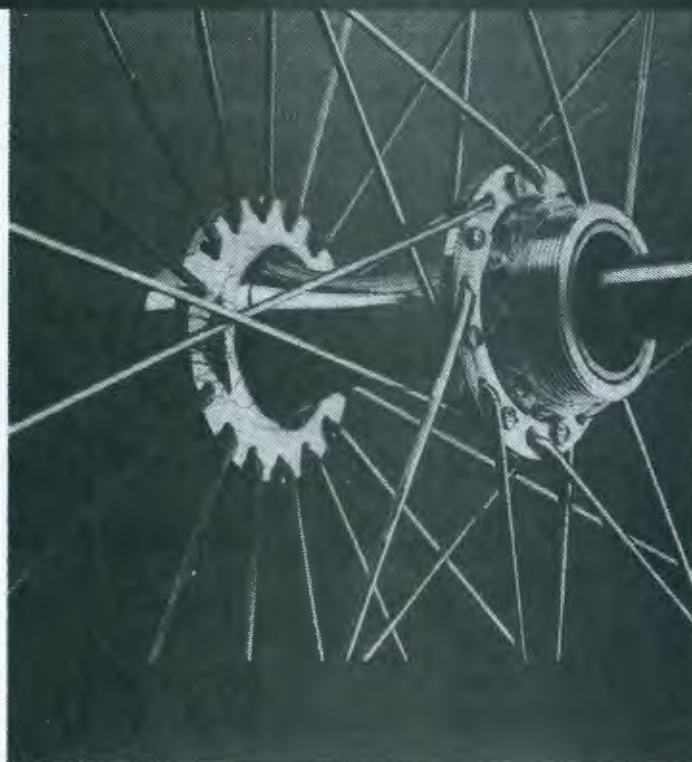
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The World Awheel

BIKE EXPO FOR SYDNEY

Freewheeling magazine will join forty other exhibitors when Bike Expo comes to Sydney this August. The Arts and Crafts pavilion at the Showgrounds will come alive as over 300 bicycles and thousands of bicycle accessories go on display for a three day period.

The southern hemisphere's largest bicycle show will open on Friday August 14 and close on the following Sunday (16th). There are lots of prizes to be won by visitors on each of the three days and admission is free.

The Retail Cycle Traders Australia Bike of the Year Awards will be held in conjunction with Expo. The category winners will be announced at the commencement of the exhibition and will be identified by their award sashes throughout the show.

Bring your friends and family and come and say hello to the *Freewheeling* staff at stand 33 opposite the Repco stand to the right inside the main entrance.

NSW LOCAL COMMUNITY CONFERENCE

The State Bicycle Committee of NSW recently hosted a seminar for local government representatives and community groups to stimulate involvement in bicycle safety at a grass roots level. The seminar was held in Sydney over two days and highlighted a number of important initiatives currently underway in the community.

The seminar brought together a wide range of professions including engineers, community workers, recreation officers, town planners, teachers and police officers. The program detailed a

State Bicycle of NSW Chairman Roger Hogan (centre) and his staff SBC Secretary Bob Ritchie (right) and SBC Behavioural Coordinator David Martin at the opening session of the Seminar.



number of projects to directly involve the community including an innovative scheme by a Lions Club to promote bicycle safety through schools.

The aim of the seminar was to encourage the local councils and community groups throughout the state to become involved in the provision of facilities for NSW bicycle users. The conference was a big success and was attended by 90 delegates from across the state.

S-LANES TO GO

After much inaction the NSW Department of Main Roads has agreed to commence to removal of notorious S-lane road treatments on its roads in the Parramatta division.

While S-lanes have been highly successful in improving the rate of flow of motor vehicles on major arterial roads they have been a disaster for bicycle riders. Cyclists using the arterial roads marked with the S-lanes suddenly find that their kerbside lane has merged into the footpath and they are forced into a lane of fast moving through traffic. The lanes have been in use in NSW for well over 18 months and the move by the DMR marks a real breakthrough for bicycle riders.

Following consultations with the State Bicycle Committee the DMR announced that it will now modify a number of existing S-lanes to include a metre-wide through-lane for bicyclists. The Department also said it would consider cyclists needs in future prior to the installation of new S-lanes.

TRANS TEXAS RIDE

The third Trans Texas Bicycle Tour will wind its way across the USA's biggest state this October. The Tour will depart El Paso, Texas on the 4th and will cover the entire 1078 mile (what's that in kilometres folks?) finishing in Orange on the 24th. The ride is fully supported



Over the Easter break this year the Bicycle Institute of NSW held one of its first major bicycle rallies in the southern highlands town of Bowral. The Great East Australian Rally better known as GEAR was the brain child of Russell Moore who also organises one of Australia's longest running century rides in Green Valley each spring. Though the weather turned foul for the first few days the 150 participants all enjoyed themselves and took part in a series of well organised rides based on a central campsite. Russell and his small band of helpers deserve a big hooray for giving bicycle touring the kind of events it needs. With the success of GEAR '87 next year's event should attract riders from further afield. Our picture shows one of the lucky GEAR riders splashing through a ford on one of the many day rides.

with baggage and sag trucks catering for groups of 45 riders.

The Trans Texas Trail runs from the New Mexico border to Louisiana and uses scenic back roads. Bicyclists may choose to ride the entire trail or a one-week section. Riders will average 100 km per day and will have two rest days in between trail sections. The group will camp primarily but also use motels and some special overnight accommodation in gymnasiums and a historical park. Some meals will be cooked by the group but most will be taken at cafes along the way.

No fees have been advised but full information can be obtained from: Trans Texas Trail, c/- Lawrence Walker, 1057 1/2 Nueces, Austin, Texas 78701 USA. Telephone (512) 474 2714.

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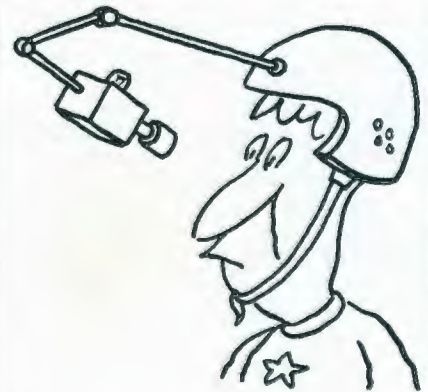
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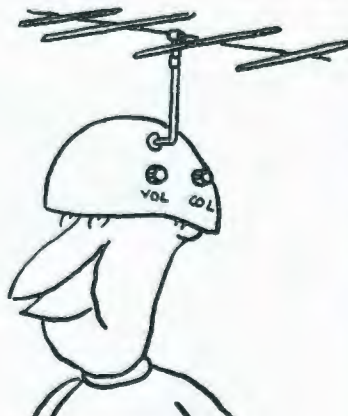
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BICYCLE HELMETS

A MARKET SURVEY

Bicycle safety

A guide to sensible head protection

compiled by WARREN SALOMON

HELMET WEARING makes good sense. Even though bicycle riding is less dangerous than driving or travelling in a motor vehicle the risk of sustaining serious head damage from a fall or collision while riding is greater than any other type of injury. A recent West Australian study found that head injuries account for 85 percent of all bicyclist fatalities.

The fact that cyclists seem more prone to serious head injury (59% compared to 26% in motorcyclists) is the reason certain groups within the community have been calling for Government legislation to make their use compulsory.

In this segment of our helmet feature we take a look at the state of head protection available to the Australian cycling public. The following section deals with the broader issues of helmet use.

IT HAS been almost two years since we conducted our last comprehensive helmet survey. Since that time a number of new helmets have come on to the market and a few have been withdrawn. Though there are well over twenty different models to choose from, in our latest study we have decided to be selective and review only those which conform to the basic requirements for effective head protection: helmets must have hard shells; they must have a shock-absorbing expanded polystyrene inner lining; they must have an adequate strapping and fitting system; and they must attempt to provide some form of ventilation.

Before looking at the individual helmet details we recommend you read the following explanatory information. We suggest you consider this carefully before you make your final decision.

HOW HELMETS WORK

THE MAIN reason for wearing a helmet is to prevent or minimise head injury in the event of an accident. Of course accidents can happen at any time or place and this can mean that your head can hit the pavement from a height of about two metres. To work effectively a helmet has to do at least two things: protect the head from abrasion (minor) and absorb the impact from the fall (major).

The most important part of a helmet is the polystyrene liner. It's the job of the liner to absorb the energy from the impact of the fall. Expanded polystyrene (EPS) is the material most commonly used as it will crush on impact and cushion the blow. EPS is used widely in industry and in the home as it is also a good insulator. However, there are differing grades of hardness and the one used must not be too soft (it will compress too easily) or too hard (it will damage the head). As EPS works by absorb-

ing energy by its own destruction you must always replace your helmet once it has received a significant impact.

One further advantage of EPS over other materials is its extreme lightness an important factor in reducing wearer fatigue. Though other materials have been tried (such as closed cell polyurethane) EPS continues to outperform all other materials.

Apart from protecting the wearer's head from abrasion the shell must spread, diffuse and deflect the impact. For this reason the shell must withstand sharp impacts (often concentrated in a small location) without caving-in.

Compared to motorcycle helmets the weight factor is more important to bicyclists. Consequently materials such as fibreglass (which is very strong) are not suitable for bicycling helmet shells because of their excessive weight. The current trend is towards special types of high-strength lightweight plastics such as Polycarbonate (Lexan is a trade name) or Acrylonitrile Butadiene Styrene (ABS) and other similar compounds.

A well-designed bicycle helmet should protect your head in a fall. It should also be comfortable to wear. To do both these things its retention system or strapping should hold the helmet securely in position at all times. The strapping should also be adjustable to allow for different head shapes.

Whereas a motorcyclist helmet does not need to be ventilated the bike riders' does. Cycling is often a sweaty activity and a helmet with poor ventilation can often make you hot. Most helmets have holes in their shells and liner to allow air in. For a helmet to offer effective ventilation it also must allow for air to flow through the helmet across the wearer's head and out through other holes.

FITTING

NEVER BUY a helmet without fitting it first. It is important that the helmet fit you securely and comfortably. If it feels too tight then it will probably be irritating to wear for more than a few minutes. If it feels too loose then you run the risk of it falling off your head in a fall.

There are many different types of fitting systems. This is important as not all heads are the same shape. Sometimes one brand will fit better than another. Some models fit oval shaped heads better than round ones. If your head is an odd shape you may find that those helmets which have removable and replaceable sizing pads in varying thicknesses will give you the best fit.

Helmets that sit further down on the head require less strapping to hold them in place. Compare a full face motorcycle helmet which only has a chin strap. The design trend for bicycling helmets nowa-

days is towards a helmet that exposes the ears and the lower part of the neck. To keep this type of helmet securely on the wearers head extra strapping to the rear of the helmet is needed. These nape straps generally need to be adjusted to suit the wearer. Non-adjustable nape straps often result in a helmet that will tip forward on the wearers head if the helmet sits up high. The correct strap adjustment should be undertaken when buying a helmet so that a good fit is achieved from the beginning of the helmets useful life.

VENTILATION

UNFORTUNATELY all helmets are hot in summer. Some are hotter than others. In winter the cool helmets can also become uncomfortably cold but it is easier to keep air out of a helmet to keep the head warm than to bring air in to cool it down.

A well ventilated helmet should allow air to enter the helmet cool the scalp and exhaust through the back or bottom. There are some areas of the scalp that need cooling more than others. At present there has been little scientific research done on the subject of heat dissipation from the head but any bike rider will tell you that an overheated head can impair concentration and take the enjoyment and safety out of cycling.

Helmets that perform well in all climates and weather conditions are a rarity; what may be comfortable in the Queensland summer may not be as good in a Melbourne winter.

Helmet types which use removable fitting pads usually have enough room with the pads removed to fit a woolen cap as a liner for winter riding. Perhaps this is the answer to the winter problems of a few but most cycling is done in the warmer months and buyers should always look for a helmet that's designed make the head cool.

Allied to the problem of ventilation is that of sweat control. Helmets in summer can be messy things to wear. Sweat naturally forms in any area not properly ventilated (generally where the padding comes into contact with the skin). Helmets makers that use sponge pads in their products claim that the sponge is able to absorb most of the sweat but they don't say what happens when the pads fill up. Generally it has to fall somewhere and the object of good helmet design should be to keep it out of the eyes.

PERFORMANCE STANDARDS

AT PRESENT the Australian Standards Association's AS 2063.2 is the only official test of a helmet's effectiveness in this country. The Standard consists of a list of design requirements and a series of tests laid down



Apollo Daylyte

Price: \$59.00
Weight (grams): 524
Shell material: ABS plastic
Liner material: Expanded polystyrene beads with thin ABS cover
Fitting method: Adjustable plastic head band harness
Tested to: AS 2063.2
Retention: Nylon webbing straps, Fastex Q/R buckle, adjustable nape straps.
Ventilation: Mounting harness allows air through flow
Coolness: G
Sizes: 2 shell sizes (48-53), (52-58)
Size range: G
Sweat control: Thin removable pad
Colours: White, yellow
Accessories: None
Manufacturer: Prolyte Industries Ltd New Zealand
Wholesale supplier: Apollo Bicycle Co
Phone: (02) 487 1900



Atom

Price: \$45.00
Weight (grams): 488
Shell material: ABS plastic
Liner material: Expanded polystyrene
Fitting method: Removable (velcro) sponge pads faced with toweling material. At least two pad thickness supplied with each shell size.
Tested to: AS 2063.2
Retention: Nylon webbing straps, Fastex Q/R buckle, adjustable nape straps.
Ventilation: 9 slots forward, 4 slots rearward.
Coolness: G
Sizes: 3 shell sizes, S(54-56), M(57-58), L(59-62)
Size range: E
Sweat control: Removable toweling/sponge brow pad
Colours: white, yellow, red, pink, blue and black.
Accessories: Peak available
Manufacturer: Scott Aspen Helmet Australia Pty Ltd
Wholesale supplier: Atom Imports Pty Ltd
Phone: (02) 550 1655



Aus-Hat

Price: \$50.00
Weight (grams): 498
Shell material: ABS plastic
Liner material: Expanded polystyrene
Fitting method: Removable (velcro) sponge pads faced with soft cloth. Three thicknesses of sizing pad supplied with each shell size.
Tested to: AS 2063.2
Retention: Nylon webbing straps. Adjustable nape straps. Fastex Q/R buckle.
Ventilation: 5 slots front, 3 slots rear, air flow channels in liner.
Coolness: G
Sizes: 3 shell sizes, S(52-56), M(55-59), L(58-62)
Size range: E
Sweat control: -
Colours: White, Yellow
Accessories: Visor available
Manufacturer: Albion Hat & Cap Co
Wholesale supplier: Albion Hat & Cap Co Pty Ltd
Phone: (02) 698 8344

by the Association to evaluate the performance of helmets designed specifically for bicycling use. The current standard is currently under review and when completed it should offer one of the best sets of requirements for helmet design in the world.

The completed standard is expected to break important new ground and set down requirements for adequate ventilation – a current weakness with all of the existing standards both at home and overseas.

Many people think that the Standards Association which sets the standards for manufacture also approves the helmets. This is not the case. Manufacturers submit their helmets to an independent testing company which then performs the physical tests on their equipment. As safety equipment must have rigid quality control samples from production batches are regularly submitted for test. There are many who say that this adds to the eventual cost but this practice is considered necessary to ensure that the standard is maintained on a continuing basis.

A number of tests, such as the 'energy attenuation test', are common to each Standard. It is this basic test of the hel-

met's ability to protect the wearer from a direct blow to the outer shell that will be used by the legislators to restrict the sale of sub-standard helmets before AS 2063.2 is completed.

Apart from the Australian AS 2063.2 there are other performance standards in other parts of the world. In the USA there are two: the American National Standards Institute ANSI Z90.4 and the Snell Memorial Foundation Bicycle Helmet Safety Standard. The ANSI Z90.4 is regarded as a minimum standard. Though the new Snell Standard (the Snell Memorial Foundation primarily tests motorcycle helmets) is more demanding than Z90.4 it is still considered by some Australian experts to be less stringent in its requirements than AS 2063.2.

PRICE

THE PRESENT wide range of prices is in part due to the low value of the Australian Dollar compared to other currencies. Helmets as safety items are not subject to sales tax or import duty. When considering the cost of a helmet it is important to realise that you are buying something to

protect yourself from injury so you should consider its performance and fit before you put a price on your head.

In recent years the Victorian and NSW state governments have introduced helmet subsidy schemes during the pre-Christmas period. In Victoria this scheme (which offers the purchaser \$5.00 or \$10.00 back if they buy an approved brand helmet) has been credited with the big increase in the numbers of school children wearing helmets. In three years usage rates have jumped from 4.6% to 58.2% of all primary school bicycle riders. Both governments intend to run similar schemes later in the year.

CHOOSING A HELMET

THE PERFORMANCE of a helmet should be your first consideration. SAA approval is a clear indication that the helmet will function effectively.

FITTING AND RETENTION. For a helmet to work at all it must fit you properly. You should never buy a helmet without first trying it on for size. If the retailer does not have your size don't settle for a larger fit. If you have made



Avinir

Price: \$75.00
Weight (grams): 462
Shell material: ABS plastic
Liner material: Expanded polystyrene
Fitting method: Adhesive fixed sponge pads faced with soft material. Four thicknesses of pads supplied with single shell size.
Tested to: ANSI Z90.4
Retention: Nylon webbing straps, partial adjustment of nape straps, Q/R nylon buckle.
Ventilation: 4 large slots front, 4 large slots rear
Coolness: E
Sizes: 1 shell size, 56-60
Size range: F
Sweat control: -
Colours: White, black
Accessories: -
Manufacturer: Kajima Chemical Co Japan
Wholesale supplier: TI Industries Pty Ltd
Phone: (03) 316 0666



Bell Stratos

Price: \$127.00
Weight (grams): 465
Shell material: Co-polymer plastic
Liner material: Expanded polystyrene
Fitting method: Bellows style fixed side and rear pads. Sweat absorbing brow pad. 2 shell sizes.
Tested to: ANSI Z90.4
Retention: Fully adjustable nylon straps. Clip buckle fastener. Straps fit close to head for low wind noise and drag. **Ventilation:** Two large front openings with channeling in liner to exhaust air through two large exhaust outlets.
Coolness: G
Sizes: 2 shell sizes, S(54-58), L(59-62)
Size range: G
Sweat control: Removable sweat pad
Colours: Grey, white, blue
Accessories: Daylight visor included
Manufacturer: Bell Helmets Inc USA
Wholesale supplier: Hanley Trading Pty Ltd
Phone: (02) 666 9633



Bell Tourlite

Price: \$86.00
Weight (grams): 494
Shell material: Co-polymer plastic
Liner material: Expanded polystyrene
Fitting method: Velcro fastened sponge pads/sweat pad. Four thicknesses of adhesive backed sponge pads supplied with each shell size.
Tested to: ANSI Z90.4 and Snell Foundation
Retention: Nylon webbing straps, Q/R buckle, adjustable nape straps
Ventilation: 9 forward facing and 3 rear facing vents
Coolness: G
Sizes: 2 shell sizes, S(54-58); L(59-62)
Size range: G
Sweat control: Removable sponge brow pad
Colours: White
Accessories: Polycarbonate (Lexan) visor
Manufacturer: Bell Helmets Inc USA
Wholesale supplier: Hanley Trading Pty Ltd
Phone: (02) 666 9633

up your mind on a certain brand and model try another retailer if you can not get your correct size. Remember, you are buying safety equipment and second best is not good enough. Make sure the straps are properly adjusted and will hold the helmet firmly on your head.

VENTILATION. This is very important if you live in an area with long hot summers. Not so important for Tasmanians.

COMPARATIVE WEIGHTS IN GRAMS

Bell V1-Pro	401
Vetta Corsa	435
Avinir	462
Bell Stratos	465
Atom	488
Bell Windjammer	494
Bell Tourlite	494
Aus-Hat	498
Brancale SP4	509
Safety Rider	515
Zap Cap	515
Apollo Daylite	524
Davies Craig Hartop	524
Safe n Sound Guardian	540
Pro Sport	543
Rosebank Stackhat	573
Gemray 323	635

Weights of helmets given above and in individual reviews are for 58 cm (M) size helmets with standard fittings.

Ratings: E = Excellent; G = Good; F = Fair; P = Poor.



Bell Windjammer

Price: \$59.95
Weight (grams): 494
Shell material: Co-polymer plastic
Liner material: Expanded polystyrene
Fitting method: 4 sets of non-removable sponge fitting pads with soft material facing supplied with each shell size.
Tested to: ANSI Z90.4
Retention: Nylon webbing straps, Q/R buckle, some adjustment is possible on nape straps.
Ventilation: 6 small slots front, 4 small slots rear. Flow channels in liner.
Coolness: G
Sizes: 2 shell sizes, S(55-58); L(59-62)
Size range: G
Sweat control: Non-removable sponge pad
Colours: White, black
Manufacturer: Bell Helmets Inc USA
Wholesale supplier: Hanley Trading Pty Ltd
Phone: (02) 666 9633



Bell V-1 Pro

Price: \$75.00 **Weight (grams):** 401
Shell material: Co-polymer plastic
Liner material: Expanded polystyrene
Fitting method: 4 sets of velcro fastened sponge sizing pads supplied with each shell size.
Tested to: ANSI Z90.4 Snell Foundation
Retention: Nylon webbing harness, fully adjustable strapping, Q/R buckle
Ventilation: 4 large vents front, 4 large vents rear
Coolness: E
Sizes: 3 shell sizes, XS(52-54), S/M(55-59) L(60-63)
Size range: E
Sweatband: Removable sweat pad
Colours: Black, white, yellow
Manufacturer: Bell Helmets Inc USA
Wholesaler: Hanley Trading Pty Ltd
Phone: (02) 666 9633



Brancale SP 4

Price: \$75.00
Weight (grams): 509
Shell material: Polycarbonate plastic (Lexan)
Liner material: Expanded polystyrene
Fitting method: Covered sponge padding
Tested to: ANSI Z90.4
Retention: Nylon webbing straps Q/R nylon buckle. Some adjustment of nape straps.
Ventilation: 9 front facing and 4 rear facing small slots
Coolness: G
Sizes: Single sizes only, 54 56 58 60 62 cm
Size range: F
Sweat control: Non removable padding
Colours:
Accessories: None
Manufacturer:
Wholesale supplier: K WThompson Pty Ltd
Phone: (07) 522 903



Gemray 323

Price: \$45.00
Weight (grams): 635
Shell material: ABS plastic
Liner material: Expanded polystyrene
Fitting method: Nylon covered sponge lining
Tested to: AS 2063.2
Retention: Nylon webbing straps, D ring buckle
Ventilation: 10 small front and 2 small rear vents
Coolness: F
Sizes: Single sizes only, XS(53/54); S(55/56); M(57/58); L(59/60)
Size range: F
Sweat control: Non-removable padding
Colours: White, yellow, pink.
Manufacturer: Kin Yong Lung Industrial Co Taiwan
Wholesale supplier: Megray Pty Ltd
Phone: (03) 311 0656



Guardian

Price: \$49.00
Weight (grams): 540
Shell material: ABS plastic
Liner material: Expanded polystyrene
Fitting method: Four sets of velcro fastened sizing pads in different thicknesses supplied with each shell size.
Tested to: AS 2063.2
Retention: Nylon webbing straps, nape straps adjustable, metal D-ring fastening
Ventilation: 7 front and 4 rear facing medium vents
Coolness: G
Sizes: 3 shell sizes, S(51-54); M(55-58); L(59-62)
Size range: E
Sweat control: Removable sponge pad
Colours: Yellow
Manufacturer: Safe n Sound Pty Ltd Australia
Wholesale supplier: Safe n Sound Pty Ltd
Phone: (03) 357 2311



Hartop

Price: \$39.00
Weight (grams): 524
Shell material: Xenoy plastic
Liner material: Expanded polystyrene
Fitting method: Non adjusting thin padded liner
Tested to: AS 2063.2
Retention: Nylon webbing straps, adjustable nape straps, Fastex Q/R buckle.
Ventilation: 3 front vents and 3 rear vents. Some air duct channeling in polystyrene liner
Coolness: F
Sizes: Single sizes only, 50, 53, 57, 60
Size range: F
Sweat control: Non removable liner
Colours: White, Yellow, Red, Black, Hot pink
Manufacturer: Davies Craig Pty Ltd
Wholesale supplier: Stewart Plastics Pty Ltd
Phone: (03) 729 7933



Pro Sport

Price: \$39.00
Weight (grams): 543
Shell material: ABS plastic
Liner material: Expanded polystyrene
Fitting method: 2 sets of non-removable sponge pads supplied with each shell size.
Tested to: AS 2063.2
Retention: Nylon webbing straps, metal D-ring buckle, adjustable nape straps.
Ventilation: 9 small slots front, 1 small slot rear.
Coolness: F
Sizes: Single sizes only, S(53/54), M(55/56), L(57/58)
Size range: F
Sweat control: Non-removable sponge pad
Colours: White
Manufacturer: Kin Yong Lung Industrial Co Taiwan
Wholesale supplier: Repco Bicycle Company
Phone: (03) 568 0211



Rosebank Stackhat

Price: \$49.00
Weight (grams): 573
Shell material: Valox PBT polyester plastic
Liner material: Expanded polystyrene
Fitting method: Nylon covered sponge lining
Tested to: AS 2063.2
Retention: Nylon webbing straps, D-ring buckle
Ventilation: 4 sets of 3 small slots front, 2 sets of 3 small slots rear
Coolness: F
Sizes: Single sizes only, 54, 56, 59.
Size range: F
Sweat control: Padding absorbs
Colours: White, yellow, pink.
Accessories: Peak available
Manufacturer: Rosebank Products Pty Ltd Australia
Wholesale supplier: Rosebank Products Pty Ltd
Phone: (03) 703 1000



Safety Rider

Price: \$29.95
Weight (grams): 515
Shell material: ABS plastic
Liner material: Expanded polystyrene
Fitting method: Non removable sponge pads
Tested to: AS 2063.2
Retention: Nylon webbing straps, single D-clamp buckle.
Ventilation: 4 sets of 3 small slots front, 4 sets of 2 small slots rear.
Coolness: F
Sizes: Single sizes only, 52, 54, 56, 58, 60.
Size range: F
Sweat control: Non removable sponge pad
Colours: Yellow, white
Manufacturer: Kuan Chen Mfg Co Taiwan
Wholesale supplier: TI Industries Pty Ltd
Phone: (03) 316 0666

Zap Cap

This helmet is the same helmet as the Safety Rider but market under a different name through chain stores.



Vetta Corsa

Price: \$85.00
Weight (grams): 435
Shell material: Polycarbonate plastic (Lexan)
Liner material: Expanded polystyrene
Fitting method: 4 sets of varying thickness adhesive side and rear pads supplied with each shell size.
Tested to: ANSI Z90.4
Retention: Nylon webbing straps, adjustable nape straps, Q/R buckle.
Ventilation: 4 large slots front, 4 medium slots rear.
Coolness: E
Sizes: 2 shell sizes, S(54-57), L(58-61)
Size range: G
Sweat control: Removable padded sweat band
Colours: Yellow, white, black
Manufacturer: Vetta Inc Italy
Wholesale supplier: Repco Bicycle Company
Phone: (03) 568 0211



HELMETS FOR KIDS

Bicycle safety

Five helmet makers cater for child riders and passengers.

THE GROWING numbers of school age children wearing helmets has encouraged a number of manufacturers to make helmets in small sizes. Children have deceptively large heads. Even babies have head sizes far larger in proportion to Adults. It is not until the teenage years that a child's body begins to catch up with the size of their head. James, the five year-old who participated in our photo sessions had a head size comparable with a young adult.

Kids helmets fall into two classes: helmets for child passengers – infants and pre-schoolers; and helmets for child riders.

Of the former there is only one type available: the L'il Bell Shell. It is a low mass expanded polystyrene shell with a soft nylon harness and foam padding. The surface of the 'shell' is coated with a thin film of polyurethane to seal its surface from dirt and grease. It is the only helmet to use on babies where the addi-

tional mass of a conventional hard-shell helmet would be too much for the child's neck.

All the Australian manufacturers make hard shell helmets for the child rider. Most of this class of helmet falls within the range of 48 – 55 centimetres. Often this type of helmet is a scaled-down version of the adult model. The exception is the Atom which is actually a different design offering additional protection to the ears and lower neck.

Typically kids helmets are available in a number of colours and fancy decals. All the advice and guidelines applying generally to adults helmets should be applied to the purchase of a helmet for your child.

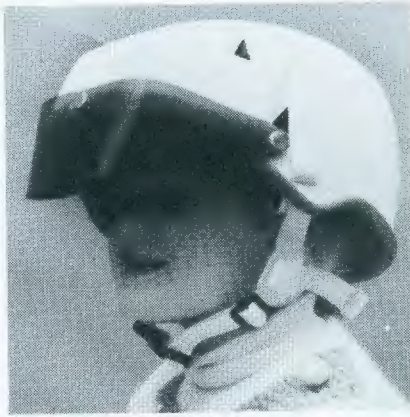
Apollo Daylite

Price: \$59.00
Weight (grams): 524
Shell material: ABS plastic
Liner material: Expanded polystyrene beads with thin ABS cover
Fitting method: Adjustable plastic head band harness
Tested to: AS 2063.2
Retention: Nylon webbing straps, Fastex Q/R buckle, adjustable nape straps.
Ventilation: Mounting harness allows air through flow
Coolness: G
Sizes: 1 shell size (48-53)
Size range: G
Sweat control: Thin removable pad
Colours: White, yellow
Accessories: None
Manufacturer: Prolyte Industries Ltd New Zealand
Wholesale supplier: Apollo Bicycle Co
Phone: (02) 487 1900



Atom

Price: \$45.00
Weight (grams): 382
Shell material: ABS plastic
Liner material: Expanded polystyrene
Fitting method: Removable (velcro) sponge pads faced with toweling material. At least two pad thickness supplied with each shell size.
Tested to: AS 2063.2
Retention: Nylon webbing straps, Fastex Q/R buckle, adjustable nape straps.
Ventilation: 8 slots forward, 4 slots rearward.
Coolness: G
Sizes: 2 shell sizes, S(47-52), M(52-55)
Size range: E
Sweat control: Removable toweling/sponge
Colours: white, yellow, red, pink, blue and black.
Accessories: Peak available
Manufacturer: Scott Aspen Helmet Australia
Wholesale supplier: Atom Imports Pty Ltd
Phone: (02) 550 1655



Aus-Hat

Price: \$50.00
Weight (grams): 483
Shell material: ABS plastic
Liner material: Expanded polystyrene
Fitting method: Removable (velcro) sponge pads faced with soft cloth. Three thicknesses of sizing pad supplied with each shell size.
Tested to: AS 2063.2
Retention: Nylon webbing straps. Adjustable nape straps. Fastex Q/R buckle.
Ventilation: 5 slots front, 3 slots rear, air flow channels in liner.
Coolness: G
Sizes: 1 shell size, XS(49-53)
Size range: E
Sweat control: -
Colours: White, Yellow
Accessories: Visor available
Manufacturer: Albion Hat & Cap Co
Wholesale supplier: Albion Hat & Cap Co Pty Ltd
Phone: (02) 698 8344



Bell L'll Bell Shell

Price: \$49.00
Weight (grams): 252
Shell material: None
Liner material: Expanded polystyrene
Fitting method: Velcro fastened sponge sizing pads
Tested to: ANSI Z90.4
Retention: Nylon webbing straps nylon buckle
Ventilation: None
Coolness: Not meant for rider
Sizes: 2 shell sizes S(45-48), M(49-52)
Size range: E
Sweat control: Pads absorb
Colours:
Accessories: None
Manufacturer: Bell Helmets Inc USA
Wholesale supplier: Hanley Trading Pty Ltd
Phone: (02) 666 9633

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Guardian Sprinter

Price: \$52.00
Weight (grams): 476
Shell material: ABS plastic
Liner material: Expanded polystyrene
Fitting method: Four sets of velcro fastened sizing pads in different thicknesses supplied with each shell size.
Tested to: AS 2063.2
Retention: Nylon webbing straps, nape straps adjustable, metal D-ring fastening
Ventilation: 7 front and 4 rear facing medium vents
Coolness: G
Sizes: 2 shell sizes, S(51-54); M(55-58)
Size range: E
Sweat control: Removable sponge pad
Colours: Yellow
Manufacturer: Safe n Sound Pty Ltd Australia
Wholesale supplier: Safe n Sound Pty Ltd
Phone: (03) 357 2311



Rosebank Stackhat

Price: \$49.00
Weight (grams): 510
Shell material: Valox PBT polyester plastic
Liner material: Expanded polystyrene
Fitting method: Nylon covered sponge lining
Tested to: AS 2063.2
Retention: Nylon webbing straps, D-ring buckle
Ventilation: 4 sets of 3 small slots front, 2 sets of 3 small slots rear
Coolness: F
Sizes: Single sizes only, 50, 52.
Size range: F
Sweat control: Padding absorbs
Colours: White, yellow, pink.
Accessories: Peak available
Manufacturer: Rosebank Products Pty Ltd Australia
Wholesale supplier: Rosebank Products Pty Ltd
Phone: (03) 703 1000

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WHENEVER YOU RIDE





ROLLING BACK THE YEARS

Bicycling sport

Veteran cyclists roll back the years as they roll through the gears.

by JOHN DRUMMOND

WHICH EVER way you look at Australia's longest cycling race, for riders of any age the Apple & Pear 3800 kilometres Brisbane to Adelaide Vets Tour clearly had a message for Norm What's-his-name (Australia's archetypal television sports watcher) and the many thousands of sedentary adults whose participation in

sport goes no further than the box or the sidelines.

Just as clearly it demonstrated that the two age division winners, Doug Holly 53 of Adelaide, and Ken Woollard 59 of Melbourne, deserved their success, for both won end to end. Ken Woollard won 45 stages, and Doug Holly won 14.

◀ The Apple and Pear Vets put on speed through coastal NSW during their epic Brisbane to Adelaide tour.

Doug Holly defeats Ken Woolard, Brian Roberts and Eddie Goodwin (and another obscured rider) to win one of his 14 stages.

Breakaway wins were recorded by Ken Martin 57 of Sydney and Dick Campton 50 of Launceston but probably the best such win was Doug Kingsford 71 in the Nagambie to Seymour stage. At that point Doug, the oldest rider in the race, took advantage of negative riding by the younger competitors to suddenly tear away just four kilometres from the finish crossing the line 1.37 minutes clear of the sprinting bunch.

Just as deservedly, the West Australian team of John Smith 60 (captain), Peter Parent 57 (SA late substitute), Brian Roberts 51 and Carl Strickland 63, comprised the best all round combination in the event, and thoroughly merited their Teams' Section win.

A look at race statistics indicates that the success of the Apple & Pear promotion was not only satisfying to the sponsors (Apple & Pear Corporation) but given the age of the participants the competition and dedication, it was extraordinary.

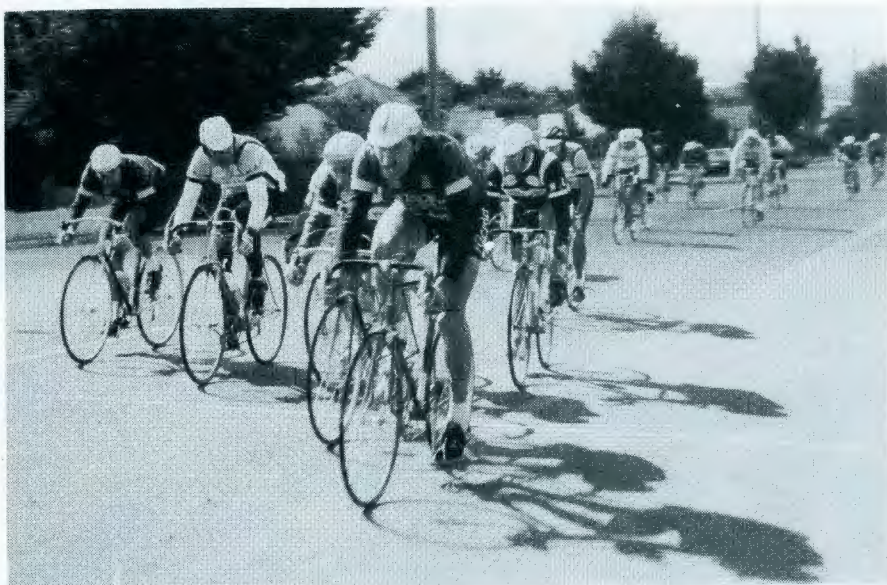
The statistics of the tour race are prodigious. Competitively cycling 3,800 kilometres in 71 stages over 31 days consecutively in 124 odd hours, by cyclists aged from 50 to 71 years, is quite staggering. But the fact that 27 of the original 28 starters finished in Adelaide is stupendous.

The average time for the 31 days straight racing was 30 km/h and compares favourably with the 9 day 1420 km professional Sun Tour of Victoria average of 37 km/h, or the 11 day 1705 km amateur Commonwealth Bank Tour average of 41 km/h. Considering the differences in the courses, the number of consecutive racing days and the wide gap in the age of the contestants the event was a remarkable achievement.

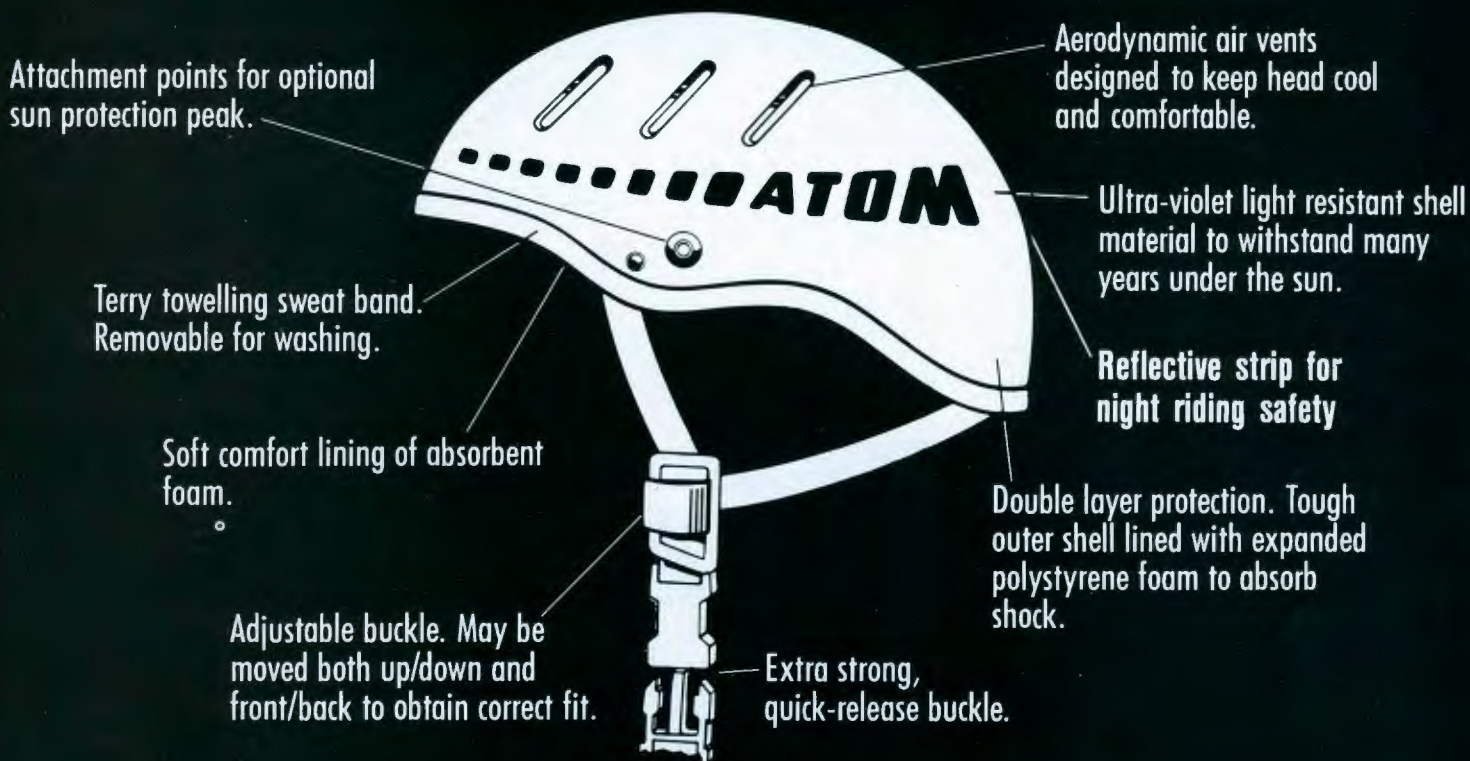
Every tour cyclist will tell that the secret of successful stage racing is the fitness required to sustain a recovery rate sufficient to come up fresh for each stage. Yet, in Australia's longest stage race ever the veteran cyclists sustained

Len Hammond (left), John Smith (centre) and Ken Woolard (right) leading a group in a criterium.

The Apple & Pear Vets field as they passed their way through Big River country in NSW.



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the effort for 31 days. Little wonder that the race end welcome crowd at Lenswood, just out of Adelaide, was in excess of 5000.

That doyen of Australian cycling Sir Hubert Opperman OBE bestowed his patronage to give the race national status, and it attracted a huge volume of media interest with a minimum of three and often four TV channels covering the race at major centres like Brisbane, Sydney, Melbourne and at the finish at Lenswood.

When I witnessed the intensity of the finish of the Buladelah-Newcastle stage at Newcastle's Kooragang Island, won by Brian Scheid on a big gear I was under no illusion of the seriousness of the competition and wondered how many would arrive in Adelaide.

The competitors showed their keenness right from the start in Queensland when they rode over the dreaded "Tollbar" climb in 33 degrees of heat. Here Adelaide fireman Doug Holly 53 crossed the line at the top of the horrendous climb 1 minute 27 seconds ahead of second placed, former Games representative, John Laws 56 (also of Adelaide).

The tough conditions were to continue over the remainder of the highway interspersed course. Just when everyone thought the most difficult parts of the race were behind, on the final day between Murray Bridge and Nairne (KOM stage) ferocious headwinds of between 60 and 80 kph were encountered resulting in only 11 riders finishing the stage.

At one point, riders were down to 12 km/h in low gears.

Even if there is never another Apple & Pear Vets Tour the veteran riders have indicated, that despite their advancing years, they too are just as competitive as

their younger amateur and professional compatriots.

So, the message in all of this for armchair Norm and all who think they are "over the hill" the over 50 year-old Vets cycle tour is living proof that given normal good health you are only as old as you think you are.

Doug Holly, 53, the South Australian fire fighter who triumphed in the 1986 Geveston (TAS) to Brisbane Apple & Pear Vets Tour and again in the 1987 event is pictured here with the oldest competitor Doug Kingston, 71, and Sir Hubert Opperman.



Luigino Stocco of Bundaberg about to be attended by first aid officer Jack Boothey of Adelaide after Stocco crashed in the Strathmerton stage finish.

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TEXAS, DESPITE a few days of rain and some spartan accommodation, was good to us and surprisingly its great expanse had ended far too soon. Louisiana, however, rekindled the excitement for here we were to rendezvous with two friends we met back at the Grand Canyon in Arizona. The plan was to arrive in New Orleans in time for the Jazz Festival.

Frosty and Kevin weren't too keen to take the detour to New Orleans. The American half of our band of coast to coast adventurers preferred to cycle on slowly and wait at Waynesboro, Mississippi, in four day's time. We all wrote the date and venue in our diaries. Mike and I reasoned that the jazz festival must be nothing new to them but maybe they didn't want to steal our dancing partners.

Ever since the Grand Canyon Michael had a fixation on New Orleans. In the morning after our fabulous frolic at the Mardi Gras he confirmed what I was secretly prepared for all along. Margaret, one of our hosts, would be showing Michael a lot more of New Orleans. So I wished him well and agreed to keep in contact via the mail.

Back on the road my priorities focused on reuniting with the remainder of the Atlantic bound team. I met Frosty in 1984 during his cycling adventures down-under. We had become very close friends and corresponded for a year to plan this joint adventure. A tempting week in New Orleans couldn't overshadow my initial purpose. We had agreed to rendezvous on Wednesday and barring a broken leg this Aussie would be there.

Over the next three days I rode as if possessed. My 24 hours cultural enrichment had me refocused on the bitumen knowing my legs could pay the price. 600 kilometres in three days was only slightly more than we were averaging over this undulating countryside. Roadside retailers confirmed that my team was just under a day ahead.

After mixing with the multitudes at the jazz festival the solitude of cycling was refreshing. It is powerful to share the rhythm of swaying crowds and the musical vibrations which stir the soul; it is moving to be swept along by the New Orleans atmosphere. Yet it is naturally pleasant to return to basics: alone, on a bicycle, monitoring a map and planning the route ahead.

As a lone touring cyclist you attract a lot of attention and can be offered much hospitality. On the first day in Natchez, the oldest city of the Mississippi, I was the guest of the Blanch family. The next day Mr Ben Castle, the sports editor of the Brookhaven Leader in Mississippi invited me home and featured an article on the dilemma of a kangaroo trying to catch two eagles on bicycles. On the



A SOUTHERN SEPARATION

Epic journeys

JOHN BROWN completes his trans-America bicycle odyssey

third day the Ross family who farm catfish invited me to morning tea and a refreshing swim in their dam. That night I was the guest of the Monticello camping complex on the Pearl River.

I rode into Waynesboro just as the sun was setting. Willpower and single-mindedness had kept me on target. An enquiry directed me to "The Sizzler", the only salad bar in town. I couldn't see any other bikes so I parked my cycle walked inside. "I bet those Yanks are hiding somewhere", I reassured myself. I felt uneasy as I enquired about the eagles.

"Never seen anyone eat as much as those boys. In fact they were waiting

around here most of the morning. I was afraid they were waiting to demolish our all-you-can-eat-for-\$3.50 lunch but fortunately they left on bicycles at 10.30 am. Never seen bikes like those; flags flapping everywhere and loaded like trucks they were. They friends of yours?" questioned the lady.

"Not today they're not!" I mumbled as I paid for a salad bar ticket. How could those guys confuse our deal? This was Waynesboro and it was Wednesday. Could they have possibly meant wait until Wednesday rather than wait on Wednesday? I felt sick. But not too sick to ensure that this restaurant made no

profit for the second night in succession.

It appeared the Waynesboro rendezvous had been misinterpreted. A thousand thoughts were buzzing through my mind. Had these guys doubted my word? Had some new factors forced them on? There was one sure way to find out.

It is essential that touring teams have an emergency plan in case of unforeseen problems. I dialled the emergency phone number. I rang three times that night without contacting Frosty's brother, Howard. My morning phone-in

was again unanswered. No matter how upsetting, I needed an answer. As they were still a day ahead I needed an early start to catch up.

We usually pedalled at the same speed so I needed to spend more time on the bike. I hoped they didn't think I had slipped past them. I didn't want a one thousand kilometre game of chasings. Also phone calls at every opportunity were robbing me of valuable time. I decided to cycle each precious morsel of daylight and restrict the phoning to the evening.

For some reason today felt tough. Little problems were aggravating me. The sole of my left touring shoe snapped in half and the pedal pressure numbed my

toes. My bike shorts were chafing me so badly that I had to pedal in Speedos. Despite new cycling gloves my ulna nerve problem was returning with the pins and needles sensation now ever present in both hands. My isolation appeared to highlight what were previously regarded as trivial irritations. But I was determined to make it as long as the bike held together. My replacement derailleur was playing up and the buckle in my back wheel was increasing daily. A tip for cycle tourists: don't share the tools if your group splits.

A prerequisite to a successful cycle tour is a flexible itinerary. Never pass opportunities to talk with the people and experience the energy of the envi-

ronment. I call it smelling flowers. Unfortunately I had barely smelt a blade of grass since New Orleans. I questioned my priorities. The decision to "catch the eagles" or "smell the flowers" was a decisive dilemma.

"Hey it's too hot out there for a bicycle. Come in and cool down son," invited the southern drawl. The fruit stall proprietor turned the sprinklers toward me so that I could take a footpath shower.

"That feels better. Thanks a lot. I don't suppose you saw two crazy fools like me pass by yesterday?", I spluttered between facefulls of refreshing spray.

"Can't deny any of that", agreed the storekeeper. "Those boys flew past like it was life and death. Bicycle riding in Alabama is crazy any time of the year. The way those boys were moving denied them any claim to sanity," ruled the worldly storekeeper.

"Do you recall the time of this tragedy?," I gulped after swallowing a mouthful of speeding droplets.

"A little later than now because it was somewhat cooler. In fact it was approaching lock up time, so it was at least three hours later", he recalled.

That was the encouragement I needed. I was gaining on those unstoppable fools. This fool was going to keep it that way. So despite my physical problems and mechanical irritations I pedalled off into a century of humidity and temperature, greedy for miles. I was temporarily chilled by the thought that these guys may think I was in front of them. If either of us reached the Atlantic ununited it would be so disappointing. At this pace the ocean was less than a week away.

I pedalled into darkness and reached the city of Evergreen. After dinner I dialled the familiar Michigan number. Howard was home! I felt saved but the others hadn't phoned since Waynesboro because they thought I stayed on in Louisiana. My message left with Howard was concise, "Stop or die!" Even if Frosty didn't phone in I figured my dawn to dusk cadence would draw me level in a couple of days. By mid-morning I had another 100 kilometres behind me and looking for another 150. Although my physical state was on automatic pilot there were deprived elements within me begging me to be nourished.

Latest information had me only five hours behind. Somehow I had to get a message to those guys to stop and wait. I flagged down interstate truckies; I informed the highway patrol and I stopped Tommy Wood. Tommy thought I wanted a lift. He pulled down the tail gate on his pick-up truck so I could slip the bike in. I explained how I couldn't break the journey coast to coast. Tommy was so taken by my predicament that he promised to drive along Highway 84 until he found my friends. "I'm just driv-



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ing around anyways. There is no way they will get to Enterprise before me."

That afternoon I parked my bicycle in a conspicuous place on a high bridge and paused for a swim and a shady lunch. I was enjoying a tomato sandwich when my name echoed through the deep canyon. "Hello, John Brown," was the eerie call.

"Is that you Tommy?" I jovially returned the echo. Tommy brought refreshments but no news of the invisible riders. A storekeeper had sighted the pedal pushers just before Enterprise. Tommy drove an extra 50 kilometres without a glimpse of either of them. The eagles were certainly flying low or were they nesting? Scrambled eggs were on the menu when I caught up.

That afternoon I rode 140 kilometres and reached Dothan just on dark. At a restaurant I rang Howard and he was home. The boys now had my message and said that they were looking forward to stopping or dying in Columbia just across the Georgia State line.

The eagles were only 20 kilometres away. I rejoiced with Howard and danced my way into the servery. How I enjoyed that meal. My disposition felt injected with that missing sparkle. I was suddenly befriended by Clarence and Joy Manly. They insisted on paying for my meal, put me up for the night and gave me the red carpet treatment!

I had cycled 1000 kilometres solo through Louisiana, Mississippi and Alabama. Georgia and my cycling partners were waiting tomorrow. The timing was close to the wire. After Georgia there was nothing except the Atlantic. I had no intention of swimming after those guys.

I couldn't miss Frosty's and Kevin's bike flags hanging loose in the early morning Georgia stillness. The eagles were perched beside their loaded bikes on the steps of the first gas station in town.

I nonchalantly parked my bike where it belonged. Silently and purposefully I sat beside my mates. "Don't suppose you guys have seen two puny Yanks pedalling toward the Atlantic?" I carefully remarked without looking at either person.

"That depends on why you want them?," smiled Frosty, unable to hide his pent up emotions.

I stood up trying to look mean as I faced the equally hopeless actors. We burst into laughter as a spontaneous dive flattened them on the steps. "Tell 'em I'm gonna hug 'em to death", I yelled. We joked, accused, understood and rolled around the bowisers while some motorists looked on.

We chatted the whole day on the bikes and were still exchanging thoughts around a dining table in Albany that night. We were only two days from the coast but I felt unwound already. Next

day I found it impossible to pedal slowly without feeling tired. We mechanically persevered deeper into Georgia as our minds wandered through the eight states behind us. Tonight was to be our last night on the road.

We camped at the Waycross fairgrounds. It was a special night with a campfire, billy tea, spuds in the coals, damper and toasted marshmallows. With the trip all but completed, a blend of nostalgia, relief and fulfillment pervaded our mood. Around the campfire we all expressed our thoughts openly on tape. Our tapes are an uncut diary and coupled with our journals and photos reproduce the aroma of every flower along the way. Sometimes during dinner we would listen to a tape of an earlier experience. What a vivid recall of a sentimental journey for those who push the pedals. It took a long while for all of us to have our say that night.

The morning 100 kilometres to Brunswick Harbour took forever. I was anxious to see Jekyll Island and fill my

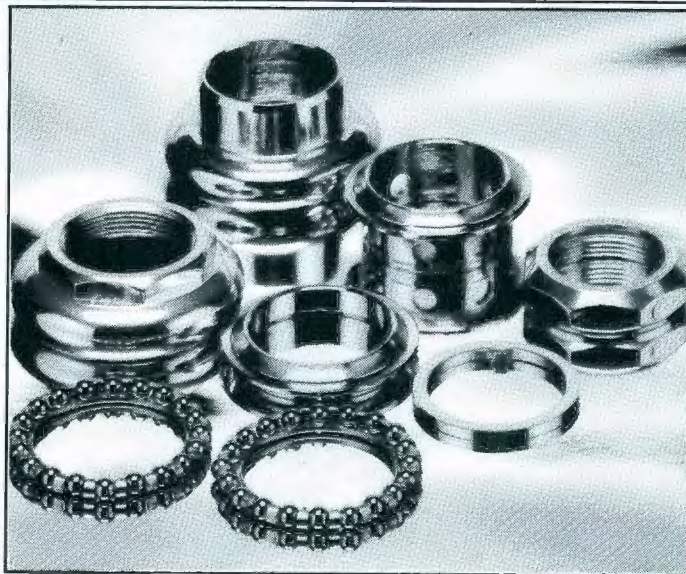
empty bottle with Atlantic Ocean. For 5000 kilometres this empty vessel was clinking against its full Pacific counterpart, waiting to taste the Atlantic. Every kilometre felt like an individual unit.

Jekyll Island is the home of millionaires. In the early 1900's one sixth of the world's wealth belonged to people living or owning property on Jekyll Island. I could see why. The warm climate, waterways and tropical scenery presented this paradise as an ideal venue for those with abundant time and money.

Today we felt the richest people on Jekyll Island. Tropical blossoms decorated the manicured parklands as we inched our way to the beach. We ventured from the shade of magnificent foliage to park our bikes on the open beach in a triangle of unity. I took my sealed bottle of Pacific water in my left hand and undid the screw top of the empty Atlantic bottle with my right as slowly the three of us walked into the Atlantic Ocean, clothes and all.

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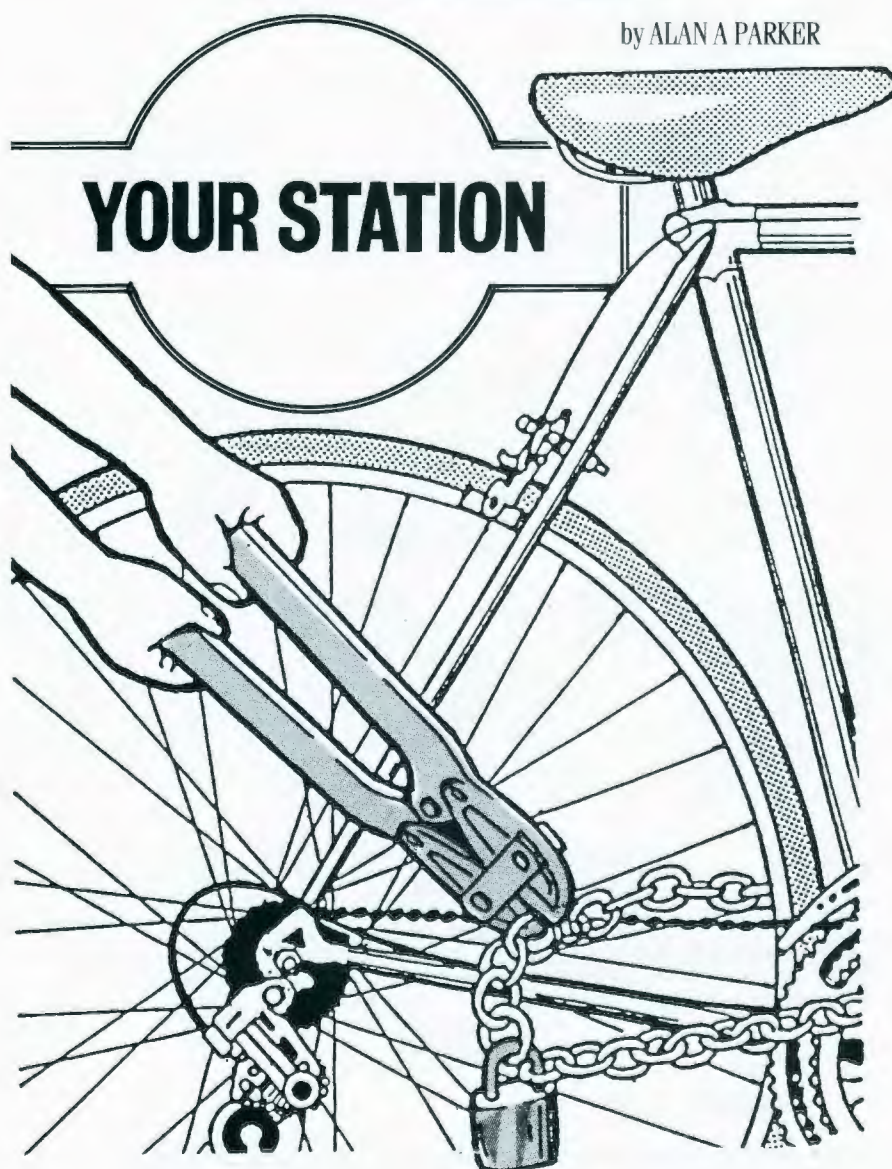
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BIKE/RAIL PATRONS RIPPED OFF

Bicycle transportation

Melbourne's rail network faces a further loss of patrons if bike theft is not stopped.

by ALAN A PARKER



If vandalism and theft had been brought under control in 1981, current usage would have been around 3,500 with the prospect of 10,000 bike-rail patrons by the early 1990's

WHO RIDES TO THE STATION

A survey of 289 bike rail users revealed that most bike-rail users are male and commute to work or educational institutions. Only one fifth of those who completed the questionnaire were female and nearly half of these were of school age. A greater number but smaller percentage of male bike-rail travellers were of school age (21%); 36% of the men were 25 to 39 years old and 25% were over 40 years old. About one third of all respondents were full time students (30%) and most of the others (62%) were in full time employment.

The main reasons for choosing to cycle to a station are speed, convenience, cheapness and health. Walking is the most common alternative mode for bike/rail patrons when they don't cycle to the station. The surveyed cyclists suggested the following improvements:

- Undercover/sheltered facilities (39%)
- Individual lock up facilities/private lockers (17%)
- Visible facilities (visible to staff) (15%)

The survey revealed a massive problem of both theft and vandalism. Eighteen percent of cyclists had a bike stolen and 44% had a bike vandalised at a station in the past year. **Forty four percent thought it likely, or very likely, that their bikes would be stolen in the coming year.**

There was found to be a hard core of regular users and a high turnover of new users. Just over a quarter of the cyclists

A bicycle parking lot at a Japanese railway station where the theft rate is a fifth of that in Victoria.

had been cycling to the station for more than five years and 20% had been cycling to the station for less than a year.

Distances travelled varied from a few hundred metres to over five kilometres



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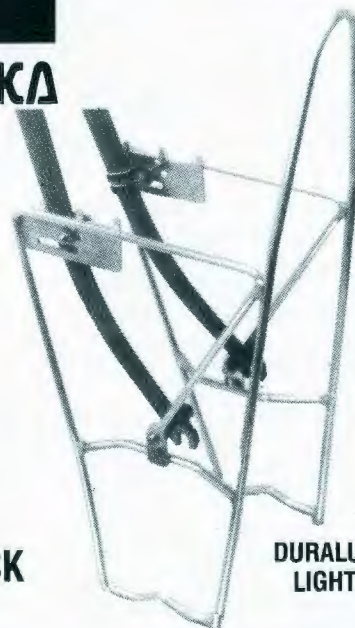
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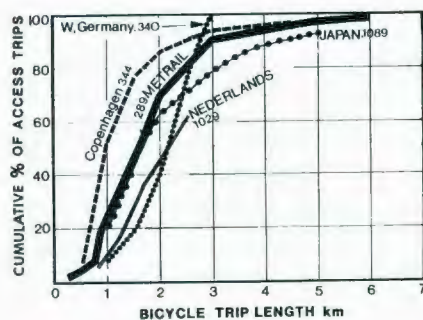
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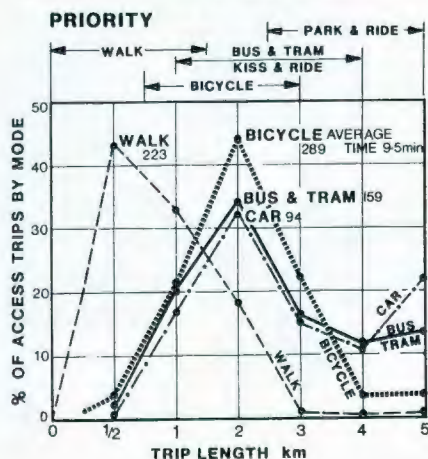
but very few cyclists travelled less than one kilometre and nearly one half (48%) said that they travelled 2 or 3 kilometres.



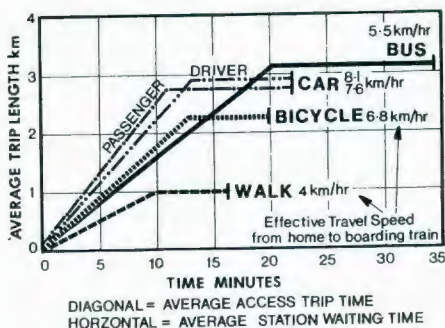
Railway Bicycle Access.

The distance travelled by bike rail users in other countries is remarkably similar and the Metrail user sample falls in the middle range in an average position. It seems reasonable to assume that incentives to encourage bike-rail usage will be similar in all these countries. However, theft rates do vary between countries and this would seem to have a significant effect on the growth rate of bike-rail usage. Indeed the bicycle theft rate in Australia per 100,000 population is five times higher than it is in Japan.

% OF ACCESS TRIPS BY MODE & TRIP LENGTH



Horses for Courses – Metrail Access Trips. 475 non-cyclists who walked or came by car, bus or tram were also surveyed and compared with the cyclists. This graph shows how car, tram and bus trips compare with cycling trips. The potential for substituting car trips of less than 3 km with bicycle trips is clearly shown. It seems ludicrous that so many expensive car parking spaces are taken up by able-bodied motorists who only travel between 1 and 3 kilometres to the station when it would be so much more economical to use bicycles for such short trips and thus allow more motorists who come more than 4 kilometres to have a parking space. Clearly there is a need for Metrail to revise its car parking policy.



When considering the potential for access trips to change from car to bike it is important to take into account the time taken to park a car and the time spent waiting for the train. What is important is the total time from leaving home to getting on the train and the bicy-

cle compares more favourably than cars and is much more convenient than trains or buses. This chart uses a Dutch rail station to illustrate the point as Australian data is not available. Note that the average speed in km/hr is shown against the average trip length and that in terms of both time and speed the bicycle performs well as a means of access.

THE Bicycle Facilities Report clearly establishes the potential of bike-rail travel to reduce the number of long urban car trips and thus reduce noise and air pollution, road congestion and fuel consumption. However, further research is necessary to estimate the market size.

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Briefly the new report recommends that:

- After the Christmas period there will be an influx of new bicycles at stations and a cheap but secure facility is required so that a large number of stations can very quickly be equipped with storage equipment on the platform which is secure against the professional thief and the decline in bike/rail travel can be halted. A fence post lock up is recommended which has hardened through chains resistant to 24" bolt cutters and a lock-shield to protect the hasp of the cyclist's padlock from bolt cutters. A leafletting program will assist users to use these devices properly.

- The design and siting of facilities must be geared to minimising theft and vandalism, with weather protection as a high but secondary priority. Convenience and ease of use are important criteria but should not be achieved at the expense of security.

- Facilities should be sited on platforms, preferably on the Up (serving trains to the city) platform, and in a location capable of surveillance.

- Bicycle lockers provide security from theft and vandalism and protection from the weather. Unless purchased in very large numbers they can cost in the order of \$1,000 installed, however the cost of a car space can be of this order too if land costs are included and considerably more at inner and middle suburban stations where higher land values apply. (Note that there is also the option of letting private operators lease lockers to patrons as is the current practice in Sydney).

- To rapidly and economically address the problems of theft and vandalism the use of an enclosed cage to accommodate ten bikes is recommended. This provides a cheaper form of storage than a locker but can still provide protection from theft, vandalism and rain.

- Where a platform does not have suitable or sufficient fence posts, leaning rails should be installed in the short-term to provide secure storage. They should be equipped with hardened through chains and lock-shields.

It seems unlikely that increasing bicycle sales will be translated into increasing bike-rail usage unless the most crucial recommendation for the development of a batch produced low cost 'lock-up' cage is implemented by the MTA.

The use of platform fence posts to lock bikes is a short term solution that does not deal with the worsening problem of vandalism. At the time of writing Metrail engineers still had not produced working drawings of the modular lock-up cage, or developed and improved bicycle lockers and this writer was told that this work will not be done. The attitude of Metrail senior management appears to be that this report will be forgotten the next time there is a ministerial reshuffle and the present Minister moves on.

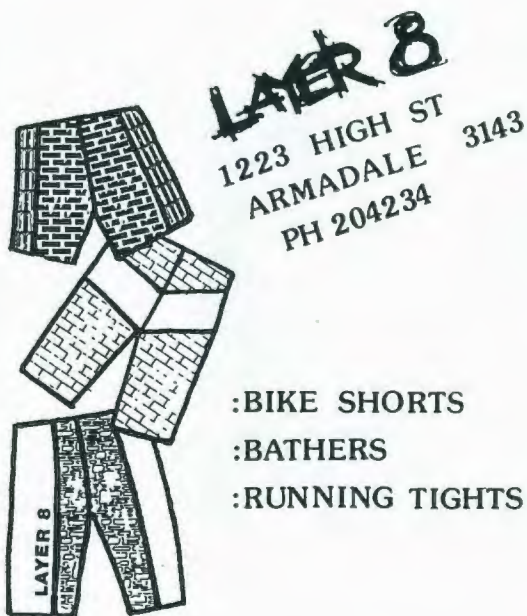
It is very obvious that bureaucratic tokenism is what cyclists will actually get in the way of facilities and there will be no serious attempt to come to grips with either the problem of bicycle theft or with vandalism. In the managerial merry go round of perpetual reorganisation of the rail system, the needs of rail patrons come way down on the bureaucrats list of priorities.

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DESERT CHALLENGE

Fat-tyre competition

Mountain bikers race across the desert to Birdsville

text and photography by RAY PEACE

The Simpson Desert, the driest and toughest of Australia's unforgiving Red Centre, has yet to be conquered by bicycle.

No one rider has yet succeeded in making the west-east crossing to Birdsville from South Australia on an ATB. The first organised attempt to subdue one of the last bastions of unpedalled Australia was made over Easter this year with the Simpson Desert Cycle Challenge. Thirty riders from all over Australia took up the Challenge, organised by well-known adventurer Hans Tholstrup, and sponsored by Caltex and Friends Provident Life insurance.

Thirty entrants, and in most cases their support crews, made their way to a lonely spot called Alka Seltzer Bore, by way of Oodnadatta, for the Saturday morning start. The cyclists involved came from all

THE WINNER of the Friends Provident Simpson Desert Cycle Challenge, Peter Hansen of Canberra, puts on pace as he crests one of the many low sand ridges that crossed the route

the eastern mainland States. To be part of the Challenge each paid a \$300 entry fee, which covered catering, water supplies (at \$3 per litre), medical back-up and the officials.

Two riders, James Layton of Coffs Harbour and Mark Higley of Sydney, actually pedalled the 2500 kilometres to the western-most sand dune of the Simpson. Birdsville was 370 kilometres to the east. Hans brought everyone together for a pre-start lecture on what he called "my private sand pit". "This desert is unforgiving", Hans warned. "If you run out of water or feel you can't make it, stop and

wait for the sweep vehicle". The sweep followed the last rider and collected laggards; it became known as "The Grim Reaper".

Hans Tholstrup, born in Denmark, once set out to travel around the world, and found Australia so much to his liking that he stayed. The first Australian to make a round-the-world solo flight, and also to cross the Simpson on foot, alone. Hans based the planning for the Cycle Challenge on an earlier BMX relay crossing in 1982. Riders lined up in the dawn light in their colourful road-tops, sunburn cream and floppy hats, and roared off at 7.30 am over the first of more than 1,300 sand dunes.

The contestants themselves covered the spectrum of cycling experience from semi-professional to rank novice. At one end, riders like Phil McDonald of Vic-



torian, holder of several penny-farthing endurance records. Peter Hansen of Canberra, 30, sponsored by Spokesman Cycles, with five years' experience in amateur racing. Reg McVilly, another Victorian, the wiry holder of the Melbourne-Adelaide-Melbourne record.

But some were in it simply so they could say, "I cycled in the Simpson Desert". Anne-Liese Aumuller, aged 63, of Adelaide, and fellow South Aussie Arthur Conway were conducting an equally intense battle to reach the water-stops, half-way through each 50 kilometre morning or 70 kilometre afternoon section, or just to stay ahead of the

sweep. They didn't always succeed. One novice who did very well was Leon (The Fish) Fisher, of Wudinna in South Australia. "Fish" had never been in a competitive or even touring ride in his life, but ran in the top three: "Difficult to ride with anyone else, when you live 260 kilometres from Port Augusta", he observed.

The Challenge followed the Red Road, a track ploughed by oil drillers in the 1960's. The cyclists bored across the flats between each dune, laboured in granny gears up to the crest, then slithered down the far side under brakes. The view from the top was the same each time, but different: low scrub, red sand, the dead-

straight track, a wash-out, the next dune. No two were exactly alike.

The Challenge also ran into problems on the first day. In the 1982 BMX crossing, the light racing BMX's with young teenage riders had been able to stay on top of the hard wind-crust of sand most of the time. The heavier ATB's with adults on board broke through and wallowed; some walked up to 10 kilometres. A sand-trap snared three back-up four-wheel drives in succession; beyond the afternoon water stop, steep 30 metre dunes with overhung crests, mocking any attempts to continue. Hans accepted a majority consensus to car-life riders around this section. "People have just realised the

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Simpson Desert consists of sand", he commented bitterly.

The Desert had clearly won the Challenge; the race to Birdsville, however, was still very much on. With a back-track to the main Rig Road and a 180 kilometre car trip the cyclists went on. Peter Hansen established a handy lead early, and widened it on the long flat sections encountered heading south and east. Phil McDonald, running second, did better on the dunes and preferred them, but few riders agreed with him.

Some people had expected drifting Saharan-like dunes, and had found semi-permanent ones with bushes and grass. The cyclists as usual found the wildlife. Dingoes were curious by day and night at short distances; camels, less into scavenging, stayed well clear. The location of a stopped cyclist or a stop could be told by the column of hawks lazily circling in the thermals. Temperatures rose into the low 30's in the afternoons. Snakes: the Dugite and Simpson Desert Fierce Snakes were occasionally seen, but usually made off quickly.

Salt lakes forced circuitous detours on the third day. Some riders short-cutted across them, but most were wary of getting bogged. The catering crew, John, Alex and Spud, kept all competitors well fed for the duration. They also woke everyone up early on the final morning

by the simple method of letting off a shotgun in the middle of the camp.

Various requirements dictated a finish in Birdsville at lunchtime on Tuesday. To achieve this, Hans and the other organisers decided to go for a final 180 kilometre car-lift off the Rig Road and onto the Birdsville (Inside) Track. Peter Hansen at this time had a clear 1½ hour lead over second place, where Phil McDonald and Fish were only minutes apart in overall times.

Further back in the field, the two youngest competitors, 13 year old relay riders Tim Woolnough and Mark Trowell of Sydney were among the dozen who completed all the stages. The finish line in Birdsville was strung across the road from one corner of the famous pub. The local kids soon latched on to what was happening, though the denizens of the bar took a more phlegmatic approach, at least until everyone converged on the bar afterwards.

The first cyclist appeared at 11.10, 70 minutes after the massed start, a hazy speck far down past the end of Birdsville's main street out on the gibber flats. It was Reg McVilly, streaming with sweat but obviously very pleased to be first rider in. Peter Hansen was next, followed surprisingly by Fish, who pipped Phil McDonald for overall second by just five minutes.

There was an award of trophies after a charity lunch down at the community centre, but no certificates were handed out as originally planned: the Simpson had not been beaten. What did the cyclists think of it all? "Great. I'll be back next year", said "Fish" over a well earned Four-X. Spud of the catering corps called it "God's Own Country". Peter Hansen: "Really great, except for the last one and a half miles", a reference to the short, almost cobbled section of gibbers just before the town.

And Hans Tholstrup? "This ride was unique. No-one's ever tried running a bike race through a desert anywhere in the world before" he said. "It was a learning experience for all of us. Next year, we'll have riders from all over the world coming to the Simpson." Hans was clearly disappointed that the cyclists had been unable or unwilling to make the continuous crossing, but accepted the impossibility of it the way the ride was originally planned. Despite a few hiccups on the first day, the mobile support organisation settled down quickly and ran smoothly for the rest of the trip.

The subtle grandeur of the Simpson left an impression on all the riders and crew as deep as the silence under the mid-day sun. And a nagging mystery: can the desert really be conquered by bicycle? There's only one way to find out...

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GORE



TOUR PROSPECTS

The European scene

JOHN DRUMMOND looks at the 1987 European race season and WARREN SALOMON previews local hero Phil Anderson's chances in the Tour de France.

EUROPE'S THIRD largest Tour of Spain turned into a triumph for Colombian Luis Herrera, who became the first non-European to win the Spanish Tour. It was a popular win that had the Colombians back home dancing in the streets. Following his victory Herrera presented his winning jersey to his country's president.

Herrera was the top climber in the 1985 Tour de France and a stage winner in the 1984 Tour, and the win augured well for his 1987 top Tour bid.

Meanwhile, professional cycling's official number one, Sean Kelly suffered, the greatest disappointment of his brilliant career when he was forced to abandon the Tour whilst wearing the leaders

yellow jersey by a comfortable 42 seconds.

With three stages to the finish in Madrid, Kelly was set to win his first major national tour when forced to withdraw unable to sit squarely in the saddle by a badly placed seat boil. Kelly stopped riding shortly after the commencement of the fourth last stage. Hoping for a miracle, the race doctor had lanced the boil in a desperate bid to keep Kelly in the race.

The 30th English Milk Race ended by the Thames on Saturday 13th June after 13 days and 1100 miles of power pedalling by British professional Malcolm Elliott. Well known in Australia as a road sprinter Elliott emerged as a tough

competitor in all areas of stage racing by dominating all the way.

It was a tremendous victory by Elliott who never surrendered the yellow jersey that he won after the opening prologue. Soviet cyclist Alexandra Zinovev was second overall and Pierre Le Bigaut of France, was third. It was later announced that a test after the final stage, which the Frenchman won, revealed caffeine, a "proscribed substance" under UCI regulations. Bigaut was fined £500, suspended for one month and relegated to a placing outside the top 20 overall.

The decision to open the long time British stage race to four professional

teams was a wise one, despite a selection bungle that left the highly rated Raleigh-Banana team on the sidelines whilst a team which included some near veterans represented the Great Britain Professional Cyclists Association.

The exasperation of team structuring did little to endear pro-cycling to its sponsors and no doubt the Milk Race organisers will think twice about entrusting team selection to outsiders in future.

Not only was the Milk Race a triumph for the winner, professional Malcolm Elliott, but also for British cycling. This was shown by the crowds who flocked to London to witness the spectacle of the final stage with its finish line on Waterloo Bridge closed to traffic for the whole day. British cycling demonstrated what is possible with consensus replacing division. (Australia - please note.)

Malcolm Elliott, 26, apparently has developed into a more complete cyclist in the current surge of British professional cycling sparked off by Alan Rushton (the man behind the "Sport for

Television" company). Elliott's team ANC-Halfords have also had some major success during its continental forays this year. ANC-Halfords recently returned a contract to the Tour de France organisers along with half of the £33,000 entry fee. A start in the famous Tour is now proposed for the victorious ANC-Halfords who finally broke the Russian domination of the British Milk Race.

Not any team is able to start in the Tour de France, the returning of a contract does not necessarily mean a team is in, it has to be accepted. I believe the British would be accepted on the basis of their performances on the continent and their second place in the Milk Race. However, a combination of the two Halford teams that rode in the Milk Race would be a formidable team in any tour, with the exception of the Tour de France.

British ANC-Halfords team have earned the respect for their early season continental one day classics and Milk Race success. But they are not yet ready for the French Tour. A start would be

bad judgement and not in the best interest of the renewed growth of public acceptance of British professional cycling. Most of the team members would not know what it is like to ride a col, nor have they got the experience or the maturity to handle a 250 kilometre stage with four cols and come up fresh the next day and the one after that.

Elliott, who looks like developing into Britain's best road professional since the late Tom Simpson (who won the world road championship in 1965) runs the risk of being completely demoralised by the enormity of the Tour de France, particularly should he be left without team support. A long slow approach through the Continent's minor tours would be a more sound approach for ANC-Halfords and Malcolm Elliott.

Stephen Roche, the Irish cyclist who will lead the Carrera Team in its bid to win the Tour de France, slashed his way back to the top of the world professional cycling scene after a lack lustre season last year. Riding in the early season Swiss Tour de Romandie Roche rode with all his former power to clinch the Tour with a two-stage win on the final day. That was a portent for the future when he rode into the history books to become the first English speaking cyclist to win the Giro d'Italia.

Scotland's Robert Millar was second overall, he also took out the Giro King of the Mountain title. Millar is the first Briton to have won stages in the big three European Tours of France, Italy and Spain.

Australia's Phil Anderson was seventh. The Australian, who rates in the first ten of Europe's 600 odd registered professional cyclists this year crashed out of the prestigious consistency competition, the Super Prestige Pernod last season after looking a near certain winner, when he lost his form with an arthritis problem. He returned after a long remedial break and now appears to be regaining his form.

Unfortunately Philip recently went through the break-up of his marriage. He has two sons, Loren, 2, and Mathew six months. They are now living in the United States with their American mother.

Phil's chances of success don't look good in this climber's tour, and will depend very much on how his traumas have left his physical and mental capacity.

As this issue goes to press the world's toughest sporting contests about to commence in West Berlin. Since that time it will have taken the 216 (mostly professional) cyclists of the 24 nine-man teams over 4000 kilometres of flat, undulating and mountainous country, on one of the toughest courses ever.

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Following the German capital hosting of the Prologue time trial, two stages will be held in Germany before the race crosses into France from Stuttgart to Strasbourg. There are 27 climbs in the Pyrenees and Alps. The principle climb in the Pyrenees is from Pau to the mountain top finish at Luz-Ardiden. The riders will have to climb four mountains before the finish.

On the way to the Alps they climb the dreaded Mont-Ventoux, where Britain's 1965 world champion Tom Simpson, collapsed and died in one of three individual time trials. The four days in the Alps include the difficult L'Alpe d'Huez finish after four climbs. Next day features the Col du Galibier – the highest point of the race at over 8000 feet – on the way to the second toughest mountain finish, at La Plagne. The final alpine climb comes three days from Paris when the survivors will ascend six mountains. The final haul is the Col de Joux Plane before the stage finish in Morzine.

This could truly be called a climbers tour and measures up as one of the most open in recent times.

Following the retirement of five times winner Bernard Hinault, and the withdrawal of last year's winner American Greg Lemond, due to a shooting accident, there is no outstanding entrant, but the Colombians are outstanding mountain climbers and therefore the ones to watch.

PHIL'S LUCKY SEVENTH?

Local heroes

Will 1987 be the big year for Phil Anderson in the Tour de France

IN THIS year's Tour de France peloton will be Australia's Philip Anderson who will be riding his seventh Tour at the peak of his form.

Missing from the long list of starters will be last year's winner, Greg Lemond, and his former mentor five-time winner Bernard Hinault. Lemond was accidentally shot in the back by his brother-in-law during a hunting trip and suffered bird-shot puncture wounds to the right lung, liver and small intestines.

After his six consecutive tour Phil Anderson knows what it is like to suffer a debilitating injury at the commence-

ment of the season. Last year he was forced to withdraw from the early races of the long European season because of an arthritic condition. He recovered sufficiently to complete the big Tour but couldn't play a leading role in his Panasonic team's fortunes.

Following that injury and his 39th placing in the Tour Phil confounded his critics by finishing the season in a blaze of glory winning the Creteil-Chaville, the New York CitiTour, finishing third in the Coors Classic (behind Hinault and Lemond) and third in the Tour of Lombardy.

At the start of the season the Directeur Sportif of his Dutch Panasonic team, Peter Post, announced that Phil would be the team's leader for the coming season. However, as seasoned Tour-watchers will know the team leader at the start of a major stage race isn't always the team leader at the finish. In the year before his switch to the Panasonics, Phil had to suffer the humiliation of being demoted to the role of supporting rider in the French Peugeot team during the Tour de France. One of his team, a Frenchman, had made a daring break so the French team manager told the Aussie rider that his job then was to support the new team leader.

Phil Anderson has shown in all of his previous Tours that he is not a quitter. He has managed to finish every one of

his six Tours and up until his injury-prone season last year was placed in the top ten each time. He stands a good chance this year but will need all the team support he can muster and trouble free first week.

THE TOUR ON TV

AUSSIE CYCLING fans usually have a rough time of it trying to track down coverage of the major European cycling events. By far the best coverage in recent years of cycle racing has been the American CBS network's Tour de France coverage. This year the Nine Network will be showing a weekly review of the Tour on its Saturday Wide World of Sports program. The CBS coverage is obviously biased towards the US riders but its minor deficiencies are easily overlooked due to the high quality of its camera work and overall presentation. For Tour watchers it's a must.

The three other commercial networks expressed little interest in the Tour. SBS and the ABC occasionally run brief reports of a few major races but this year they have not made arrangements for race coverage. What could change everything is the possibility of a Phil Anderson win. In this eventuality the Ten network said that their news crew in London would be able to respond quickly and would provide news coverage of the race.

Photo — Martin O'Brien

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THE TRICYCLES OF CHIANG MAI

Top and centre: Passenger tricycles in this northern city are brightly decorated with hand-painted embossed steel symbols. Bottom: Apart from hauling tourists and local residents Thai trishaws do a lot of delivery work which sometimes includes taking ten little piggies to market. Colour photography by Alan Parker.



TRANSPORTS OF DELIGHT

Bicycle transportation

Pedicabs are being phased out all over Asia but in Thailand their art survives.

by ALAN A PARKER

LIFE is full of unexpected surprises when you travel in Asia. It is often the little things that give the most pleasure. One of the pleasant surprises of a recent 6 week holiday in Thailand was the discovery of some superbly decorated passenger carrying tricycles known locally as sam-lors (pedicabs) in the second largest Thai city of Chiangmai 800 Kilometres north west of Bangkok.

In Melbourne, in Hawaii and on the west coast of the USA modern passenger carrying tricycles exist and they are called pedicabs. The Thai pedicabs are old style Asian machines with leaf springs, heavy weight chromium plated tubing and Japanese band brakes. They could not be used easily in Melbourne because it would be impossible to climb hills without gears. There is however no such problem in the dead flat city of Chiangmai.

Thai pedicabs are not the most efficient machines to operate but they are a joy to ride in and a visual delight. I suspect that the kind of decoration used on pedicabs is a dying art form in Asia, not only for pedicabs but for trucks and buses as well.

When I travelled through Asia eighteen years ago truck and bus drivers

employed local artists to individually decorate their vehicles, but the practice seems to be dying out as countries modernise. The Thai pedicab's only concession to modernity that I found was the use of 6 volt motorcycle batteries to power arrays of small lights, only some of which can be seen in the photographs.

There used to be several thousand pedicabs in the capital city of Bangkok, but they were banned from the centre and middle suburbs and now only a small number operate in the outer suburbs. If car oriented planners get their way this might happen in other cities too. With increasing prosperity traffic conditions in and around Bangkok have grown more hazardous and the pedicabs may become an extinct form of transport.

A terrible precedent was set in Asia when 70,000 freight tricycles and pedicabs were banned from the streets of Jakarta, thus depriving lots of people of their jobs.

Fortunately in Chiangmai the pedicab is very popular with tourists for trips of less than 3 kilometres and it is to be hoped that some of these lovely machines will continue to operate.

Modernity also has a negative effect on pedicab drivers and sadly only a

minority still have the pride in their machines and the motivation to pay for the best quality decorative finish.

Given the very flat terrain in Chiangmai, the pedicab operators remove the rod type brakes without removing the hand levers and use a band brake on the right hand side rear wheel. To counteract the effect of overweight western tourists leaning backwards, the lightweight Thai drivers mount their saddles well forward on a curved seat pillar. The riding style is very upright and varies according to the height of the driver as pedicab frames come in one size only.

The decorative chrome plated steel rods come in a variety of arrays. Curly

whirly ones fixed to front fork reinforcing rods come complete with a forged steel decal of a horses head which is then hand painted. In total the decorative hardware weighs about 5 kilograms but this does not bother the drivers at all. The main shell of the carriage is made of formed plywood and if not painted usually has a natural teak surface finish. The swingdown hood provides protection from the rain.

Many of the designs such as one depicting a monkey god were originally added to provide the passengers and the drivers with spiritual protection. Most Thais practice Buddhism and most homes have spirit houses for protection. I am unsure of the symbolism of the car-

riage decorations but they doubtless have a meaning given the deeply religious nature of Thai society.

Thai pedicabs are very easy to handle in the slow speed heavy traffic. Many very local streets ban the use of motor cars and the pedicab drivers make a great deal of use of the back lanes. Cars seem to find it difficult to filter through those back streets that they are allowed to use, but pedicabs are small enough to take advantage of them so that the one way street system does not bother them very much.

The pedicabs are converted into general freight movers when they get old so that they have a very long and useful life of about 20 years. I did not manage to locate any transport planning study of pedicabs in Thailand and I suspect that the new car oriented elite does not take them seriously.

Considering the large contribution that pedicabs have made to the efficient operation of the public transport system, it seems a shame that the role of pedicabs does not appear to have been recognised in Thailand. In Bangkok the pedicab could have continued to flourish and could have contributed to a reduction in the "hellish din" of the traffic had it not been for western style traffic engineering influences. Bangkok traffic management schemes have not only made the operation of pedicabs impossible but have made it one of the worst cities in the world for bicycle riding.

The only example of sensible planning for pedicabs I found is on the Nakhon Ping Bridge in Chiangmai where the footpaths have been turned into protected bike lanes for bicycles and pedicabs and a new wooden footpath provided by cantilevering it from the concrete structure. It is to be hoped that a proper bikeplan will be done for Chiangmai which would prevent the Thai pedicabs from becoming an extinct transport species. Chiangmai is Thailand's most interesting city and should be seen from the seat of a pedicab to appreciate the good things. Indeed the good things of the past are being renewed and only the best of urban innovations are being introduced.

For all would-be Asian travellers I would put Chiangmai on the top of the list of places to go. I can guarantee you will find it full of pleasant surprises, especially if you want to go in November, December or January when the weather is warm and sunny during the day and pleasantly cool at night. For trips around Chiangmai the pedicab is the ideal machine. If you go with your family, hire two pedicabs, or hire a bicycle and put the kids in the pedicab. It costs only \$2 an hour and very reasonable half and whole day prices can be negotiated.

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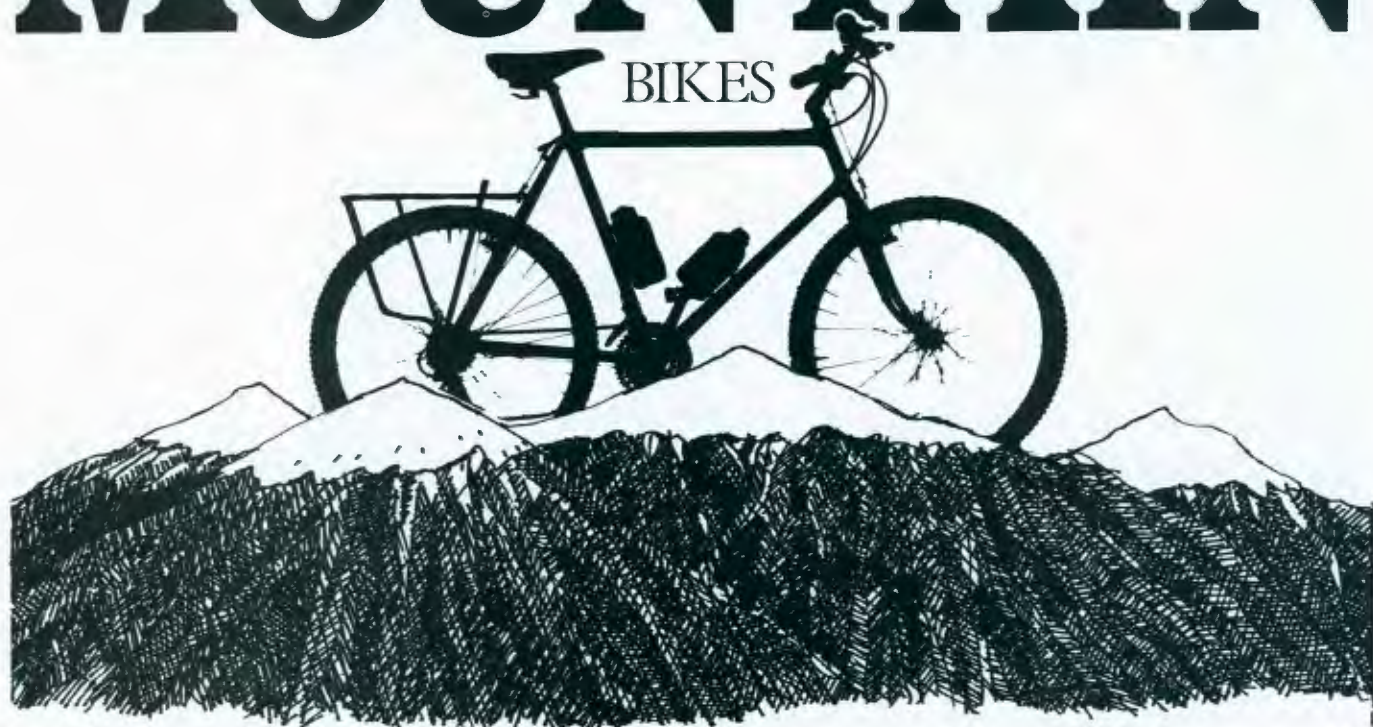
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Ireland's top professionals Sean Kelly (left) and Stephen Roche are contemplative at the start of the 1985 Tour of Ireland which Kelly won. Photo courtesy: Jim Forde.

KELLY

Book review

Kelly A biography of Sean Kelly by David Walsh. Harrap Limited – \$29.95.
Distributed by The Australian Publishing Co P/L.

reviewed by John Drummond

ITALIAN Fausto Coppi, some say the greatest cyclist to ever live, once said that to be a successful *Coureur* one must first learn to suffer.

The book *Kelly* by Irish journalist, David Walsh, illustrates that truth quite manifestly in portraying the rise of compatriot Sean Kelly to the top in the unbelievably hard world of European professional cycle racing.

In a Rags to Riches story the author traces the path of a farmers son from Ireland's rural town of Curraghduff to the cycling citadel with rare insight born of an intimate knowledge of his subject. It reveals Kelly as being one of the first of a number of non-Europeans who have successfully stormed the Bastille so jealously guarded by the French, while possessing nothing other than sheer physical strength and supported by that fierce determination to succeed peculiar to his race.

Sean Kelly's projections of representing Ireland in the 1976 Olympics turned

sour when the International Olympic Committee barred all cyclists who had competed in South Africa in contravention of a decree. Jean Gribaldy, a French team manager who was putting together the Flandria Team, saw his chance and travelled to Ireland to interview the Irish Amateur Champion. Kelly signed a modest contract to ride as a domestique (helper) with the Belgian team.

That was the beginning of a six year apprenticeship that ended with the shy and inarticulate Irishman winning his first classic in 1982. Paris-Nice changed everything. Journalists now wanted to speak to him. What had he been doing all his life? He practised his French, Flemish and English. He was now a sports star and decided to act like one. He determined there would be no going back, and neither there was. Like a horse with blinkered eyes all Kelly could see was the next race ahead. Suddenly it was a new horizon.

By 1985 he was first on the official professional riders list and has remained as such, including the 1987 list with a massive total of 1,473 points almost double that of second placed Greg Lemond.

While the heart of this biography is Kelly's career and dedication it also highlights the characteristics of professional cycling on the continent, its subtle domination by the French, its subjection to sponsors, its huge rewards to its stars, its involvement with drugs and above all its unquestioned loyalties.

Kelly is compulsive reading to the initiated and uninitiated alike.

Sean Kelly signs the autograph book of a young Irish admirer after his victory in the 1985 Tour of Ireland. Photo courtesy: Jim Forde.





Seven-times World Champion, Britain's Beryl Burton photographed in Australia by Ray Bowles.

PERSONAL BEST

Book review

The Autobiography of Beryl Burton by
Beryl Burton with Colin Kirby
Springfield Books Ltd - \$29.95

reviewed by JOHN DRUMMOND

I must confess that when this well named book arrived for review my first reaction was: surely every cycling buff would be familiar with the deeds of Great Britain's wonder woman Beryl Burton, who dominated world womens cycling championships in the late 1950's and right through the 1960's.

Yet, even I a cycling historian who knew her worth found her autobiography, although repetitive in description, quite enlightening. For instance, it was news that Beryl Charnock faced her first battle with fate when she was hospitalised at the tender age of 11 years.

Diagnosed as suffering from chorea, a kind of nervous disorder with rheumatic fever thrown in for good measure, she was to remain in hospital for nine months, then spend fifteen months in a convalescence home. Discharged she returned to school with a medical report advising she had to take it easy for the remainder of her life.

The first point the book makes is Beryl's determination to regain health in setting herself exacting targets in self-evolved exercises. She determined there and then that somehow she would make her mark. That it was to be in cycling was decided when she met her husband-to-be, Charlie Burton, a member of

Morley Cycling Club. He invited Beryl to ride in the usual sunday bicycle club run.

After a difficult start she learnt to "hang-on" and thereafter was hooked on cycling. That achievement plus an ability to adapt to any situation was to lead this remarkable woman to World success before the cheering fans that throng the cycling venues of Europe, or a lonesome figure time trialing on England's quiet country lanes.

Personal Best is not only the story of the greatest all-round woman cyclist of our time, but the story of the British Presses indifference to her deeds, yet, despite these traditional attitudes Beryl Burton could not be altogether ignored. In 1967 she was the *Daily Express* Sportswoman of the Year, and perhaps more importantly, she topped the sports writers poll. Most of them never wrote a word about her, but apparently they were aware of her ability.

Greatness was clearly recognised when an OBE in 1967 followed an MBE awarded in 1964.

Beryl Burton's seven world championships revolved around her allegiance to the cycling club life of Great Britain. Her participation in the unique road time trial structure of England produced the endurance that shaped her success for two decades.

Incredibly, she was the British all-round woman champion for 25 years, often producing faster times than men. Her cycling feats were phenomenal, considering she had to work at a job to support her cycling, be a housewife and mother and in the racing season train up to 400 miles in a week.

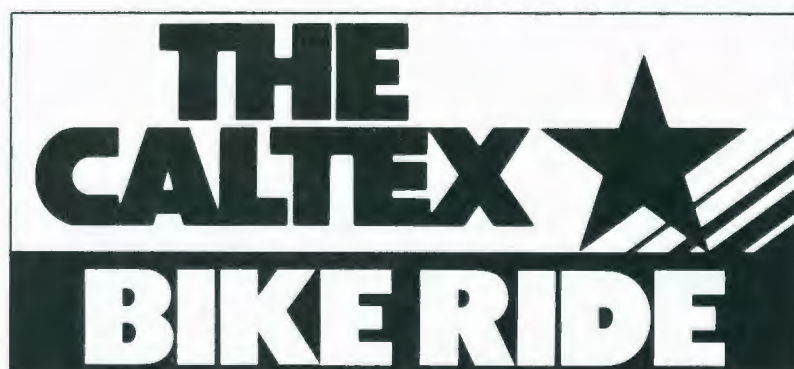
As a part-time cyclist she consistently beat the best of Europe's full-time amateurs. It must have taken tremendous dedication to do that.

How much? The autobiographers leave this judgement to the reader.

Beryl Burton visited Australia in 1980 to race against the men in the only ProAm Warnambool ever held. She is shown here starting with the 30 minute bunch. Photo: Ray Bowles.



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Bicycle touring

Where to this year?

THIS YEAR the Caltex Bike Ride explores the Western districts of Victoria, the last of a series of three major routes across the State.

Not that this year's event goes from border to border. The organisers have preferred to pick the major attractions of the region and link them through a 600k route that brings cyclists to seaside campsites for the first time.

Major attractions will be the first night stop at Halls Gap and later at Port Fairy where the ride spends two nights just a sand dune away from the Southern Ocean.

Halls Gap's towering rock face makes the Grampians an awe-inspiring spectacle. The unique animals and plants and the friendliness of the koalas at the campsite make this a perfect cycling stop-off. It's just a 26k peddle out of Stawell giving plenty of time for the last train passengers to make the journey in the afternoon.

This year V/Line will assemble even bigger trains to meet the growing demands of the ride. Twin locos will be

Tent city on the 1986 Caltex Bike Ride. This year riders will camp and ride through some of the most scenic areas of Victoria.

needed to haul up to 577 cyclists and their bikes per train.

The real riding begins on day two when riders cross the Mirranatwa Pass for the 100k ride to Hamilton where cyclists will experience true municipal hospitality. The Hamilton City council has offered to close off streets adjacent to the camp site for the convenience of cyclists!

A ride through low rolling hills and the town of Macarthur brings cyclists to their two night stop off at Port Fairy. This 18th century fishing village is beautifully preserved and provides numerous opportunities to go sightseeing without the bike, to buy fish straight from the trawlers or see the massive colony of mutton birds.

Well rested, the cyclists set out for the biggest day on the road from Port Fairy to Port Campbell, a total of 106k. The route winds over the lip of the spectacular "Tower Hill" volcano. The only activity in the crater today comes from the occasional bush walkers. Bustling Warrnambool is not on the sightseeing map on this day. Cyclists are more eager to see the sights from the Great Ocean Road and put long distances behind them.

The day ends with the climb to the Recreation Reserve at Port Campbell perched high above the town. On a hot day its picturesque swimming beach and shady walks will ease the seat soreness.

A ride of contrasts combining hills and low lands separates Port Campbell

from the bustling inland city of Colac which boasts the state's largest inland freshwater lake. It is one of many the cyclists pass on the 40k northbound leg of the ride next day.

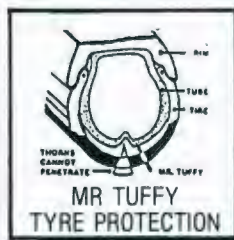
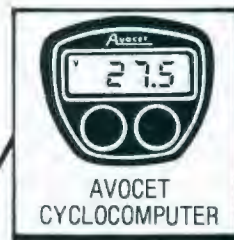
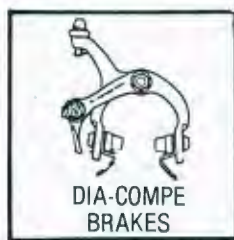
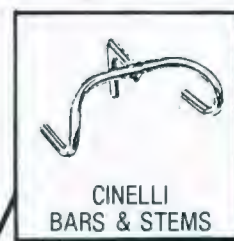
The sign "Koalas next 4km", signals our proximity to Bannockburn which probably has more koalas than ratepayers. The sprawling recreation reserve belies the tiny size of the town just an hour's ride from Geelong.

To get to the final camp at Werribee cyclists take on some "big dippers" east of the Midland Highway en route to the Brisbane Ranges. The route veers off past the You Yangs, its two major peaks tower over the flatlands around Werribee. The modern shopping centre of the city contrasts with the old world opulence of the rambling manor 2km to the south in whose grounds we spend the night.

The final leg is freeway set up for a straight forward run into Melbourne. The authorities are still pondering over use of the West Gate Bridge, but while Transport Minister, Tom Roper would not like to have anyone "blown over the edge", the reality is that it will be safer than mixing it down below at Sunday morning intersections and the view is something every taxpayer should have a chance to admire at leisure.

When the ride is over the cyclists will have something more than souvenirs to remember the ride by. Once again the organising body, Bicycle Victoria will confer special membership on all participants who will be free to use its services now dispensed from new offices at the City Square. Bicycle Victoria (The Bicycle Institute of Victoria) like the Caltex bike riders will have come a long way.

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LOOK SAFETY PEDALS

Equipment review

by WARREN SALOMON

STRAPLESS pedals have been around for a number of years but it took Bernard Hinault (and later Greg Lemond) riding the Look 'system pedals' in the La Vie Claire team during the 1985 European season to make the cycling world sit up and take notice.

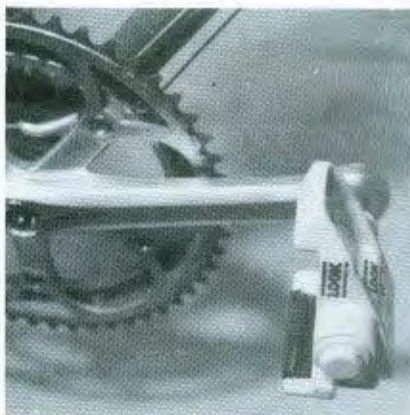
Look are better known for their ski bindings so naturally the pedals and its matching cleat have a similar action. There are currently three models in the range: the Performance 75 which is a lightweight model at the top of the price range; the Performance 65 the type tested for this review and the same type worn by Hinault in '85; and the newer Sport a double-sided model designed either for use with the special Look cleats or without.

The Performance 65 weighs in at a heavy 257 grams and is constructed with aluminum alloy cage rotating on a beautifully machined chrome moly spindle. A matching triangular nylon cleat is fitted to the cycling shoes and uses a three screw Look system mounting. It is recommended when fitting the Look system that you have shoes specially reinforced and drilled to take the mounting pattern.

The cleat can be moved forward or rearward and rotated for adjustment and single replaceable units can be obtained when the nylon wears down.

The Look system works smoothly and efficiently. All the pedals in the range hang normally in a vertical plane so it is very easy to slip into them and just as easy to get out. Getting into the pedal is simply a matter of sliding the front of the cleat into the pedal and pushing down to lock-in. To remove the foot you twist the heel outwards to unlock the cleat.

The cleat is held in by a spring loaded locking clamp. This clamp has an adjust-



ment screw to allow for a tight or firm fit of pedal and cleat.

I tested the performance of the Look 65 over a number of weeks and found that it only took a few days to teach my feet to get into and out of the pedals. In fact I found that the Look pedals were easier to get into than a conventional cleated pedal/shoe arrangement. Getting out is even easier though the sideways movement of the foot is a very definite action.

Strapless pedals are a pleasure to ride in if you suffer from poor circulation in your feet. There is very little movement within the system when properly adjusted and the lack of straps gives your feet a great sense of freedom (provided your shoes fit properly).

Look system pedals are available from specialist bicycle dealers. The Performance 65 set retails for approximately \$199.00.

Look Ma no straps! Top to bottom: All the pedals in the range hang in the vertical plane. Slipping into the pedal is a two-stage procedure: 1 slide the front of the cleat into the pedal, 2 push down to lock the rear of the cleat. To get out of the pedal you move your foot outwards to unlock the rear of the cleat.



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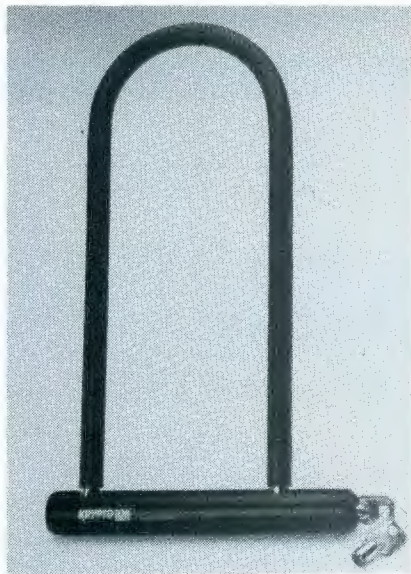
Contact to:
REPCO CYCLE COMPANY

Head Office: 25 Hamilton Street, Huntingdale, Vic., 3166 Phone 568 0211

N.S.W. Branch: 16 Street, 2164 Phone: 609 2322

QLD. Branch: 30 Lysaght Street, Acacia Ridge QLD 4110

New Products and Ideas



SON OF KRYPTONITE

Biketech the Australian distributors of the famous Kryptonite high-security bicycle locks have announced the release of the KryptoLock. This new model is 25 mm shorter than the K4 model and features the company's patented double locking design. It also has full vinyl coating, a tubular key locking mechanism and fits all Kryptonite lock carrying brackets. The KryptoLock will sell for a lower price than the K4 model. Distributor Biketech (049) 524 403.



AVINIR BAGS

A range of nylon touring packs is now available in Australia under the Avinir brand. The bags are made of heavy-duty nylon pack cloth and are available in front (low rider), rear, handlebar and frame models. The bags are designed in the USA and feature zippered accessory pockets, drawstring closures of main compartments and weatherproof flaps secured by quick release buckles. The bags are distributed in Australia by Bikecorp (03) 568 0066.

NEW LOOK FOR GOANNA OIL

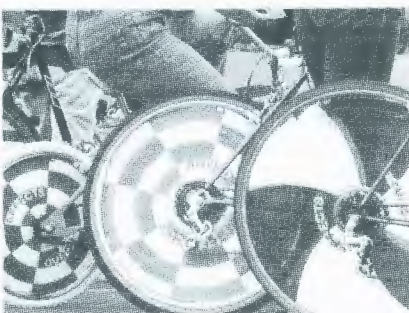
Goanna Oil, Australia's own answer for all types of muscular aches and pains



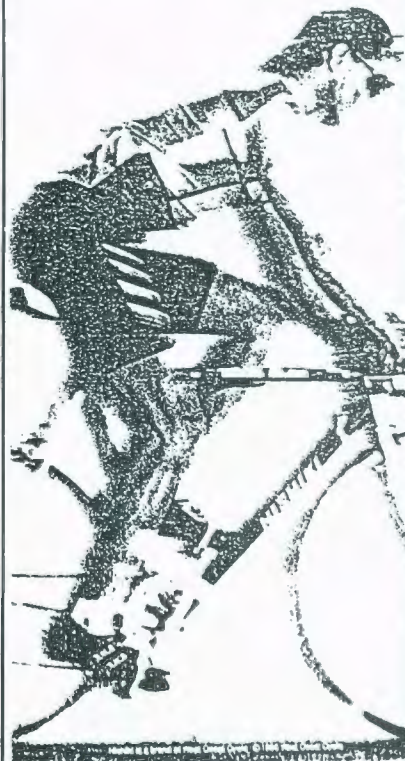
since 1910, is now available in a larger more convenient form. The new 500 ml bright yellow pack, called Goanna Oil Liniment Sports Rub, is available in a handy jerry can filled to the brim with natural healing Australian oils. Australia's Goanna Oil has built up a real cult following among people prone to sporting pains and soreness since it first hit the market 77 years ago. The new Sports Rub is available also in a tube pack from chemists everywhere.

ROUND EFFECTS

Want to jazz up your old bike? Round Effects wheel covers are the ideal way to do it. The covers are made of polyester and are printed in a number of patterns. They fit over an expanding wire frame so they can be fitted to 26 or 27" wheel sizes. The covers make the bike more visible to other road users and create interesting and eye-catching patterns. The covers were wind tested in Germany by the Canadian manufacturer and they claim that the Round Effects covers reduce wind drag on the spokes. They also claim that due to porous nature of the material the adverse cross wind effect is less than with solid disk wheels. The covers retail for around \$50.00 per pair.



CRANK IT UP!



At Cranks we specialise in innovative quality bikes & accessories. Check out our new range of sport and mountain bikes from Panasonic and Shogun - Japan's top bike manufacturers.

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**66 Pacific Highway
Roseville NSW
(02) 411 5116**

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.

HIRE

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

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".

SHOPS

Inner City Cycles Now open 7 days a week. Sunday from 10 am to 3 pm. Inner City Cycles 31 Glebe Pt Rd Glebe NSW 2037 (02) 660 6605.

TOURS



TROPICAL RAINFORESTS
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A holiday-paced 2-wheeled
discovery of Nth Qld's best

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Phone (070) 56 2100

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Cycling holidays in scenic North-East Victoria visiting National Trust gold towns, Rutherglen & Milawa wineries, Ned Kelly country, historic hotels & fine restaurant dining. PO Box 209, Wangaratta VIC 3677 Telephone (057) 21 2564

...fantastic trips to China, Japan,
Canada, New Zealand, Scotland...
& Oz!
Tail Winds PO Box 32
JO Corner ACT 2601
BICYCLE TOURING Ph (062) 49 6634

WANTED

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

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

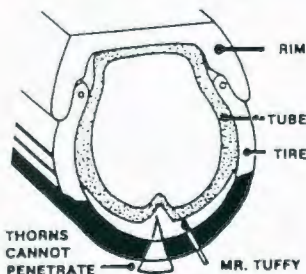


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FEATURES

- Mr. Tuffy protects tubes from rim cuts, broken glass, all kinds of thorns... even small nails.
- Saves tires from having to be replaced when small cuts appear on top of tire.
- Helps prevent rim cuts from tire buckling when loss of air occurs.
- Adds to bicycle safety. Gives bicycle a smooth, stable ride
- Independent laboratory tested and proven.

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Trade enquiries: Repco Cycle Company Melbourne Sydney Brisbane

National Calendar

September 12-13 National Mountain Bike Championships. Mt Coot-tha Brisbane. Incorporating the QLD Trials Championships. Entry forms from PO Box N25 Grosvenor St, The Rocks NSW 2000. Phone (07)359 1244.

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

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.

1988

JANUARY

Bicentennial World Series A spectacular series of track carnivals featuring the top Australian amateurs competing against 16 of the world's finest in an exciting prelude to the '88 Olympics. Saturday 16 January, Syd-

ney; Tuesday 9, Lavington; Wednesday 20, Shepparton; Friday 22, Launceston; Saturday 23, Melbourne; Sunday 24, Adelaide; Tuesday 26, Alice Springs; Friday 29, Brisbane; Monday 1 February, Grafton; Wednesday 3, Newcastle; Friday 5, Wollongong; Saturday 6, Sydney. For full details watch this magazine closer to the event. Promoted by Ozwide Sports Promotions (02)570 3855.

OCTOBER

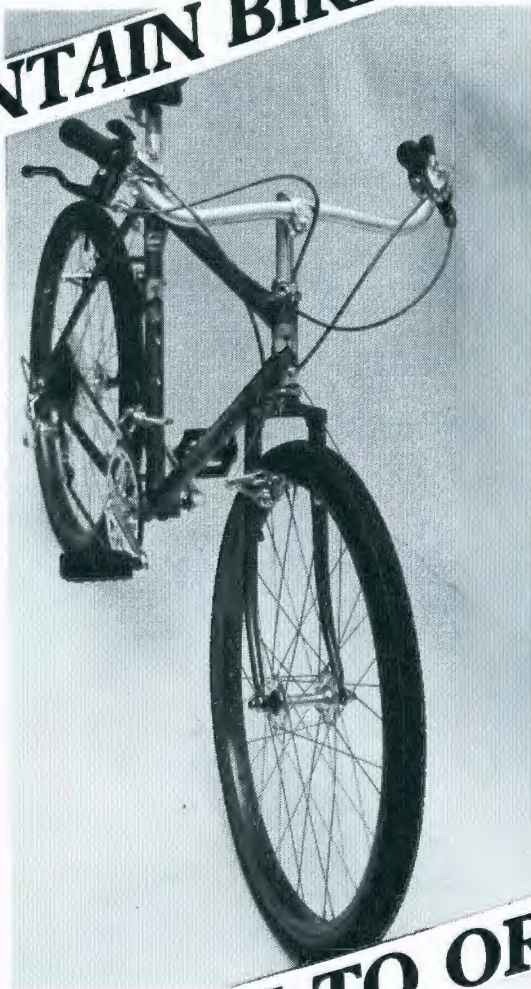
16 - 29 Commonwealth Bank Bicentennial Cycle Classic One hundred and twenty cyclists will ride between Brisbane and Melbourne via Sydney and Canberra on the world's biggest amateur cycling race. Watch this magazine for details, preview and colour coverage. Promoted by Ozwide Sports Promotions (02)570 3855.

CLUB CONTACTS

The Australian Cycling Federation and the state cycling federations will direct you to a club in your area if you want to get involved in bicycle road or track racing. Phone numbers and contacts for each state are: **NSW** Margaret Balmer (02)27 2977; **VIC** George Nelson (03)328 4391; **QLD** Mike Victor (07)390 1489; **WA** Mike Poyner (09)384 4130; **SA** Jean Cook (08)255 1639; **TAS** Joy Bestwick (003)31 2712; **NT** Shirley Davis (089)208 798.

Riders wishing to take out a professional licence should contact the **National Secretary of the Australian Professional Cycling Council**, Reg Marriner, PO Box 120 North Geelong VIC 3215.

MOUNTAIN BIKES



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BICYCLE BUILDING SPECIALISTS

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31 GLEBE POINT RD, GLEBE (02) 660 6605

NON COMPETITIVE EVENTS

1987

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).

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 The Hard Hundred This ride is organised by the Knox Bicycle Touring Club (Melbourne) and held annually on the first Saturday following Melbourne Cup Day in the hills to the east of Melbourne. The 100 mile tour will commence at Bayswater and travel to the Upper Yarra Dam and return. A 100 km tour will follow the same route but turn around at the 50 km point. Cloth badges will be awarded to all finishers. Refreshments and full emergency support will be provided. For full details and entry forms contact Ian Pengelly on (03)728 3180.

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 mass 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

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. **Illawarra Touring Cyclists' Club** (042)83 6524. **Melbourne Bicycle Touring Club** (03)836 0440. **Melbourne eastern suburbs - Knox Bicycle Touring Club** (03)754 4069. **Eastern Bicycle Touring Club** (03)762 7928. **Victorian Pedal Clubs** provide fun and training in bike handling skills for children of bicycle riding age. Call for information on a club near you: (03)337 6399. **Newcastle Cycleways Movement** (049)46 8298. **Bicycle Institute of New South Wales** (02)212 5628. **South Australian Touring Cyclists Association** (08)272 6406 (08)388 8331. **Sydney region bicycling clubs** can be contacted through the Bicycle Institute of NSW (02)212 5628. **Tandem Club of Australia** (03)241 4453. **Cycle Touring Association of West Australia** (09)330 3659. **Darwin Hufflers & 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.



Demand the best.
MICHELIN

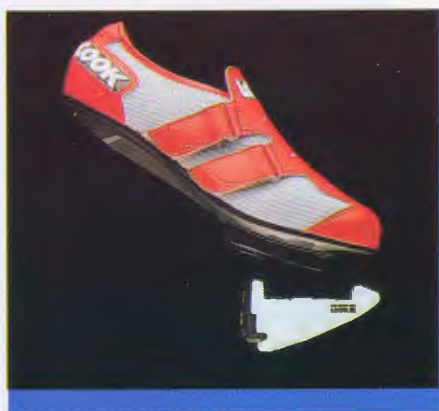


LEADER OF THE PACK

Only the Look integrated shoe and pedal system gives you power without pinching, convenience without clips, security without straps and release without restraint.

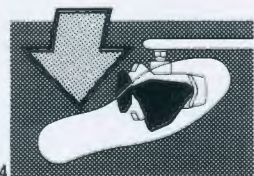
Bernard Hinault and Greg LeMond agree. They've both ridden the Look integrated shoe and pedal system to victories in the ultimate test – the Tour de France.

The more time you spend on your bike, the clearer the picture becomes. Look – an integrated pedal and shoe system working together for maximum efficiency.



For long hours racing, training or touring, the Look pedal/shoe system is convenient, comfortable and efficient.

Automatic step-in with a simple downward movement of the foot (Pics 1, 2 and 3). Instant step-out with a lateral pivot (Pic 4) for convenience,



and in case of sudden or unexpected stops.

The Look shoe provides more performance as well as giving ample room for your toes to spread. The sole and cleat are gently curved to mate precisely with the geometry of the Look pedal for maximum pedalling efficiency and comfort.

The Look integrated shoe and pedal – it's so simple, it's a wonder no-one thought of it before.

For further information contact Look Safety Systems, P.O. Box 87, Moorabbin 3189, Victoria. OR P.O. Box 29, Artarmon 2064, N.S.W.

LOOK
SAFETY SYSTEMS

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.

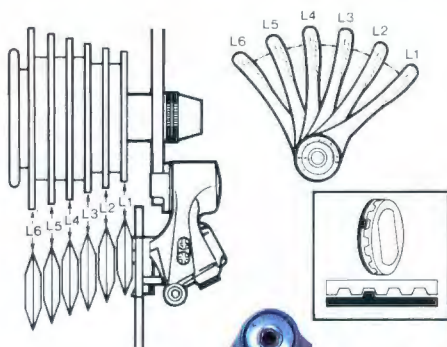
On the other hand, with SIS, changing gears is just like tuning that same radio with pushbuttons. One touch and you've got it.

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