

BICYCLES

Freewheeling

Number 44 September/October 1987 \$3.00

'87 FASHIONS



DESIGN INNOVATIONS

MODEL NO. 2781



12 SPEED TRI-A

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

15 SPEED CRESTA

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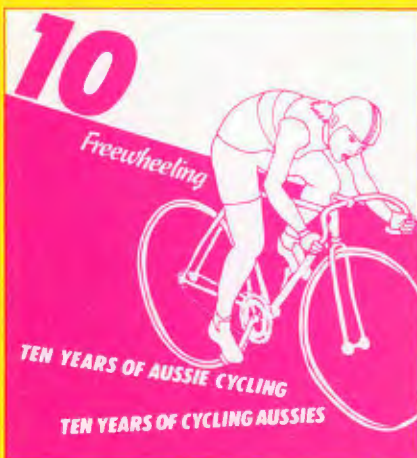
MODEL No. 2780



REPCO



CYCLES



Freewheeling

Number 44 September/October 1987

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WINDCHEATER



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Compulsion is not the answer.



I FIRST started wearing a bicycle helmet not long after I moved to the big city some thirteen years ago. In those days a bicycle helmet was the badge of a very serious cyclist and since I was seriously involved in velo-politics I sported the latest in high impact plastic

Though I wore my helmet in the city I seldom used it when touring. On long trips in the country I found it hot, heavy and noisy; the complete antithesis of the bicycle touring experience. I even remember a ride between Sydney and Brisbane to publicise the Pacific Coast Bicycle Route. Our group had a lot of contact with the local news media so I would don my helmet when we got close to town only to swap it for a cloth peaked cap out on the open road.

That changed when lighter and better ventilated helmets came on the market but I still find all my helmets noisy.

Yes, I said: all my helmets. At present I own about five helmets and they are all well used but do you think I can persuade my teenage son to wear his.

During the compilation of the bicycling helmet survey for the last issue I read through two very interesting, and in some ways, contrasting documents. The first was *An Exploratory Study of High School Students' Reactions to Bicycle Helmets* and the second was a leaked government document with the ominous title of *The Introduction of Mandatory Helmet Use in Victoria*.

The first document was one of the most interesting, intriguing *and* enlightening I have read for some years. The study, conducted by research psychologists Elliott & Shanahan Research, sought to understand the beliefs, motivations and attitudes of Victorian high school students on the subject of helmet use. I don't often admit to actually 'enjoying' reading technical reports but this one is a ripper.

The study finds, among other things, that teenagers are very conscious about what others think of them. This is often written-off as peer group pressure but it is more often based on good sense rather than conformity to the pack. For example the Federal Government's Molly Meldrum poster and TV campaign appears to have been a bit of a fizzer with the teenagers. They feel that "someone" used Molly Meldrum to "get to them". They also feel that: "you can't put someone *like that* in a helmet". And the impression that, "he looks like he is being paid to do it", or, "that he is only doing it for the money", was a common reaction.

Barry Elliott, the author of the report, admits that both the Government and helmet manufacturers have to be more persuasive and more tuned-in to the attitudes of teenagers if the expensive publicity campaigns are to have an effect. The latest TV campaign for Victoria will follow this approach and will show cycling as one of many sports and activities where helmet wearing makes good sense.

There can be no doubt that the Government and industry helmet promotion campaigns of the past five years have had a remarkable impact on helmet use in Victoria. In other states results have been poor. 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.

My son has the lightest, coolest (and most acceptable to adolescents according to the Elliott study) helmet that

money can buy but still he won't wear it because no one else at his school wears a bicycle helmet. He would rather walk to school than be forced to wear his helmet and does.

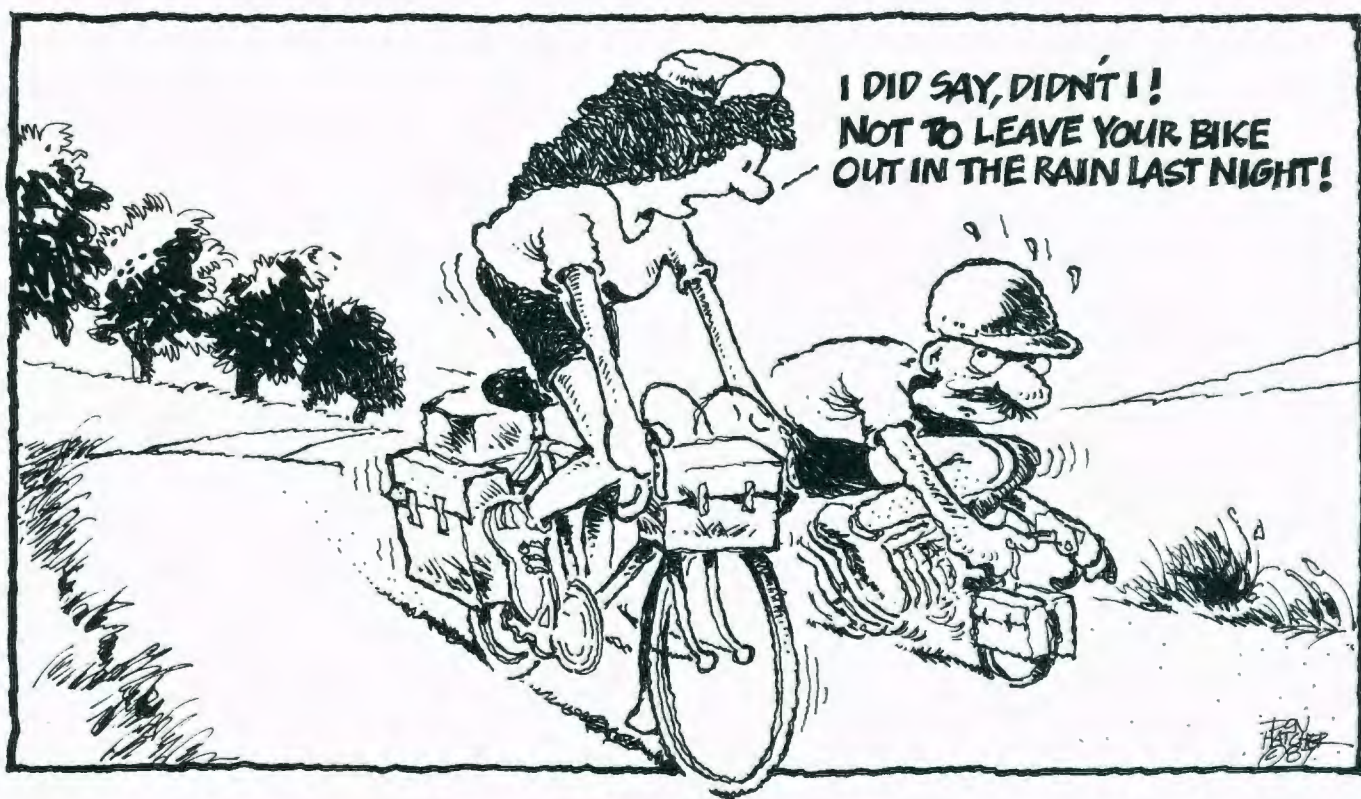
In time the current 'problem' group (adolescents) will simply grow up and will be replaced with kids who have already been wearing their helmets right through their primary years. As they get older today's teenagers will come across more and more people their age who believe that wearing a helmet makes good sense (adult wearing rates are also improving).

At this point in time we should be able to see more clearly that wearing a helmet doesn't necessarily make the rider any safer. It just lessens the injury if and when a crash occurs. And wearing a helmet is not going to lessen the probability of a crash occurring especially if the road conditions are bad.

As the compulsory helmet debate hots-up it is important to realise that the people who are leading this campaign are not bicycle users. They are well-meaning people who are concerned with the welfare of the individual NOT with the overall cycling environment. If they are to get their way we could see a massive diversion of funds from other areas such as bicycle education programs, engineering works, enforcement of road laws.

In Victoria this process is well under way and the government in that state proposes to spend millions of dollars next year if its campaign to 'sell' its compulsory helmet legislation to the voters goes ahead. It could well prove to be a costly campaign because at the end of it all the roads will still be as dangerous as before.

I don't doubt that the politicians, bureaucrats and private citizens who are initiating the compulsory helmet campaign are concerned about the wellbeing of the individual cyclist but the remedy they propose is only a short term solution. The precious resources needed to create a safer overall riding environment will disappear if the do-gooders with their good intentions get their way. For the unfortunate cyclists in our cities and towns the road to hell is paved with good intentions.



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Engineering for Cyclists

DREAMER OR PRAGMATIST

PHIL Anderson, Allan Peiper and Shane Sutton flew the Aussie flag, albeit as members of foreign teams, in the latest version of the Tour de France as it ploughed on its juggernaut way through the French countryside, and through the national consciousness. The French consciousness that is (other continental countries share the enthusiasm but not the passion and outside Europe it is only shared to varying degrees).

Sport has become gradually nationalised throughout the 20th century now, synonymous with modern communication, some sports have assumed international status, like tennis its flagship being Wimbledon. Football has soccer's World Cup, and a gathering of sports produces the biggest promotion of all, the Olympic Games.

Cycling, or should I say France, has the Tour de France to which the best road cyclists are invited. But there was very little of it seen on Australian television and nothing at all on the national broadcasting service – the ABC. Despite a fair amount of local interest engendered by the growing success of English speaking cyclists, and the entry of a British team with an Australian emphasis through Shane Sutton Australian television's reporting of the world's largest sporting event is still a abysmal.

This was a pity considering that this year's tour was the most open and newsworthy in a decade, having a North American final stage winner and an Irish winner overall.

Commencing in West Berlin, links were immediately established with Australia when Nico Verhoeven won the first stage, Verhoeven being the Dutch cyclist who won the "Sprint King" competition in the 1984 Commonwealth Bank Classic.

Since the French Tour became open to amateur riders in 1983, the race and its presentation – has become increasingly a political platform. In many sports, this would be considered a retrograde step, but cycling has been so dominated by its western European origins that only the most biased Frenchman would not welcome the involvement in the sport's most prestigious tour of racers from the Americas and the countries of the East.



If the sport in this country is to progress it needs more well-run criteriums to attract the public. Riders strain up the straight in the recent Sydney Criterium.

Whether the French like it or not, the future is destined to see the "Tour de France" take on a greater international status, in which the world's greatest sporting event will travel through other continents and will be contested by teams in which amateurs and professionals will be permitted to race alongside each other.

Dreaming, fanciful perhaps, then consider this: the internationalisation of cycle racing is reflected by the increasing success of English speaking participants, and the presence of the British (ANC) team and the American Seven/Eleven squad in the recent Tour de France. The last two Tours have been won by English speaking cyclists. American Greg Lemond scored in 1986 and Canadian Steve Bauer won a stage, and of course, Stephen Roche wore the yellow jersey over the finish line this year. Also Lech Pisecki wore yellow and became front page news in Poland. The prestigious Tour of Italy fell to the indefatigable Irishman, Stephen Roche, a Scot is sec-

ond and another Irishman is the current world number one professional cyclist.

But that is not all. There has been an enormous growth of interest in British professional cycling since Alan Ruston, the man behind Sport For Television started his Kellogs City Centre Cycling Series in which some of the star continental racers are showing a growing interest. Kellogs will again be to the fore sponsoring the revived professional Tour of Britain (Aug 12-16) which is stimulating tremendous interest.

And if you are wondering how come some riders from the Eastern Bloc nations, like Poland and Czechoslovakia, have been allowed to turn professional, well, it is because of the changed sports politics since the arrival of Mikhail Gorbachev. Don't be surprised to witness a complete Russian team, racing professionally next season with an Italian sponsor.

I understand that the Soviet National coach Alexandre Gusjatnikov is discussing such an arrangement with the Italian Federation.



Promoters Frank (left) and Phil Bates are visionaries well able to handle the Bicentennial demands of the sport.

And can you imagine the Tour de France commencing in London before the end of the 1980's. As the song says: "Just you wait and see".

BICENTENNIAL CYCLING

Australians and overseas visitors to our fair land who will join us in the Bicentennial celebrations next year will have the opportunity of attending some professionally promoted cycle sport.

Two promotions have been officially accepted by the Bicentennial Authority as celebration sports events. World Series Cycling will pit Australia against the World in a 12-off series commencing in Sydney, Saturday 16th January and

concluding at the same venue on Saturday 6 February, 1988. In between the itinerary will take the worlds top trackmen to Albury on Tuesday 19, Shepparton Wednesday 20, Launceston Friday 22, Melbourne Saturday 23, Adelaide Sunday 24, Alice Springs Tuesday 26, Brisbane Friday 29, Grafton Monday February 1, Newcastle Wednesday Feb 3, and Wollongong Friday Feb 5. Promoted by the "Oz Wide" organisation the series has interesting implications in an Olympic year.

For the lovers of road racing the well established Commonwealth Bank Classic has got the nod from the Bicentennial Authority. Scheduled from October 15 to October 29 the Classic of 1988 promises to be one of the real highlights of the Bicentennial celebrations.

Few sporting events will compare with the dimension of this epic. Backed by large financial and administrative support mounted by the experienced Bates brothers organisation, the presenters envisage up to 100 top rated world cyclists in a 14 day contest involving a million spectators, and millions more on television throughout the world watching the fight for supremacy through three states and the Australian Capital Territory.

The Bicentenary Commonwealth Bank Cycle Tour measures up big on the horizon of Australian sport.



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Greg LeMond
1st 1986 Tour de France
1st 1985 Coors Classic
2nd 1985 Tour de France
1983 World Champion



Write On

FASTER IN THEORY

As a cyclist, motorcyclist and car driver it was with some disbelief that I read the article in issue number 40 entitled *Faster and Safer Than the Automobile*. I wondered how this could be when all of the cars I saw every morning were passing me! As I delved further into the article I was annoyed by the out of hand dismissal of motorcycles and amazed at the incredible manipulation of statistics by your intrepid researchers and *SA Motor*.

Having little to do last night I put some of your figures into my computer and manipulated them some more. I used my own nett hourly pay rate and my own bicycle and a motorcycle for these manipulations plus a new Toyota Corona and a cheaper (commuter's) motorcycle for comparison.

I would like to make some slightly different assumptions than those made by Jarrett and Campbell. These are as follows:

1. I don't believe that motorcycles are any less safe than bicycles when ridden on the roadway, wet or dry.
2. I don't believe a commuter will pay for his trip to and from work at the marginal tax rate of 43 cents. If a tax rate is to be decided it should be the initial rate - zero. I have been generous in assuming my average rate.

3. I don't believe that the average person will buy a car with money in the bank, depreciate the car at 22.5% and then calculate loss of interest at 14.5%. My commuter traded his three year old vehicle in and got a personal loan from the bank for the rest at 20%. I have it on good authority that he will get at least \$7,000 for his three year old Toyota Corona.

4. My bicycle travels a lot faster than yours. My times to work are actual, however, and should put the bicycle at a greater advantage.

5. The distance to work is 12.2 km by bicycle and 13.5 km by motor vehicle.

6. I have four weeks annual leave and ten public holidays leaving me 460 trips to and from work in a year.

7. I do not feel that your bicycle costs were high enough so I have used my own expenditures for accessories and appropriate apparel.

I have attached tables detailing costs and calculated average speeds using your formulas.

I would like to suggest that although the bicycle is still faster than the car and the large motorcycle it is only so when used only for commuting and when commuting the tax rate should be nil, as you must first get to work before you can earn your living.

1. BICYCLE USED FOR WORK ONLY - 19.60 km/h

Trips to work	460
Distance	12.2
Total	5612
2 chains	20
1 cluster	50
3 tyres	45
Maint. cost	115
shirt 1/yr	50
Pants 1/yr	35
Gloves 2/yr	30
Shoes/Helmet 4 yrs	34.25
Socks 2/yr	15
Clothing	164.25
Bike & Accessories	723
3 yr bank loan at 20% 50% res	161.22
Maint. cost	115.00
Clothing	164.25
Total p.a.	440.47
Total per km	.08
Time at 30 kph	187.07
Shower/change	57.50
Hourly net rate	10.55
Hours worked for cost	41.73
Total hours	286.30
Average speed	19.60

2. MY MOTORCYCLE (1000 cc Moto Guzzi) USED FOR WORK ONLY - 16.15 km/h

Trips to work	460
Distance	13.5
Total	6210
Fuel	248.4
Oil	10
Tyres	62.1
Rego	104
Running cost	424.5
Jacket \$300/10 yr	30
Pants \$5/10yr + \$20/yr	20.5
Gloves \$30/4 yr + \$20/2 yr	17.5
Boots \$70/5 yr	14
Helmet \$150/4 yr	37.5
Clothing	119.5
Bike value	7500
3 yr bank loan at 20% 50% res	1672.36
Running cost	424.50
Clothing	119.50
Total p.a.	2216.36
Total per km	.36
Time at 40 kph	155.25
Shower/change	19.17
Hourly net rate	10.55
Hours worked for cost	209.98
Total hours	384.40
Average speed	16.15

3. MY MOTORCYCLE USED FOR WORK PLUS 10,000 km per year - 29.65 km/h

Trips to work	460
Distance	13.5
Other	10,000
Total	16210
Fuel	648.4000
Oil	10
Tyres	162.1
Rego	104
Maint. cost	924.5000
Jacket \$300/10 yr	30
Pants \$5/10 yr + \$15/yr	20.5
Gloves \$30/4 yr + \$20/2 yr	17.5
Boots \$70/5yr	14
Helmet \$150/4yr	37.5
Clothing	119.5
Bike	7500
3 yr bank loan at 20% 50% res	1672.50
Maint. cost	924.50
Clothing	119.50
Total p.a.	2716.36
Total per km	.17
Time at 60 kph	270.17
Shower/change	19.17
Hourly net rate	10.55
Hours worked for cost	257.36
Total hours	546.69
Average speed	29.65

4. TOYOTA CORONA S MANUAL \$14,000 USED FOR WORK ONLY - 10.98 km/h

Trips to work	460
Distance	13.5
Other	0
Total	6210
Fuel	372.6
Service	300
Tyres	37.26
Running costs	709.86
Rego	200
Insurance	300
Other costs	500
Car	14000
3 yr bank loan at 20% 50% res	3121.74
Running costs	709.86
Other costs	500.00
Total p.a.	4331.60
Total per km	.70
Time at 40 kph	155.25
Shower/change	.00
Hourly net rate	10.55
Hours worked for cost	410.39
Total hours	565.64
Average speed	10.98

**5. TOYOTA CORONA USED FOR WORK
PLUS 10,000 km PER YEAR – 21.81 km/h**

Trips to work	460
Distance	13.5
Other	10000
Total	16210
Fuel	972.6
Service	300
Tyres	97.26
Running costs	1369.86
Rego	200
Insurance	300
Other costs	500
Car	14000
3 yr bank loan at 20% 50% res	3121.74
Running costs	1369.86
Other costs	500.00
Total p.a.	4991.60
Total per km	.31
Time at 60 kph	270.17
Shower/change	.00
Hourly net rate	10.55
Hours worked for cost	472.92
Total hours	743.09
Average speed	21.81

**6. 250 cc MOTORCYCLE USED FOR
WORK ONLY (\$2,500) – 22.89 km/h**

Trips to work	460
Distance	13.5
Total	6210
Fuel	169.3636
Oil	10
Tyres	62.1
Rego	104
Running cost	345.4636
Jacket \$300/10 yr	30
Pants 55/10yr + \$15/yr	20.5
Gloves \$30/4 yr + \$20/2yr	17.5
Boots \$70/4yr	37.5
Clothing	119.5
Bike	2500
3 yr bank loan at 20% 50% res	557.45
Running cost	345.46
Clothing	119.50
Total p.a.	1022.42
Total per km	.16
Time at 40 kph	155.25
Shower/change	19.17
Hourly net rate	10.55
Hours worked for cost	96.87
Average speed	22.89

**7. 250 cc MOTORCYCLE USED FOR
WORK PLUS 10,000 km per year
– 38.46 km/h**

Trips to work	460
Distance	13.5
Other	10000
Total	16210
Fuel	442.0909
Oil	10
Tyres	162.1
Rego	104
Maint. cost	718.1909
Jacket \$300/10 yr	30
Pants 55/10yr + \$15/yr	20.5
Gloves \$30/4yr + \$20/2yr	17.5
Boots \$70/5yr	14
Helmet \$150/4yr	37.5
Clothing	119.5
Bike	2500
3 yr bank loan at 20% 50% res	557.45
Maint. cost	718.19
Clothing	119.50
Total p.a.	1395.14
Total per km	.09
Time at 60 kph	270.17
Shower/change	19.17
Hourly net rate	10.55
Hours worked for cost	132.18
Total hours	421.51
Average speed	38.46

MAKE YOUR MOVE

miyata

WORLD-CLASS BICYCLES

There is also the consideration that while I am pedaling to work, and enjoying it, the car is sitting at home in the driveway accumulating standing costs. Maybe these costs should be added to my bicycle costs.

I feel I have manipulated enough figures for now and it is your turn again. Happy computing! But don't let it encroach into your cycling time.

Theo Bekkers
Balgo WA

GOULBURN TO SYDNEY RACE HISTORY

I am in the process of writing the story of the Goulburn to Sydney road race but at this stage only pre 1940, amateur and professional winners, their handicaps and times taken for the course. I also have most of the programmes for the 1920's and 30's only require a copy of the professional 1920 event and the amateur 1923.

Ron Small and others have come forward with old newspaper cuttings which have provided me with stories of most of the events. I have some pre 1906 but need anything on the events up till 1912 and badly require something on the 1920 event.

If any *Freewheeling* reader can help with printed materials or information about this famous race I would be most pleased to hear from them. The Robinson's at Cooma are doing their best for me, as are the Larcombies of Goulburn. I hope that others may be able to throw some light on my missing links.

Jack Hepher
Railway Pde
Bundanoon NSW 2578

CYCLISTS AND THE LAW

I was disturbed to read in issue 42 of *Freewheeling* of a recent road use survey conducted by the Newcastle Cycleways Movement. According to that survey an alarming number of cyclists ride at night without lights. In fact almost ninety percent of all cyclists observed in the survey did not have lights fitted to their machines.

This is a disgraceful state of affairs and it reflects very badly on cyclists as a group. Cyclists should realize that they cannot have it two ways. It is no good clamouring for their rights as road users on the one hand, and then blatantly disregarding the law to such an extent on the other.

It seems that our Police forces are unable or unwilling to enforce the law

relating to lighting requirements on bicycles, and yet, the unlit cyclist is a menace to him/herself as well as to others. A publication such as *Freewheeling* would only reach a comparatively small proportion of the number of cyclists who actually use the roads, therefore highlighting the problem through your columns for example would have a very limited effect. However, it seems to me that if cyclists as a body are to have any credibility in their cry for recognition of bicycles as vehicles something has to be done to bring about a higher standard of behaviour on their part.

Probably most cyclists do not belong to a club or organisation of any kind, but it would be a step in the right direction if cycling clubs started a campaign within their ranks to encourage a greater level of observance of the road traffic laws. This would not only set an example to others but organised cyclists would at least be seen to be trying to do the right thing.

As a cyclist of many years experience myself I believe we cannot afford to adopt such a slap happy approach to our own safety (as well as that of others) as the statistics reveal.

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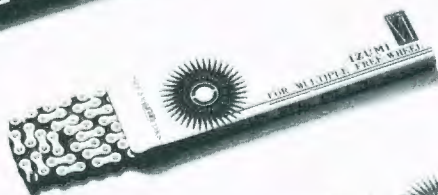


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The World Awheel



LONDON TO BRIGHTON RIDE

If you didn't get to this year's London to Brighton Ride you will have missed out on an amazing experience. Warm weather brought out record numbers of riders to pedal the 85 km route. Organisers estimate that in the vicinity of 30,000 Brits and others pedalled the charming roads and back lanes from the big city to the sea. As usual the cyclists turned up in their weirdest and wackiest outfits, some to help raise money for the British Heart Foundation.

The picture on this page shows some of the riders gathering on Ditchling Beacon ready for the final whoosh down to Brighton.

FEDS FAIL TO SEE THE LIGHT

IT COULD be years before we have an Australian Standard for good bicycle lights. Following the BIKESAFE conference in Newcastle in 1986, the Commonwealth Minister for Transport, Peter Morris, accepted the need for a bicycle light standard. But so far no Federal funds have been provided to do the necessary testing of lights.

In Melbourne last May, the Standards Association's Bicycle Lighting Committee met for the first time in nearly two years. The committee tried very hard to list what is required for good bicycle lights. But it was impossible to be specific on some issues simply because the necessary testing hadn't been done.

The Victorian State Bicycle Committee had paid for laboratory tests of bicycle lights currently on the market, and these tests told us about brightnesses and beam patterns. That's good. But bicycle lights have to work outside too.

On the road, they must withstand vibration, rain and splashes. Lights should fit securely onto bikes with or without carriers, and not be obscured by panniers or other luggage. Lights should be theftproof, and should withstand the inevitable crash when the bikes fall over. Generators should give a bright-enough light – when you are pedalling slowly uphill, but mustn't blow globes when you are whizzing downhill. And generators mustn't slip in the rain when you need them most of all. Until these reliability and mounting details have been worked out, we won't be able to specify a standard for the bicycle lights we need.

Most cyclists killed at night are hit from the rear by motorists, and anything that will make us more easily recognised should be tried. With a superbright tail-light, a bicycle might be mistaken for a faster motorbike. Perhaps a yellow flashing taillight would be better, so that a cyclist could be mistaken for a slow moving street sweeper, or for a big hole in the road!

Perhaps every bike should have two tail lights, one a set distance above the other, so that motorists could judge how close we are. It's time for the Federal Office of Road Safety to fund research into these ideas without further delay.

Meanwhile, the Standards Association might adopt the British Standard for bicycle tail lights. It's not very bright, but even so a lot of lights now on sale in bike shops wouldn't measure up. If the Federal Trade Practices Commission made the British Standard legal here, that would at least get the junk lights off the market.

Ron Shepherd

NATIONAL SCHOOLS CYCLING CHAMPIONSHIPS

Following the recent state championships each of the four category finalists in the Safe-n-Sound Schools Championships will fly to Sydney on 7 October to compete on the Olympic standard velodrome at Tempe as part of a major track carnival. The state finalists will compete in the following categories: boys under 16; girls under 16; boys under 14; and girls under 14.

The four national champs will be presented with Safe-n-Sound trophies and a Malvern Star bicycle.

The Safe-n-Sound National Schools Cycling Championship was re-introduced in May this year and is a revival of the former National Schools Championship. Up to the national finals all competition was conducted on special custom-made turbo rollers incorporating advanced digital equipment designed to test speed and the endurance of the cyclists by simulating actual cycling conditions.

The World Awheel

CYCLISTS' HANDBOOK FOR SOUTH AUSTRALIA

The South Australian Touring Cyclists Association has recently published an eighty page guide booklet to assist cyclists touring in that state. The guide is designed to help visitors gain access to the best routes and services and has sections dealing with a range of related topics. Though it is obviously designed to be used in conjunction with the excellent full colour SA Cycle Route Maps the Handbook also offers some tour suggestions of its own. It also contains recommendations on trip planning, basic repairs and availability of bicycle spare parts. South Australia's reputable bicycle dealers are also listed.

The Handbook is sold with a heavy clear vinyl wallet and will accommodate the Route Maps, travel tickets and other tourist information. The handbook was launched in Adelaide during August by the Association's patron the Premier, John Bannon. Copies of the book can be obtained by mail order from SATCA, PO Box 60 Echunga SA 5153 for \$4.80 plus \$1.05 postage costs.

THE NATIONAL BIKEWAY DESIGN MANUAL

Probably, the only positive outcome of the Federal government sponsored Bikesafe conference in 1986 was the adoption of a Bicycle Federation of Australia proposal that there be a national bikeway design manual.

As a direct result of the BFA proposal

the National Association of Australian Road Authorities (NAASRA) agreed to produce a bicycle facilities manual. A draft manual has been distributed for approval by all other state road authorities by the Road Construction Authority of Victoria (RCA) for NAASRA.

This NAASRA manual recognises cyclists needs but has a lot of defects when you look at specific problems. It does not have enough worked examples of how to provide for cyclists at main road intersections or on freeways and many of the tables showing bikeway design criteria are based on obsolete references that ignore basic anthropometric and ergonomic data.

The section on bridges needs greater expanding, and the section on widened kerb lanes is most inadequate. This manual is both lacking in practical advice and scholarship. However the draft as it stands has one great merit in the stating in the first few paragraphs about "Planning for bicycles", the need for cyclists to be catered for on main roads.

Cycling may occur on most roads and therefore, the construction of a few bicycle facilities particularly in towns and cities will not solve the cyclist's problem of road safety. Planning for the bicycle must concentrate on improving conditions on the road as well as providing some appropriately located off-road facilities.

The specific advantages of arterial road travel such as better surface, maintenance, priority and directness of travel are appreciated by cyclists. However,

they are heavily trafficked with a high percentage of heavy vehicles and narrow traffic lanes in some locations which are undesirable cycling conditions. Recreational cyclists may be free to pioneer longer and quieter routes along back streets, but arterial roads will remain the transportation routes for all road users.

At long last we have a draft manual that points everyone in the right direction and recognises cyclists are legitimate road users. The job now is to get the detail right.

Copies of the draft NAASRA manual are available on request from: Bicycle Facilities Co-Ordinator, Road Construction Authority of Victoria, 60 Denmark Street, Kew VIC 3101

Alan Parker

CHOICE TESTS CITY BIKES

The Australian Consumers Association in the July edition of its magazine *Choice* put 15 lower-priced mountain bikes to the test. While the testing procedure did not rely on any scientific method of evaluation it did at least point out a number of recurring problems which confront the new bike purchaser. A number of the bicycles purchased for the test were poorly set up and some even came with out important components such as reflectors and bell. The lesson to be learnt from the *Choice* test is that you should always buy a bike from a retailer who can provide proper after sales service. In addition we think that it is good if you can consult a knowledgeable friend and if possible take them along with you when you make your purchase.

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Our last 'How to buy a bike' article appeared in issue 24 and is still available as a back issue. We will be updating that information in a forthcoming issue and attempting to give readers more sound advice on not only selecting a good machine but dealing with over zealous retailers.

BIKE EXPO COMES TO SYDNEY

After three successful years in Melbourne Bike Expo the Retail Cycle Traders Association's industry showcase went on display for three days in August at the Sydney Showgrounds. The show was well supported by both the industry (as exhibitors) and the public (as eager spectators).

The last time Sydneysiders had the chance to see such a large display of bicycles and accessories was in 1980 when a smaller exhibition was held at Circular Quay shipping terminal. The 1987 exhibition was easily the largest ever seen in NSW and brought together every major manufacturer and distributor.

For bike enthusiasts Expo was a fantastic opportunity to catch up with the latest technology, fashion and nick-knacks.

HAPPY BIRTHDAY NCM

One of Australia's most energetic and successful bicycle advocate groups the Newcastle Cycleways Movement celebrated its tenth anniversary recently. In its ten years it has chalked up an impressive list of achievements which have helped make Newcastle a real bike city. Good on you NCM and keep up the fantastic work.

VELO-CITY

VELO-CITY CONFERENCE

From September 22 to 26 this year the Dutch Ministry of Transport, the Municipality of Groningen and the European Cyclists Federation are organising the third Velo-City Cycling Congress. The theme of this years conference will be 'Planning for the Urban Cyclist' and delegates from many countries including Australia are expected to attend.

Velo-City is the major international gathering of bicycle activists and planners and will be addressed by an impressive range of speakers. For further details and application forms write to Freewheeling PO Box K26 Haymarket NSW 2000.

LONG BEACH BIKE SHOW

Manufacturers are gearing up in the USA for the worlds largest annual bicycle show to be held early next year between January 8-10 in the Los Angeles area. The Long Beach show is a business only exhibition so it is generally the meeting place of the bicycle industry world-wide. Local distributors attend the show to meet manufacturers and place their orders. Accredited Australian bicycle industry professionals wishing to visit the BDS Expo should contact Bill Mattes or Lyn Burke at (203) 853 0400.

CYCLE THE WORLD

Tailwinds Bicycle Touring, a travel company specialising in cycle tours, has released their 1987/88 catalogue. Tailwinds began in 1982 with the first trip to China. Recently Tailwinds has added another 'first' to its list by organising an expedition of over 1000 km between Lhasa in Tibet to Kathmandu in Nepal.

Rob Fletcher, the founder of Tailwinds will lead their first trip to India which leaves for 23 days in mid-December. Tailwinds also organises tours to Japan. Copies of their catalogue can be obtained by writing to PO Box 32 O'Connor ACT 2601.

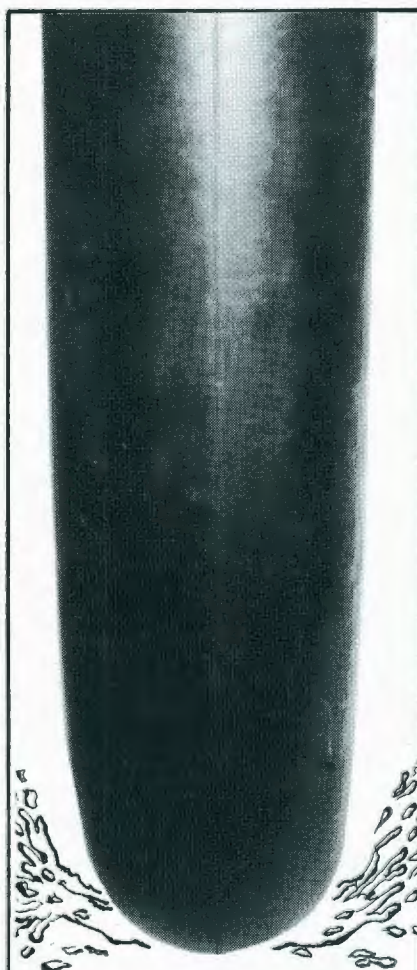
SECREST WINS RAAM

Nine days, eleven hours and thirty five minutes after leaving San Francisco Mike Secrest of Michigan cycled into Washington to win this years (6th annual) Race Across America. Secrest finished over two hours ahead of the next rider Mike Trail of Washington state. Kestrel made the 5016 km crossing on a revolutionary Kestrel frame made from a single piece of carbon/Kevlar/boron material. The frame is extremely stiff, lightweight and aerodynamic.

Michael Secrest, 34, is a professional cyclist and rode over 1200 km per week in preparation for America's longest marathon event. He finished in second place in 1985. This year he raced 34 other competitors including seven women.

SA BIKE MANUAL

The South Australia State Bicycle Committee has recently produced a loose-leaf technical manual designed to provide guidelines for the construction of bicycle facilities in that state. The main emphasis of the manual is on designing and carrying out on-road treatments to enable cyclists to share the road surface



CITY SLICKERS

Avocet City tyres with the smooth tread give you more rubber on the road for round town use. On busy city streets and in the suburbs you need the maximum traction that only the smooth tread of the City 1.9 can deliver. Avocet City 1.9's were developed as a high pressure (80 psi) street tyre to give improved cornering and road grip performance even on wet roads.

Avocet City tyres are available from a specialist dealer in your town. Try them today.



Engineering for Cyclists

The World Awheel

with other vehicles. Segregated bike-ways are no longer seen as the most effective or even the most successful way of reducing bicycle/motor vehicle accidents. Copies of the *Guidelines for the Design of Bicycle Facilities* can be obtained from the State Bicycle Committee of SA 33-37 Warwick St Walkerville SA 5081. (08) 269 8173.

BARGAIN!

SBS television have covered the Commonwealth Bank Cycle Classic since 1983 and sell video tapes of their coverage. Usually individual tapes cost \$49.95 each but they have decided to clear their stock for the bargain price of \$20 each. Both Beta and VHS formats are available and there are limited stocks. To order phone (02) 964 2879 to check stocks first. Send cheque, money order or bankcard/mastercard/visacard to SBS Marketing PO Box 0-28 Milsons Point NSW 2061.

'GONG RIDE ACTIVITIES

This year's Repco Cycles Sydney to the 'Gong Bicycle Ride will feature a demonstration mountain bike trials course

REPCO CYCLES

Sydney to the 'Gong

BICYCLE RIDE

Australia's big one-day 85km fun and fitness ride

SUNDAY 22 NOVEMBER 1987

and cycle clothing fashion parades as part of the entertainment laid on for the riders at the Wollongong end of the ride. The mountain bike observed trials event uses a special type of obstacle course which will be marked out at Flagstaff Point at the Ride's end.

Leading the list of invited Trials experts will be the current National Champion Glen Roche from Melbourne. Glen will compete against an invited field of experienced riders from Sydney, Newcastle and Wollongong. Heats will be conducted throughout the

afternoon to decide the 'Gong Ride Champ. If you are an experienced Trials rider and would like to enter the event and test your skills against the National Champion contact the Ride organiser at the *Freewheeling* office on (02) 264 8544.

During the afternoon fashion parades will be run on stage at Flagstaff Point. The parades will feature summer gear in the latest colours and patterns. Food and drink will also be on sale.

Flagstaff Point will take on a carnival atmosphere for this year's big ride which

COLOUR CO-ORDINATES



Mix and match your patterned cycling tops with riding knicks in a rainbow range of fashion colours from Woolys Wheels. Our clothing department is stocked to the hilt with cycling clothing in the latest season colours, patterns and designs. We started the coloured lycra fashion trend in Australia so come on in and see why we are still streets ahead of the rest.

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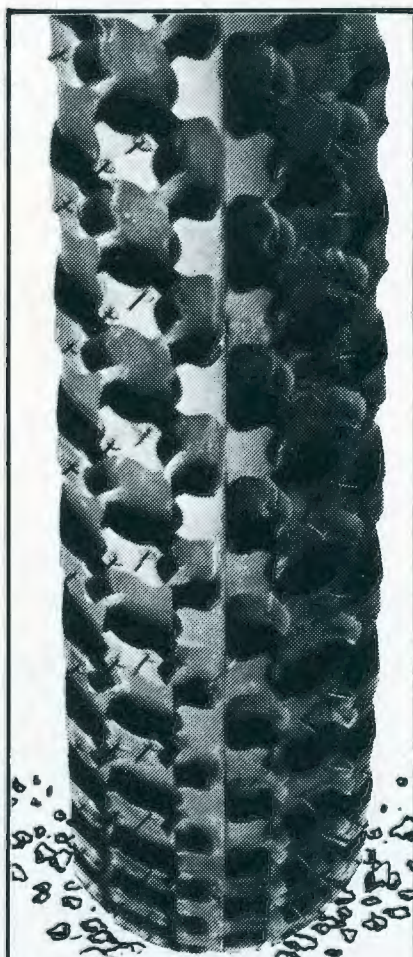
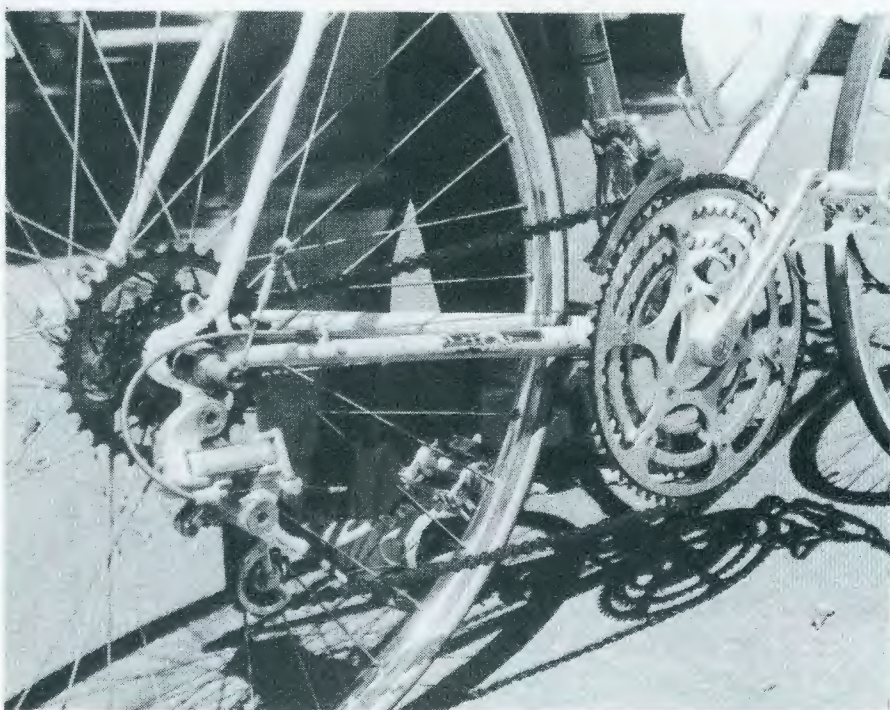
The World Awheel

is expected to attract in excess of 3500 people. Full details and entry form elsewhere in this issue or contact (02) 264 8544.

John Klose of Yankalilla Cycles in South Australia has a wind problem. On his way to and from work each day he encounters high winds on Sellicks Hill near Yankalilla and to take advantage of this wind in *both* directions he has fitted one of the widest gearing ranges we have ever seen fitted to a bicycle. The bike is

fitted with a six-speed SunTour Ultra Six freewheel with sprockets ranging between 13 and 32 teeth. His front triple chainwheel set has 40, 53 and 64 teeth chainrings.

His total gear range is 25" to a massive 177" and because of the three-speed Sturmey Archer hub fitted to the rear he ends up with an amazing 54 gear ratios. On the road he uses a shifting sequence of 19 evenly spaced gears and his top is only usable above 60 km/h – just the thing for coming down Sellicks Hill with a ripping tailwind.



THE STRONG SILENT TYPE

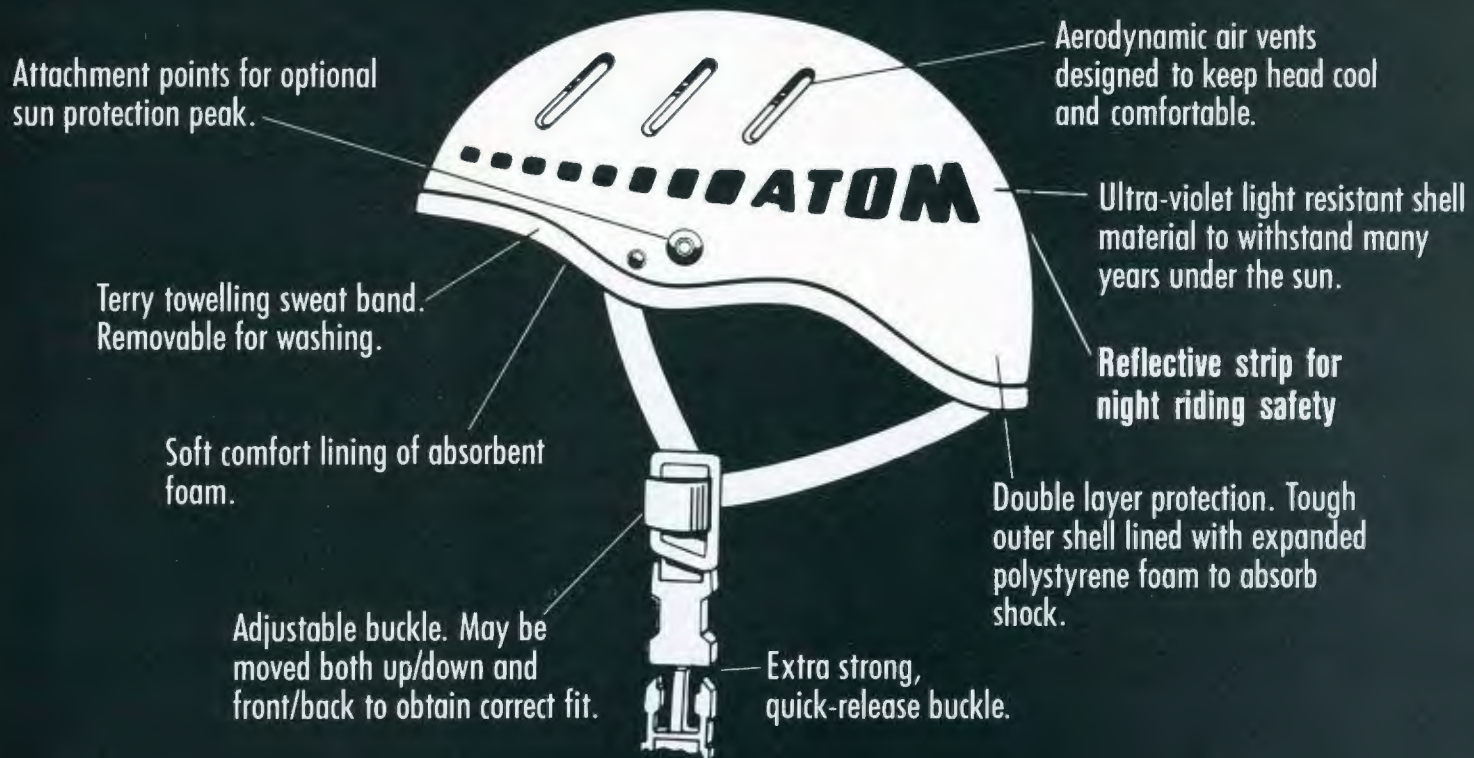
Off the mountainside and onto the asphalt. Other off-road tyres have isolated lugs positioned in the centre of the tread at any speed you can feel the tyres rumble. The Richley Quad 1.9 doesn't rumble because the lugs are offset — not in the centre. The crown of the Quad is an endlessly quiet plateau.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

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



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COLOURS: WHITE, YELLOW, PINK, RED, BLUE, BLACK.

Sleek aerodynamic styling, plus a range of colours to choose from, means you can now buy a helmet that is not only a superior safety device but a fashionable sporting accessory, too. The ATOM helmet exceeds **every** rigorous test to pass the 2063.2 standard and yet has also managed to keep its stylish good looks.

Now there's no reason for risk: you **can** comfortably wear the ultimate in safety and still look great doing it! ATOM safety helmets come in your choice of six brilliant colours in the widest available range of sizes. You might only **need** your safety helmet once. . . but that could be the time it saves your life. Buy yours now.



ATOM



**Because it is important that a helmet be correctly fitted,
ATOM is available only through bicycle shops
and sports stores.**

Enquiries to: ATOM, 75a Burrows Road, Alexandria NSW 2015. (02) 550 1655



'87 Fashion 1

Selections from the Netti 1987 range. Top: cool comfortable cotton lycra knicks, black with black and white striped panel \$42.50. European blue satin look fleecy lined jersey with long back and pockets. \$45.00; Blue and yellow with black and white panel knicks \$42.50. Cool cotton/poly road jersey in white, aqua or yellow. Also with long back

and pockets. \$30.00; Finest printed Italian lycra knicks in blue/black and yellow black (pink/black also available). Chamois liner. \$60.00; Cotton lycra for hot summer days matching knicks and midriff in candy stripe fabric cut specially for women. \$60.00 set; Mens knicks in cotton lycra with striped side panels. \$35.00.

Bottom: Triathlon singlet poly/cotton with mesh side panel for extra ventilation in aqua, red and jade. Rear pockets. \$25.00. Nylon lycra triathlon knicks

available in many colours. \$25.00; Poly/cotton road jersey with contrasting flash panels and rear pockets. Also available in red, white and jade. \$30.00; Nylon lycra knicks in red. Available with cotton/lycra or chamois liner in black, aqua, yellow or fuschia. \$45.00; Italian nylon lycra 2 colour panel knicks with cotton/lycra or chamois liner. Available in a variety of colours. \$50.00; Mens trade name cool cotton/poly road jersey. Rear pockets. \$30.00; ladies sleeveless singlet in poly/cotton with feature panel. Colour rear pockets. \$29.00; ladies tapered panel knicks also available in purple and jade. \$45.00.



'87 Fashion 2

Fashion from the Le Knicks, Prime and Le Tri ranges distributed by Agencies Sportiff. Fashion shirts, traditional shirts from Prime with knicks by Le Knicks. Prime jerseys are available in Italian, French, German and Aussie colours for around \$55.00. Prime jerseys are made from Italian lycra. Le Knicks are available in seven single-colour or five striped colour combinations for \$47.00. Le Tri has got you covered. Lots of different models, features and colours starting at \$36.00.

Bottom: Tights and long'uns in plain colours and dazzling combinations, ideal for those cool spring mornings. Le Knicks range in price from \$39.00 to \$59.00. Le Knicks and Prime jerseys are made from the finest Italian lycra with cool cotton/poly material and mesh side panels on some models.



'87 Fashion 3

Clothing from Cycle Circuit. Kick off the season in the new "Scott Tinley" range of sports wear for men and women. Running shorts with mix and match tops and singlets and co-ordinating swimmers for men. (Swimmers are made in durable nylon lycra with a 100% polyester pad for cycling comfort; quick drying with drawstring waist). Lycra bike shorts for men have double layer polypropylene liner. The poly/cotton tops with cut-away backs, open mesh sides and pockets in back are cool and comfortable. Lightweight running shorts in 100% cotton have split sides, poly/cotton liner and key pockets — these are the shorts to supercede nylon tricot; Italian lycra Zeus knicks worn by leading triathlete Marc Dragan who also rides Zeus equipment. The imported Zeus shirt is made from absorbent polyester and the Ferrari shoes have leather uppers and nylon soles; Triathlete ensembles made in quality Italian lycra are available separately in colours and patterns to suit everyone. Gloves are French with lycra or cotton backing and soft leather palms. European trade names.

Bottom: Cycle Circuit's own range of mix and match Italian lycra tops and knicks add variety and style to your sports wardrobe. Tops have mesh sides, rear pockets and team well with a variety of knicks with chamois towelling cotton or durable lycra inserts.



'87 Fashion 4

Top left: three selections from the Apollo clothing range. European team jersey in the Gitane colours and Harlequin tops in Apollo colours \$39.00. Triathlon singlet \$27.00. Pro knicks \$54.00. Contoured knicks \$45.00 and anatomical knicks and triathlon knicks in a range of colour combinations \$45.00.

Right top, centre and bottom: Fashions from Ultima clothing distributed by Elan Bicycles: Summer jerseys in poly/contone a bonded fabric made of synthetic and cotton to wick away body moisture. The lycra knicks all feature multi-paneled design with contoured chamois.

Bottom: La Concorrenza Pro-nix from The Competition. These superbly cut knicks feature fully contoured multi-panelled design, tie waist, front chamois extension, elasticised leg bands and brilliant red/green logo all in wet look lycra. \$58.99. All prices are recommended retail only.

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**The first safety helmet
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Rosebank Stackhat® Australia's largest selling Bicycle Safety Helmet. When you purchase a Bicycle Safety Helmet, buy the best head protection in Australia, the Australian made Safety Helmet with both the coveted Australian Design Award and approved by the Standards Association of Australia. The Rosebank Stackhat is designed for both children and adults and provides maximum protection to the Skull, Temple and Nape of Neck. The Stackhat is not only a real cool design but the 18 ventilation openings and flow through air ducts help keep hot heads cooler, and the strong reliable Nylon Webbing Retention System holds the Stackhat securely in position.

\$10,000 FREE INSURANCE



The Rosebank Stackhat is the only bicycle safety helmet that will insure the head of any wearer for \$10,000 absolutely FREE. Rosebank Stackhat is made from the strongest "space age" materials available, it has a strong PBT Polyester Outer Shell made from Valox® with an Expanded Polystyrene Inner Shell, and the unique Rosebank Stackhat Inner Comfort Liner for a real cool, comfortable ride. Available in 4 sizes - X Small, Small, Medium and Large in Brilliant White and Safety Yellow from retailers everywhere.

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WOLBER TIRES-RIMS


Weight (g)	520-550	550
Size	650 B-700 C-27"	700 C
Drilling	36/40/48. Simple eyelets	
Surface treatment	• Polish • Satin	• Hard anodized • Heat treated
Uses	Touring	• Touring • Long run
Specifications	• Chrome & Magnesium enriched aluminium alloy • Flash welding	
Profile		

M 58


M 59

T 430 ALPINE AND M 59 : CYCLING SPORT AND TOURING CYCLISM, THE SAME QUALITY REQUIREMENTS

Flash welding is a new state of the art technique developed by WOLBER for the T 430, a rim for narrow tires, and the M 59, a touring cycling rim. For these two rims, flash welding is applied to a special aluminium, chrome and magnesium enriched, heat treated and hard anodized. As demonstrated by test results, these processes endow both T 430 and M 59 with much improved rigidity.

Weight (g)	450
Size	700 C
Drilling	28/32/36
Surface treatment	Hard anodized 60 µ
Uses	Triathlon - Racing
Specifications	• Chromium and magnesium enriched aluminium alloy
Profile	

TX PROFIL

Weight (g)	430
Size	700 C - 27"
Drilling	32/36 - Double eyelets
Surface treatment	Hard anodized Heat treated
Uses	Triathlon - Racing
Specifications	• Chrome and Magnesium enriched aluminium alloy • Flash welding
Profile	

T430 alpine

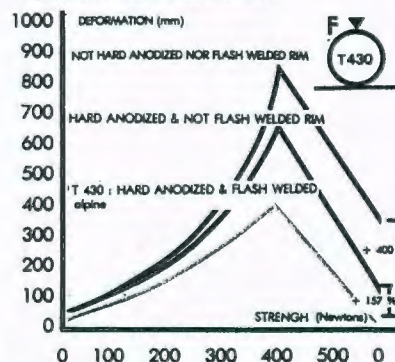
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TX PROFIL : THE MOST AERODYNAMIC TIRE-TYPE ALUMINIUM RIM IN THE WORLD

The latest in the PROFIL rim series, TX PROFIL is transposition to the tire mode of the PROFIL 20, a high competition tubular rim, designed specially in a wind tunnel at the Institut Aérotechnique de Saint Cyr L'Ecole, for mounting on avant-garde aerodynamic bicycles used by Laurent FIGNON and the SYSTEME U team. TX PROFIL therefore benefits from the same aerodynamic advantages, combined with outstandingly higher rigidity with a total weight of 450 g only. This is the most aerodynamic tire profiled rim ever proposed to racing cyclists.

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NSW State Bicycle Committee

NEW SEASON BICYCLES

The 1987/8 ranges

A look at what's new in bicycle technology this summer.

by WARREN SALOMON

BICYCLES have come a long way in the ten years since *Freewheeling* published its first issue. Mountain bikes, 'click' gears and fancy paint work are the big features of the brand name ranges this year. In 1977 you were lucky to find a bike with alloy wheels on the shop floor; nowadays they are commonplace.

This season will test predictions of a mountain bike 'take over'. All through winter fat-tyred bikes have sold well and this summer should see this class of machine dominate the market. Already some dealers are reporting up to forty percent of sales to this class though it does depend on the area. Queenslanders who lead the BMX craze have been slow to discover the delights of the mountain bike but the up-coming National Mountain Bike Championships in Brisbane may alter that.

Lightweight road bikes styled for the triathlete continue to sell strongly at the top end of most of the ranges I reviewed. Shimano Biopace chain rings, indexed gears and 700c 25 mm wheels are the common features of the best tri machines. Shimano have grabbed the lions share of the 'original equipment' market with their 105 range of componentry and just about every manufacturer had a bike in this category.

This season there can be no doubt that indexed gears are here to stay. All the major European parts makers have followed the Japanese and added 'click' gear levers to their catalogues. Even the mighty Campagnolo has its version but it is the Japanese equipment which will be seen on the professional racing scene this year and next.

Mountain bikes too are now being equipped with indexed gears. Shimano's beautiful Deore XT and SunTour's XC ensembles are standard equipment on top of the line fat-tyred machines for 1987/8. As present index gears are only available on models in excess of \$550 though there are a few bargain machines which offer click gears under that price range.

Paint work styles have changed over the years. Years ago the rage was purple



Top of the Malvern Star mountain bike range is the Bushranger. A better bike for 1987/8. ▲

Repcos time trial machine the Vertex TT is also available in a standard design Reynolds 531 frame. ▼



and orange. Urk! Thank heavens the crass sixties and seventies have given way to more tasteful colour schemes though boring grey and black are still over represented. The contrast head panel trend of a few years ago has given way to graduated two tone colour schemes though the effect is often ruined by tasteless decals in colours which clash badly.

Colour co-ordinated brake cables, handlebar tape, toe straps and even brake lever hoods can vastly improve a bike's appearance. My pick of the bunch this year is the Repco Olympic 12 in pearlescent pink and grey with matching decals and black handlebar tape or the stunning Centurion Ironman in magenta and yellow.

Funny bikes or time trial machines have also appeared in the catalogues in the last few years. This season Malvern Star has dropped its Team '86 'funny bike while Repco has added the Vertex TT

with its Reynolds 531 sloping top tube frame.

The touring bike category is still represented in many of the catalogues and the models on offer are better equipped with mudguards, cantilever brakes and triple chainwheel sets. The Repco Cresta now has SunTour Accushift indexed gears and an Australian made frame.

BMX bikes are still in the doldrums as the older kids change over to cruisers and mountain bikes. The freestyle type bike, designed for trick riding, is still a popular bike though to a limited group of riders. Little kid's bikes still tend to mimic the BMX trend and there is little change in this type of bike other than paint colour and decals.

The all-purpose or family bike still manages to appeal to enough people for it to remain in the catalogues. Five years ago it was a big seller but is currently being nudged out of the market place by the mountain bike and cruiser.

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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RIDING THE NEW PANASONICS

Bicycle reviews

THE 1987 Panasonic range features five models ranging in price from \$1000 down to \$500. The entire range is made in Japan which is quite an achievement considering the rush to Taiwan by most of our major importers in the last three years. It is good to see a real Japanese bike and a close look at the Panasonics will show why that country's bike makers are still among the world's best. Taiwan may have lifted its game but their factories are so overloaded with orders that attention to detail is often overlooked.

Not so with the DX-4000 top of the 1987 range. This beautiful lightweight has a Tange number 2 chrome moly tubed frame with a strong smooth styled fork crown. There are many machines equipped with Shimano 105 componentry this year but the 4000 has got to be one of the best. At \$999 it is priced towards the top of that category.

Below it is the DX-3000 (\$799) also fitted with Shimano Biopace chainrings and SIS index gears. The 3000's gears are Z series alloy derailleurs. The frame is also made from Tange number tubing and it has a Tange mangalloy fork. Both the 4000 and the 3000 have Araya bronze hard-alloy narrow 700c rims.

The DX-2000 sells for \$699 and has Shimano SIS gears, Tange 900 chrome moly double butted frame and Dia Compe 500 alloy side-pull brakes. It has sealed mechanism hubs and silver Araya narrow 700c modular rims.

The most comfortable (though not the fastest) bike in the Panasonic range was the DX-1000. It has softer frame angles and fork rake and the 27 x 1 1/4" tyres and rims give a comfortable ride on all but the roughest city streets. The 1000 has a Tange 900 chrome moly frame, Dia Compe alloy side-pull brakes, Shimano SIS gears and sealed mechanism alloy hubs. It sells for \$599.

Last but not least is the Sport DX. At \$499 it offers quality Japanese construction and a Tange 900 chrome moly double butted frame. Its Shimano Z series alloy derailleurs are controlled by stem shifters and comfort grips are fitted to the handlebars.

All Panasonic models are available in a full range of sizes and this season will be available in Victoria as well as NSW.



Panasonic Sport DX



Panasonic DX-3000

PUZZLE PAGE

WHAT'S WRONG WITH THIS PICTURE?

There are 8 things wrong with this picture. Study the scene carefully and see if you can find them all.

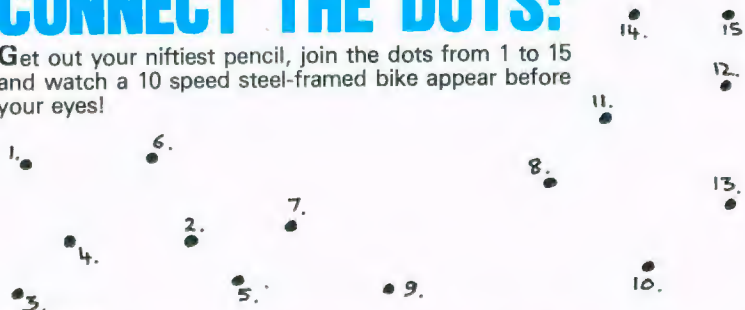


SOLUTION

1. The third balloon from the right being held by the street vendor is a salami.
2. The owner of the Venus Love Shop has borrowed a pump that fits a car valve but his current stock of love dolls have presta valves.
3. The man in the restaurant has just ordered in his best French. He will be served a lightly steamed lug wrench.
4. The cyclist is wearing a 100% woollen scarf, however the washing instructions on the label are for Acrylic.
5. Owing to a clerical error at the city engineer's office the footpath is made of pastry instead of asphalt.
6. Three of the ball bearings inside the bicycle's front hub are rusty.
7. The dog in left foreground is a cartoon dog yet is *not* biting the cyclist, chasing a postman or urinating on a tree.
8. The cute little girl eating an ice-cream is misplaced and in fact belongs in a single-panel gag cartoon in next month's *Reader's Digest*.

CONNECT THE DOTS:

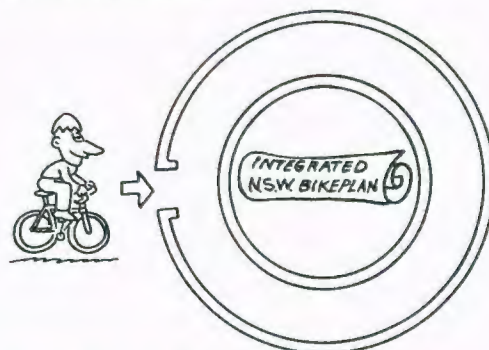
Get out your niftiest pencil, join the dots from 1 to 15 and watch a 10 speed steel-framed bike appear before your eyes!



ANSWER

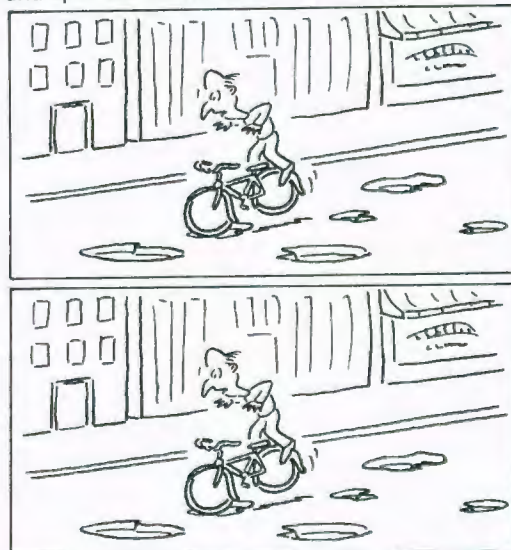
No, you haven't joined the dots in the wrong order. This is what the bicycle looked like when unloaded from a baggage car after being freighted interstate by rail.

Sidney the cyclist is entering a mysterious maze in search of a long-rumoured treasure. Can you trace the usual route?



SPOT THE DIFFERENCE:

Here are two identical pictures of the same Australian road. Or are they? Sharpen your eyes and spot the difference!

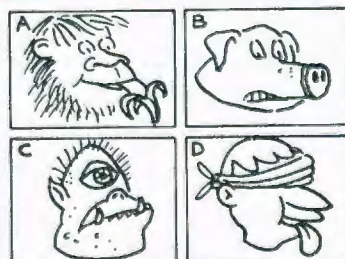
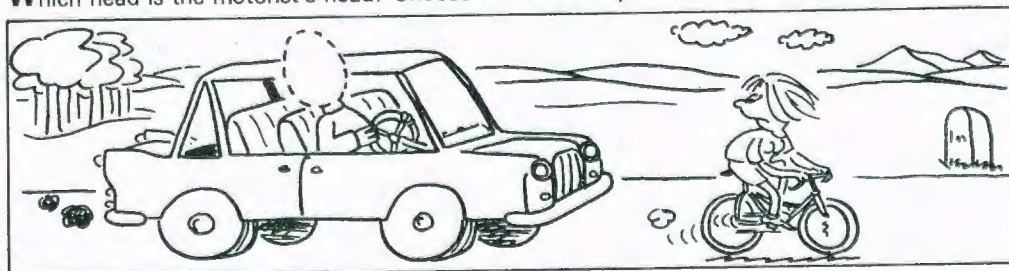


ANSWER

The top picture is November, 1954. The bottom picture is March, 1987.

WHERE'S THE MOTORIST'S HEAD?

Which head is the motorist's head? Choose the one that you think fits. Is it A, B, C or D?



ANSWER: Yes!



**AFTER A FIFTH TRY
STEPHEN
ROCHE WINS
THE 74th TOUR**

Bicycle sport

Link with Commonwealth Bank Classic Forged

by JOHN DRUMMOND

IRELAND'S Stephen Roche, 28, emerged as a complete cyclist to defeat Spain's Pedro Delgado, 27, and France's 25 year old Jean Francois Bernard, in his fifth attempt to win the world's premier bike race, the Tour de France.

Roche, the second English speaking cyclist to win the French Tour in a row, finished 13th in 1983, 25th in 1984, 3rd with one stage win in 1985 and 48th carrying injury in 1986.

Roche won the Tour when he converted a 21 second deficit into a 40 second lead to regain the yellow jersey in the 24th time trial stage, and successfully defended his leadership to Paris.

A good climber, road sprinter and expert time trialer, the Irishman, who is married to a French woman, joined a select band of five, including greats, Belgian, Eddy Merckx and Frenchman, Bernard Hinault, who have won the top double, the Tour de France and the Giro d'Italia in the same year.

Roche won prizes worth over \$AUS 156,600, including a holiday flat in the Pyrenees, a Peugeot 405 motor car and a diamond studded gold map of France. And untold wealth from Criterium appearances and endorsements throughout Europe in the coming months.

Australian Phil Anderson rode well to finish the final stage in tenth place to be 27th on the overall standings, despite being short of competition owing to recent personal and physical trauma.

FIRST STAGE ESTABLISHES AUSTRALIAN LINK

The 74th staging of the 84 year old Tour de France opened in Berlin, with 23 teams representing 8 countries comprising 207 riders going into a 6.1 km time trial to determine who would wear the yellow jersey on the first stage. That honour went to Dutch prologue specialist, Jelle Nijdam.

Best of the pre-race favourites was the performance delivered by ultimate Tour winner Stephen Roche.

The first stage of the Tour excursion to the West German capital, a 105 km circuit race saw, not only Nico Verhoeven complete a double for the Dutch team by adding the circuit race to Nijdam's prologue success, but also link the race with Australia's equivalent, the "Commonwealth Bank Classic".

Nico Verhoeven was the winner of the Sprint King competition in the 1984 Bank Classic.

Former amateur world champion Lech Piasecki became the first Polish cyclist to lead the Tour de France when he donned the yellow jersey. His sixth circuit race stage placing, when added to his prologue saw him in yellow by 18 seconds from Verhoeven.

Three hours later the riders were contesting the Berlin teams time trial over

40.5 km. It was won by Stephen Roche's Carrera team from Dutch Del Tongo and Phil Anderson's Panasonic team.

Overall Piasecki led the Tour from Guido Bontempi, Roche and Erich Maechler. Meanwhile Poland was celebrating Piasecki's "yellow jersey". His photograph appeared on the front pages of all the newspapers and he was featured on all the television and radio programmes. His success was described as "historic".

With over \$AUS 22,370 in prime advertising put up by German business the third stage to Stuttgart was hectic. With no great champion to impose his authority the early stages were undisciplined as the inexperienced threw themselves at finish lines in search of hard cash. The stars were content to save themselves for the traumas they knew lay ahead, just keeping the breaks within retrieving capacity. The experienced knew the early attackers would pay dearly for their exuberance throughout the first week.

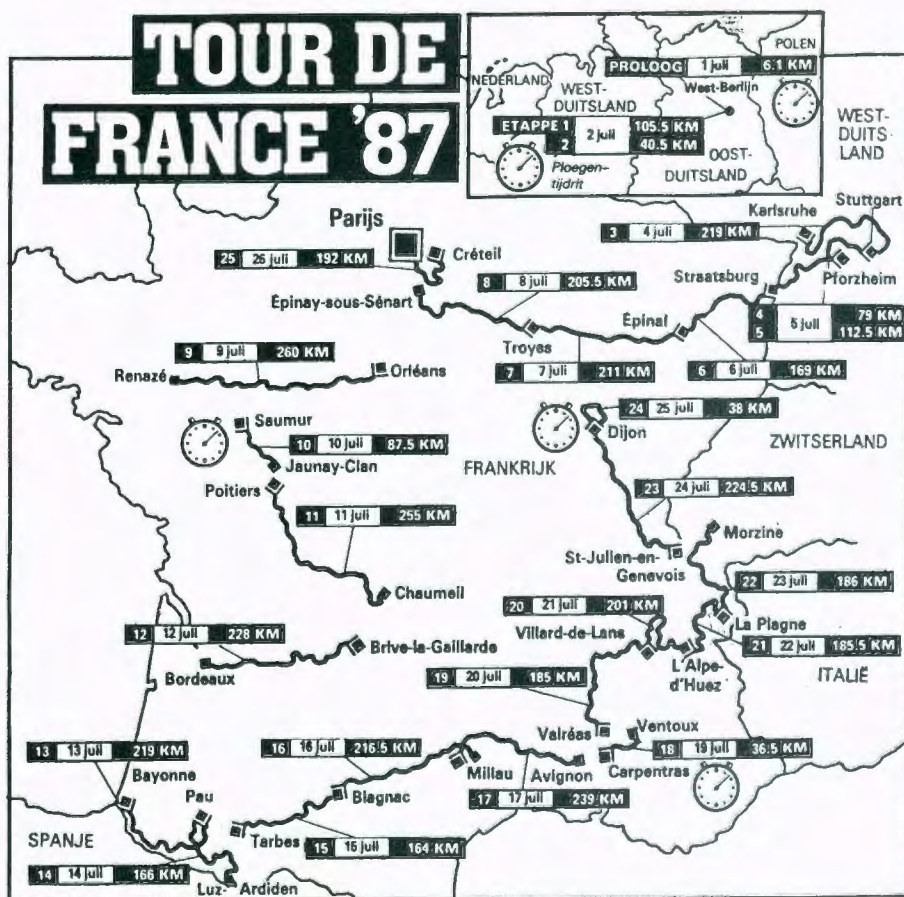
Thus full attention was riveted on the race from stage 10, a 82 km time trial which saw Irish star Stephen Roche jump 20 places, from 26th to sixth in the general classification.

Significant as an omen for the ordeal ahead six riders abandoned the Tour on the 255 km eleventh stage from Poitiers to Chaumell.

This second longest stage of the Tour followed two days after the longest, tested tired legs with six gradual climbs which saw Tour leader Frenchman Charley Mottet send 44th overall placed Marcel Gayant, into attack. But no one took him seriously, and Gayant, 10th in Paris-Roubaix, third in the French Championship worked the break hard and finished up in yellow.

Call it tactics or whatever. But surely Mottet only meant his team mate Gayant to improve his team position – not deprive him of yellow. Such is the uncertainty of the Tour de France.

On the 12th day of the Tour de France, on a day of positive riding by the top men disaster struck. Rested since the injury that forced him to abandon whilst leading the prestigious Tour of Spain, Sean Kelly was riding himself back into top form and the Tour from a position of 10 minutes 36 seconds off the lead. Suddenly on the road to Bordeaux about 15 riders came down. Kelly was among them and worst off. The doctor was quickly along side and assessed him. Unable to sit upright on his bicycle with damaged shoulder ligaments the Irish coureur was advised to abandon the Tour. Kelly gave up and wept in the arms of his team manager. This was his 9th Tour. He had ridden eight and finished eight and his best was fourth in 1985. It was not Kelly's year.





Australian cyclist Shane Sutton looks apprehensive as he waits his turn to be called to the start in the West Berlin prologue time trial.

Thus while compatriot Stephen Roche basked in the sunshine from his off-lead sixth position on reaching Bordeaux, Sean Kelly, the world's number one professional was in a 'slough of despondency' at the gateway to the Pyrenees.

Stage 13 from Bayonne to Pau 219 km of moderate climbing witnessed a gathering momentum that portended the ordeal ahead.

A four man break was first to enter Pau headed by Eric Breukink of Holland. Colombian climber Luis Herrera had attacked on the moderate Col de Soudet and took with him the French heir to Bernard Hinault's throne Jean Bernard, Mexican Raul Alcala, Omar Hernandez, Fabian Fuchs, Pelo Ruiz Cabestany and Panasonic's Eric Breukink.

On a rise into the city centre finish Breukink was the first to jump and crossed the finish line 6 seconds clear of Bernard and a small group containing Roche, Charley Mottet and Scot, Robert Millar all of whom had rode well on the first day to the devastating climbs of the Pyrenees.

The result – Mottet was now in yellow, elevated to second place was Bernard at 1:52, Roche at 3:23, while Millar had jumped a huge 30 places to be eighth.

Bruekink, 23, had a double reason to celebrate his stage win into Pau, he was also the best rider aged under 24 in the Tour competition.

'Aussie' Shane Sutton abandoned the race before the hills began and Phil Anderson and Allan Peiper slipped down the general classification.

AS ALWAYS – THE MOUNTAINS DECIDE

The first days of the Tour might well have been headline stuff at the time considering the West Berlin start and the amount of the prime advertising at stake, but nobody concerned with the 1987 Tour de France would deny that the real race revolved around the great mountain climbs. The 166 km between Pau and Luz Ardiden was the route of the magic names that comprise the huge cols of the Pyrenean mountain chain and the French Alps. Tour history had been written here time and time again as, over the years that have elapsed since Maurice Garin led a really extraordinary band of adventurers from town to town over distances that would appall most of the current 'giants of the road'. Those fearful mountain passes have borne witness to acts of strength and courage which almost defy description.

It was no different this time only cloud obscured the action from the magic eye of the television camera as Charley Mottet fought desperately to defend his yellow jersey on the terrible climb to the finish at Luz Ardiden.

Not only Mottet's heroic efforts were lost in the mists, but also the bravery of Stephen Roche, Robert Millar, Pedro Delgado and the young Frenchman Jean-Francois Bernard who Hinault had said was too young to win this year. That opinion looked to be justified after Bernard had been dropped four minutes off lead on the dreaded Col d'Aubisque, but undeterred, the 25 year old French rider chased like one possessed, regained, and took time out of the yellow jersey before reaching the finish at 2:15 on winner Norway's Dag-Otto Lauritzen.

If ever the mantle of the great Hinault was to settle – surely it would be on this brave French coureur, who despite his youth had already finished the 1986 Tour de France in 12th place, and this year finished second in the Paris-Nice Classic.

The day was cold and cloudy with the mists swirling through the valleys below as a procession of riders fought their way to the peaks, which were occasionally exposed through pillars of cloud.

Two days in the Pyrenees had broken no one of note – but it witnesses a closing up by the top men. Mottet was still in yellow, Bernard had closed to 1:13 on Mottet and Roche. Delgado was fourth overall, Millar fifth, Pablo Wilches sixth, Zimmermann seventh, Alcala eighth, Herrera ninth and American Hampsten tenth.

While Bastille day celebrations continued in the famous Pyrenean town of Lourdes; team managers and leaders wrestled until late at night with implications of the nearby Luz-Ardiden stage.

But most of the subsequent plans were thwarted by the torrential rain which flooded roads on the 164 km fifteenth stage from Tarbes to Blagnac, turning what should have been a predictable stage into a nightmare, particularly for Stephen Roche, Jean-Francois Bernard and Scotland's Robert Millar.

They missed a train of 29 riders led away by "Jorg" Muller. On the end of the break, they were dropped when two Colombians couldn't hold their place in the line.

Although none of them lost position in the general classification they did lose valuable time they had worked so hard to gain on the previous stage to Luz-Ardiden.

Stage winners were West German Ralf Goiz from Frenchman Leclercq and Irishman Martin Earley.

While team managers raved and ranted because their best plans had come undone, the riders concerned were philosophical saying: "It's the same



as other Tours. There is the rain, the cross winds, the crashes, the deceit and always the mountains have the final say. It's the Tour de France."

Stage 16 from Blagnac to Millau of 216 km was notable for its nine kilo climb of 800 odd metres above the river Tarn in the south west corner of France. On the slope of the climb Regis Clere of France, 135 on the general classification, 75 minutes off lead, had been allowed to escape into a strong cross wind. Although the peloton mounted a late chase Clere won the stage after an heroic 190 km lone ride.

Meanwhile, the local bar's television showed a tactical battle taking place in the main peloton aimed at wresting the yellow jersey from Charly Mottet. In a sprint finish for second spot and valuable bonus points Raul Alcalá took the line clear of Bernard, Roche, Hampsten and Delgado in that order. The chase was successful but Mottet still retained yellow, only with a reduced lead of 1 minute 11 seconds.

The position of the English speaking contenders is indicative of their competitiveness:-

35 Anderson (Aust) at 23:45; 53 Earley (Ire); 53 Timmis (Eng); 80 Boyer (USA); 101 Kiefel (USA); 104 Palov (Eng); 131 Yates (Eng); 114 Elliott (Eng); 129 Pierce (USA); 131 Bauer (Canada); 133 Peiper (Aust); 150 Swart (Eng); 151 Phinney (USA); 156 Kimmage (Ire).

Stage 17 - Millau to Avignon. The 239 km to Avignon is divided by a slow gradual category climb before a sharp ascent to the stage finish prior to plunging into the hot sultry valley of the Herault region. With 140 kilometres of virtually flat terrain, it represents just the right type of course for the off-lead climbers and sprinters to redress the situation. Therefore it was no surprise when Colombian Luis Herrera attacked Mexican Raoul Alcalá who was leading in the King of the Mountains,

Left to right: France's Jeannie Longo, winner of the Womens Tour de France in '86 and '87. Nico Verhoeven receiving his trophy as Sprint king in the 1984 Commonwealth Bank Cycle Classic. Predictably France's new "Hinault" is Jean-Francois Bernard all smiles after his great ride up the fearsome Mont Ventoux.

and English team manager Phil Griffiths, decided the flat section would suit his top sprinter Malcolm Elliott, so he went after the primes and possibly a stage win.

Elliott eventually got away with Phil Anderson, Marc Sergeant and Jose-Luis Navarro. Elliott looked good after 16 days and 2,900 kilos in the world's toughest bike race. After being retrieved Elliott was to be sixth at stage end to Holland's winner Van Poppel. The ANC-Halfords English team were the third best on the stage.

When team managers assessed the position that night it revealed a nothing gained or lost situation in the general class. But some things had changed in the Sprint and King of the Mountain competitions. Irishman Martin Early was the main beneficiary in the catch competition and Herrera was leading Alcalá by 13 points in KOM.

It was raining at Avignon as the Tour riders rested after 17 stages and 2,917 kilometres since July 1. They had 1,247 kilometres to go before reaching the finish in Paris but before reaching that citadel of cycling the army of brave cyclists had to stamp on the pedals to reach the 1,500 metre plateau at Villard-de-Lands. Before them three successive days of climbing the Alpine giants of L'Alpe-d'Huez, the Col du Galibier, La Plagne and the Col de Joux-Plane.

Since the Berlin start, 43 men had abandoned the race. Out of the 23 teams, only three still had a full complement of nine men - Toshiba supporting

second overall Jean-Francois Bernard; Carrera, supporting third-placed Stephen Roche and Panasonic supporting fifth-placed Robert Millar. Systems U held the yellow jersey with their main hope Charly Mottet and they also led the team classification with eight men, whilst three teams were reduced to five men.

Rested up the riders returned to the scene of a dream that died for British world champion cyclist Tom Simpson on the slopes of Mont Ventoux in 1967. It had been avoided since, but was included on the itinerary this year as an individual time trial from Carpentras to the summit, a 6500 ft climb over a distance of 36.5 km.

Simpson had won the world road championship in 1965, he left Marseilles on July 13th, 1967, with the intention of winning the greatest prize of all, the Tour de France, instead he died on the slopes of this dreaded mountain among the dirge of thousands of crickets chirping in the excessive heat.

Every rider was hoping for a cool day for they secretly feared entering the torture chamber for the soul destroying climb up the barren slopes. Even the great Eddy Merckx was afraid of Ventoux. It was one of the toughest mountains to climb. That was why the Tour organisers decided to return!

The road is flat for 14 kilometres after leaving Carpentras. Going through the village of Bedoin, some 300 metres above sea level, the climb rises up a staggering 1600 metres. A gradual ascent at first, then out among the bare rocks and stone, where the orange colour of the extinct volcano mixes with the dry heat and the incessant noise of the crickets to create a frightful atmosphere.

Ventoux lived up to its hideous record. There were plenty of surprises and disappointments. Charly Mottet, race leader for a week, lost his yellow jersey to trial winner Jean-Francois Bernard, in a ride that had thousands of French

cycling fans on the roadside, and millions more watching the drama on television, jumping, shouting and cheering with joy. A Frenchman had tamed the mountain and remember in France cycling is more than a sport - it is a passion.

Bernard, the man nominated to wear the mantle of Hinault had beaten ace climber and winner of the Tour of Spain, Colombian Luis Herrera for the 18th stage by 1 min 39 sec., Delgado by 1:51 Parra by 2:4 and Roche by 2:19.

General classification had now changed with Jean-Francois Bernard in yellow; Roche at 2:34 off lead, Mottet at 2:47, Delgado at 3:56, Herrera at 8:15, Millar at 9:43, Parra at 11:15, Wliches at 12:1, Hampsten at 12:40 and Zimmermann at 14:26.

Stage 19, a climbing stage of 185 kilometres from Valreas to Villard de Lans in the French Alps, saw Irishman Stephen Roche over the line by 3 seconds from Pedro Delgado.

Overall Roche now led the race with Charles Mottet of France at 41 seconds, Delgado at 1:19 and Jean-Francois Bernard, who had punctured at a crucial stage of the race, fourth at 1:39. Luis Herrera of Colombia was next at 6:47 and Australian Allan Iper had retired from the contest.

It was conceded that outside of a miracle the 1987 Tour de France would be

annexed by one of these riders with Roche being the favourite and Herrera the outsider.

That assumption was to prove correct. But not before Roche and Delgado had risked their lives in some fearless ascents and descents in the cols of the Alps, from which Delgado emerged in yellow by 21 seconds as the Tour entered its decisive time trial.

The drama began when Roche and his loyal team mate Schepers went after Delgado who had broken from the peloton, in an endeavour to extend his lead.

When Roche emerged from his chase through the mountains successfully contrived to contain the Tour leader to an achievable objective in the vital time trial, he looked as if his next stop would be a funeral parlour rather than the victory rostrum.

Fearing physical and mental collapse the Tour doctor ordered that the brave Irishman be given oxygen and taken to hospital for observation.

The riders in the Tour de France know the true meaning of pain, and if there was ever any doubt about Roche's recovery rate it was removed when he appeared on the starting ramp next morning at Dijon looking jaded but not confident.

Roche won the 1987 Tour de France, there and then, when he pedalled to second place 1 minute 44 seconds be-

hind Jean-Francois Bernard to be 40 seconds ahead of Pedro Delgado on the general classification.

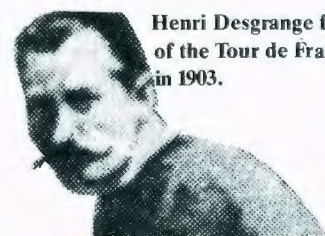
When greeted on the winner's podium by Irish Prime Minister Charles Haughey, who flew to Paris to welcome the country's latest hero that margin was still 40 seconds.

Women's Tour de France

Jeannie Longo of France, won the Women's Tour de France, beating her arch rival Maria Canins of Italy who had won the race for the past two years.

1. Jeannie Longo (France) 27:33:36
2. Maria Canins (Italy) at 2:52
3. Ute Enzenauer (West Germany) at 12:14
4. Tamara Poliakova (USSR)

Australia's Elizabeth Hepple, Robyn Battison, Donna Rae and Kathleen Shannon all finished in Paris. Queen of the Mountains: Maria Canins (Italy) 154 points; Jeannie Longo (France) 131 pts; Ute Enzenauer (West Germany) 97 points.



Henri Desgrange founder of the Tour de France in 1903.

TOUR DE FRANCE 1987 RESULTS

General Classification

(135 finishers in Paris)

1. Stephen Roche (Ireland), Carrera 115:27:42
2. Delgado, PDM at 40 seconds
3. Bernard, Toshiba at 2:13
4. Mottet, Systeme-U at 6:40
5. Herrera, Cafe de Colombia at 9:32
6. Parra, Cafe de Colombia at 16:53
7. Fignon, Systeme-U at 18:24
8. Fuste, BH at 18:33
9. Alcalá, 7-Eleven at 21:49
10. Lejaretta, Caja Rural at 26:13
19. Millar, (Scotland) Panasonic at 50:33
27. Anderson (Aust.), Panasonic at 1:20:43
- 70 Timmis (England), ANC at 2:19:21
- 94 Elliott (England), ANC at 2:48:39
103. Palov (England), ANC at 2:59:04
133. Gallopin (England), ANC at 4:03:13

Team

1. Systeme-U 346:44:2
2. Cafe de Colombia 347:22:2
3. BH 347:40:4
4. Fagor 347:51:56
5. Toshiba 348:12:56
21. ANC-Halfords 354:18:20

Points

1. Van Poppel 263 pts
2. Roche 247 pts
3. Delgado 228 pts
4. Bernard 201 pts
5. Lieckens 195 pts

Sprints

1. Duclos-Lassalle 249 pts
2. Van Poppel 178 pts
3. Clere 142 pts
4. Earley 100 pts
5. Van Vilet 70 pts.

Combine

1. Bernard 72 pts
2. Fignon 70 pts
3. Roche 69 pts
4. Herrera 6 pts
5. Fuerie 65 pts

Mountains

1. Herrera 452 pts
2. Fuerie 314 pts
3. Alcalá 277 pts
4. Delgado 224 pts
5. Parra 180 pts

Young Riders

1. Alcalá
2. Breukink
3. Sanders
4. Skibby
5. Sanchis

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A design that provides unsurpassed distribution, better directional stability,

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So don't just take our word about our racks. Take a look at the frames we travel with.

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by WARREN BEAUMONT



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Down in Tasmania, cycling commentator's call champion cyclist **Danny Clark 'Motormouse'**. The diminutive champion crouched in the saddle has always rode the perfect race and his dazzling performances often drew huge crowds to the Tasmanian track carnivals.

He was riding off the scratch mark at 17, and won a silver medal in the 4,000 metres pursuit at Edinburgh 1970 at age 18. From there he went on to win silver in the 1972 Munich Olympics time trial and won every major race on the track in Australia. He became known as Australia's best ever handicap rider and cycling pursuits were comparing him with all-round cycling greats like Sid Paterson, Cecil Walker and Alf Goulet.

Danny Clark finds it hard to separate the many great performances that have brought him acclaim from cycling judges. But he nominated his two World titles, the 1977 Burnie Wheel, his Golden Mile win, and some very special 6-day rides as his best ever. There's no doubt that Clark has turned on some of the greatest track rides ever seen in the classic Tasmanian wheelraces.

In the 1977 Burnie Wheelrace race leaders Craig Price and Eric Bishop had what appeared to be an unbridgeable gap at the final lap. Journalist Neil Kearny described the finish in *Tasmania's Greatest Sportsmen*: "As the bell rang with a frightening urgency, Clark surged his bike even faster. Into the last bend he was still 40 metres behind ... all eyes focussed on Clark as 12,000 roars crescendoed. In the last few pedal turns Clark zoomed past Price and Bishop for the most sensational cycling victory seen in Tasmania."

During the European track racing season Danny lives in Ghent, Belgium with his Australian wife Christine and their two children. He often returns to Tasmania in the off-season and will return to compete during peak season losing thousands of dollars for the joy of racing on his home circuits at Launceston and the North-West Coast.

Danny Clark is now the No. 1 six-day cyclist in the world but he admits "It is very hard and staying at the top is much more difficult than climbing to the top". His favourite track is Munich and in Germany the pairing of Clark with Dietrich Thurau is a big drawcard. Clark is very popular with cycling fans in West Germany, Denmark and Belgium where he is known as something of a showman by the fans but is much admired also for his aggressive style of racing.

This year, European journalists and race directors gave Danny Clark the ultimate compliment by voting him and Patrick Sercu as the best two all-round

cyclists ever to race in Europe. Sercu was the World's greatest-ever six-day cyclist with 88 wins credited to him. Clark found Sercu to be his most formidable opponent on the six-day circuit until his retirement 5 years ago — since then Danny feels he has no peer in six-day racing.

Clark has his first six-day win in Sydney in 1974 with another Tasmanian star Frank Atkins. In the 1974 win Clark and Atkins rode three sessions a day and battled 105 F degree heat to win through. Now the Tasmanian superstar has recorded 42 six-day victories on the European circuit to be placed 4th on the all-time winners list. In front of Clark are Sercu, Rene Pijnen with 66 wins, and Peter Post with 65 wins. It looks an impossible task for Clark to overtake Post as he will be 36 this August.

Danny Clark believes he can stay at the top for another 2-4 years but feels he is now getting mentally tired of the grind of the track circuit. "I can only wait until next year to see if the motivation is still there". The recognition he receives in Europe is a boost but somehow this does not compensate for a lack of recognition in Australia.

Together with Don Allen, Clark won 15 six-day races, still the best-ever performance by an Australian team. Now Danny has found an ally in Britain's Tony Doyle and together they have won 8 sixes. "I have won 8 races with Tony and if paired more often we can be the best team ever. But it will take 2-4 years to do that and I don't know when I shall call it a day". Even though Danny Clark dominated the 1986/87 season winning 9 out of 15 sixes, he is often paired with a rider of much lesser variety.

I asked Danny if he could recommend the track racing circuit and lifestyle to young Australian professional cyclists. "Yes, for young track riders to come to Belgium it's hard, but if you have some ability and stick it out you will make it to the top". However, it has been a tough existence for Danny and his wife making their livelihood from the hard grind of track racing in a foreign country. But Clark accepts this as a reality of life, "It's very rewarding financially, but it's a lot harder mentally and physically than people realise".

Danny Clark turned pro in 1974 and now is in his 13th year as a professional cyclist. Highlights of Danny's amazing career include: his two World championships in the Keirin (1980 & 1981), four European Omnium championships (1977/78 & 1984/85), three European Motor-Paced titles (1983/84/85), and the European Madison championship in 1979.

Clark has shown his versatility by being a consistent winner of criterium and

road racing events in Europe and the U.K. Stefano Fiori's tally is 29 wins in European and UK road criteriums. (See Stefan's article Australasian Cycling March 1987). Clark has ridden in 148 six-day races, next best record by an Australian is 108. His 42 wins better the previous record set by Reg McNamara with 19. During the 1986/87 winter season he has won 9 out of 15 six-day races, a World record. (When I interviewed Danny in early 1987 he had won 8 out of 11, still then a World record).

Perhaps Clark may be the last of that special breed of all round-track champion that cycling fans and the public have become so used to in the past. But before his expertise can be lost, Clark has ex-

pressed interest in helping young riders reach their full potential — especially at World class level for events like the World Championship and the Olympic Games. He is very interested in getting involved in coaching at the AIS in a part-time or full-time category.

Danny Clark is a great cycling champion and a great ambassador for Australia and deserves to get proper recognition in Australia while still racing at his peak. Just like the great all-round champions of the 1910-1930's era such as namesake Jackie "Rocket" Clark, Reg McNamara, Cecil Walker and Alf Goulet, Danny Clark the champion of the 1970-1980's era, deserves a place in the Australian Sport Hall of Fame.

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REFLECTIONS

ON A TRANSCONTINENTAL JOURNEY

Epic journeys

by JOHN BROWN

TWO miniature scotch bottles share a prized position in my home. The whisky has been replaced by contents more precious to me. One bottle is labeled "Pacific" and the other "Atlantic". They are symbolic book-ends of a great adventure that *Freewheeling* has presented in its last five issues. An epic journey of two months by bicycle from San Francisco, California to Jeckyl Island, Georgia.

It is difficult to believe that so much could happen in 54 days (41 on the bicycle and 13 of refreshing detours). In all

we pedalled 5000 kilometres averaging 122 km/day. It wasn't a race; it was a holiday. The mood of the day determined how far we would travel. One day we rode only seven kilometres and stayed by a beautiful canyon lake.

On another occasion we rode 320 km (200 miles) in 17 hours. Anyone locked into a nine-to-five lifestyle would be enthralled by this flexible schedule where the exception is the rule. Yet our toughest day was not the 320 km ride but a 70 km short cut across a desert trail to the Grand Canyon. We may have

saved over 200 km on the bitumen but what a traumatic ride. The so-called short-cut took all day; we eased our bikes over gibbers, spun out in sand drifts and attended to two dozen punctures, courtesy of wind swept prickly bushes.

Arizona wasn't all dust and prickles. It also provided our easiest ride; 50 kilometres freewheeling from the south rim of the Grand Canyon to Cameron on the plains below. It was late afternoon and we were glad of the quick exit as the temperature increased from a shuddering -6 degrees to a bearable +4 degrees centigrade in 70 minutes.

The Grand Canyon at 2600 metres was the highest point on our route. We zipped into our tents on a crisp clear night to wake with everything covered by 3 centimetres of snow. It was then that I vowed to always sleep with a water bottle in the high country (not a hot water bottle but a bike bidon to provide unfrozen drinking water for breakfast).

The lowest point on our route was -96 metres at Badwater in Death Valley. We stood on the salt pan and gazed up to the sea level sign up on the canyon wall.

Our bikes and bodies tolerated all extremes. Our toughest hill was a steep 5 hour ascent in the Sierras to Glenville in eastern California. After a couple of hours the green hills, sprinkled with yellow Californian poppies, disappeared with us into the clouds and visibility became restricted to the next bend. We had hoped the next bend would be the summit but after every foggy bend another climb awaited. The Sierra mountains continued to tease us for thirty kilometres.

That night we were the guests of the Jamesons who have the best hot showers in America. In contrast our coldest and quickest bath was a brisk +1 degree C in the snow fed Merced River in Yosemite National Park. I shudder just thinking about it.

Likewise Las Vegas was refreshing but in a different way. For three days we hadn't showered and had lived on rice and vegetables. Vegas not only provided a cultural distraction but our best bargain of the trip. We lingered at the motel awhile, cleaned up and hit the town. For \$2.47 US (note the lucky numbers) we ate ten courses of the best smorgasbord imaginable.

At the end of a full night's gambling we broke-even, something of an achievement for a bunch of amateurs. Few have left the Nevada oasis and derived better value. Admittedly we did pay for the Follies and gave the motel a considerable tip. Vegas was refreshing into the bargain. But after twenty four hours in the city that never sleeps we were content to return to the basics of fresh air, exercise and a bowl of humble carbohydrates.

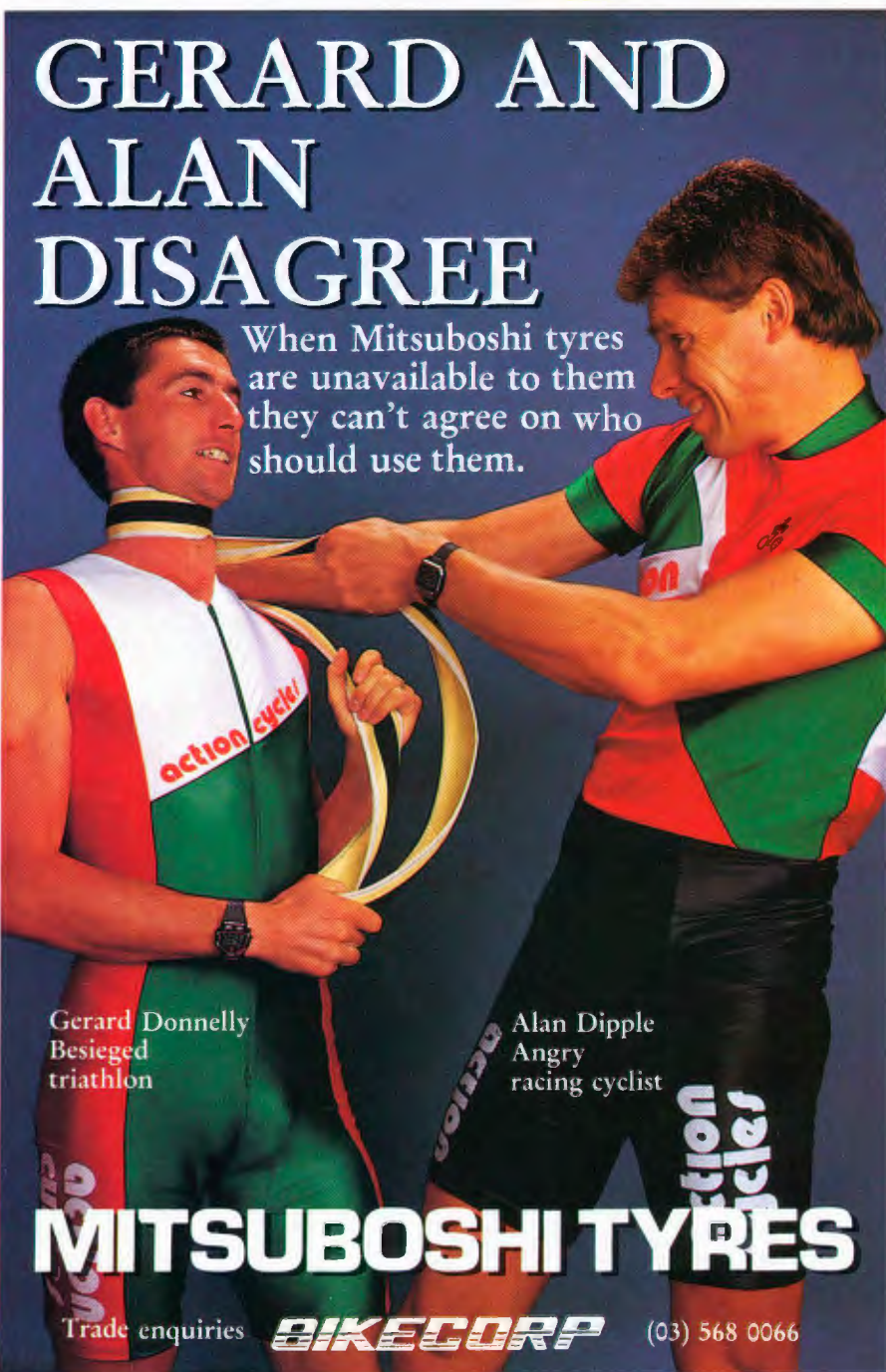
Our thirteen days of detouring enriched our experience and injected balance into the adventure. Side trips along the way to seek out the deeper nature of a country transform a bicycle tour into a pedalling holiday. We enjoyed five wonderful detours within our coast to coast adventure. Some were planned and some impromptu.

When your itinerary is flexible you can capitalise on opportunities. One morning we had hardly spun our wheels when some Texas hospitality came our way. For the next two days we were skiing a vast canyon lake and taken in as guests at a private ski lodge. Although oil prices were down at this time this oil man's hospitality was top dollar. I recall

a moment's hesitation before we accepted this Texas stranger's offer. What a loss if we had been in a hurry and couldn't spare a couple of days. Over a dozen American homes made us welcome and treated our travelling circus as family.

At the Grand Canyon we met two Louisiana women who invited us to call in to visit them in New Orleans. A mere 150 km detour was all that was required so Mike and I made the effort. The Southern Jazz Festival and the atmosphere of the New Orleans Mardi Gras made the trip unforgettable.

I had one unfulfilled goal while in the USA. I wanted to see a real live road runner. I'm a fan of the famous Road



GERARD AND ALAN DISAGREE

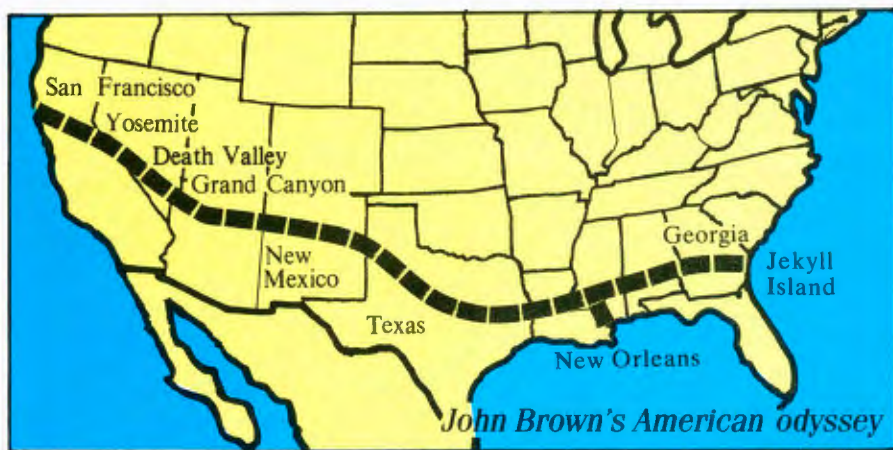
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Runner and Coyote cartoons. Coyotes I saw, but road runners, never! With every other American dream fulfilled I don't mind going to the movies for this one.

But there was certainly no need to go to the movies to see impressive scenery. The Golden Gate Bridge, Yosemite, Grand Canyon, Painted Desert and Mississippi River were unforgettable and Death Valley had me enthralled. This expansive valley is flanked by the most colourful mountains. The place appears to be moving as the colours change with the hours and the eerie canyons reach out to you. When you're standing one hundred metres below sea level and look to the snow capped peaks 4,500 metres above, you feel insignificant yet important, for you are the only one there. At night the northern stars invade the valley, the quietness makes you think and the wind whispers its wisdom. I saw no death in Death Valley: I felt something alive and strong.

Four days at Yosemite, snow skiing, bushwalking and camping were too short. This glacial carved paradise with its waterfalls, forests, trails and wildlife was worth the airfare on its own. Where else do waterfalls leap over 1000 metre precipices, walking trails weave through carpets of pine needles and deer, coyotes, squirrels and trout play unperturbed by your presence.

Even the most vivid photo of the Grand Canyon doesn't do it justice. The difference is when you are there you experience the third dimension. This 'Greatest Earth on Show' as it is called is too vast to comprehend by observation. Looking wasn't enough so we took another detour and backpacked in. Our calf muscles were stiff and sore after the four hour walk but the five days camping by the Havasu River and its sparkling waterfalls refreshed our spirits. There is nothing like a few days walking to stretch the legs and make you appreciate the invention of the wheel. I highly recommend this way of breaking a bike tour if you have the time.

It is strange but when I recall the highlights of our journey I usually remember



the more spontaneous events. It is odd how the most memorable aspects of the trip are not associated with a deep sense of achievement but more so with the frivolities along the way.

My Aussie mate Michael unwittingly provided many entertaining incidents. We were all conscious of balancing the weight of the panniers with a little more weight toward the rear. Additional loose items like a drying towel, discarded jumper or loaf of bread were often draped over the rear bags and held down by elastic straps. At one stage Michael's bread bag worked loose and started swinging precariously close to the back wheel. As the plastic stretched the inevitable explosion of the bread crumb bomb almost threw him off his bike. As it happened I was the rider at risk; my hysterical laughter had me all over the road. I've never heard a louder blowout nor louder curse as Mike disappeared ahead of a cloud of crumbs.

Sometimes Mike was lucky. Early one New Mexico morning Mike was complaining of a sore eye. When he checked

why his eye was constantly weeping he found to his horror that the right lens of his prescription glasses was missing. We went through the motions of retracing our path knowing the situation was hopeless. Yet five kilometres away shining through the tussocks on the right shoulder of the road was the irreplaceable lens.

Our tight-knit group was always concerned for each other's welfare. After taking a photo in Death Valley I stressed my back wheel while pulling my loaded bike back to the vertical. No spoke spanner could fix this sprung wheel. This time the joke was on me. After a couple of hours we realised the situation was out of our immediate control. As the problem affected the whole team we all laughed at the dilemma without anyone getting too upset. I decided to hitch a ride back to civilisation and buy a new wheel.

Late in the afternoon a couple in a mobile home came upon us. On the front bulbar of their vehicle sat a bicycle a lot like mine. What a coincidence! The friendly travellers were pleased to help. Richard Taw exchanged his back wheel for mine with a \$US 100 travellers cheque thrown in. Later he even posted me the change after repairing my wheel.

Some of the most unforgettable Americans we encountered, like Stan, rode on bicycles. This 59 year old left home fifteen years ago on his loaded bicycle. He has never returned. He preferred to keep on the move and live with his pet cat. I remember Stan not for his trek from Argentina to Canada but for his unconventional philosophy. He was obviously well educated and we met him in the middle of nowhere riding along with his cat sitting in a handlebar basket.

Our time with Stan was short but meeting this elderly man pedalling his 110 kg load was a highlight of the tour. Stan's attitude is best expressed in two memorable quotes: "Don't expect tomorrow to be better than today" and "I want to keep moving and cycle the Americas without going on the same road twice".

Although my philosophy differed from Stan's he was the most memorable character I met on the coast to coast ride. He had an impact that endured. Likewise the four of us had a great impact on each other. I learnt so much from Mike, Kevin and Frosty. With a horticulturist, teacher, medical technician and furniture removalist there were some interesting campfire discussions. Disregarding the variety of personalities and talent we were all cyclists with a degree of experience and I certainly feel richer from being part of the coast to coast cycling team. □

IN THE SEPTEMBER ISSUE OF Australian PLAYBOY

NELSON VAILS, the US national sprint cycling champion, learnt to ride on the streets of perhaps the most traffic congested city in the world. His friends nicknamed him Cheetah for his speed and competitive drive. When working as a bike messenger, irate urban drivers called him less flattering names for his hell-bent style.

In the September issue of Australian PLAYBOY VAILS reveals his two-wheel survival techniques for the asphalt jungles of the world. It's valuable information no Australian urban cyclist should miss!

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RIGHTS OF ACCESS

Bicycle facilities

The battle for access to our safest roads continues

by ALAN PARKER

IN the last ten years cyclists have been banned from most new major bridges and freeways in Australia and have been condemned to travel many kilometres out of their way on roads that are unsafe. It is appalling that ten years after the release of the Geelong Bikeplan, which recommended the practical technique of widening kerb lanes to give cyclists more room, that there are less than half of one percent of main roads with widened kerb lanes.

The loss of cyclists access to major bridges such as the Westgate bridge in Melbourne and the Gateway bridge in Brisbane is far more damaging than anything else and is not compensated by any of the improvements governments have made in other areas. All over Australia bicycle users have about 700 km of off-road paths shared with joggers and pedestrians, some bicycle education programs in the schools and a few bicycle route maps. These gains do not outweigh the losses and there is a legitimate cause for complaint about the State Bicycle Committees of NSW and Victoria and the Queensland Bicycle Advisory Committee who have all failed to effectively represent cyclists interests to the appropriate highway authorities.

For many years the majority of bureaucrats on the so called State Bicycle Committees have been undermining cyclists rights of access, and their right to have bicycle safe features built into main roads. One exception is Malcolm Heard, the Chairman of the South Australian Bicycle Committee. He has brought about significant change within

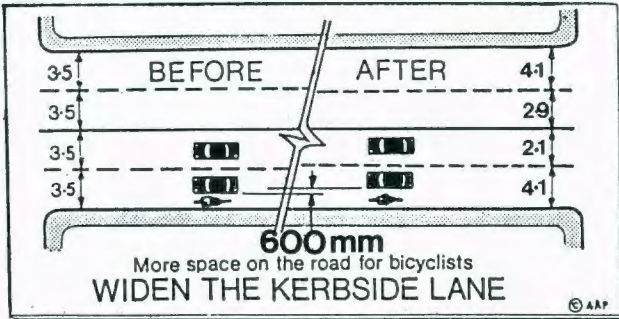
the South Australian Highways Department which has enabled bicycle safety to be built into the state road construction bureaucracy.

The basic problem elsewhere is that State Bicycle Committee's concern themselves only with what is *acceptable* to the roads bureaucracy. To date cyclists have been the losers and have been maneuvered into supporting plans and programs that serve the careers of traffic engineering bureaucrats more than the needs of cyclists.

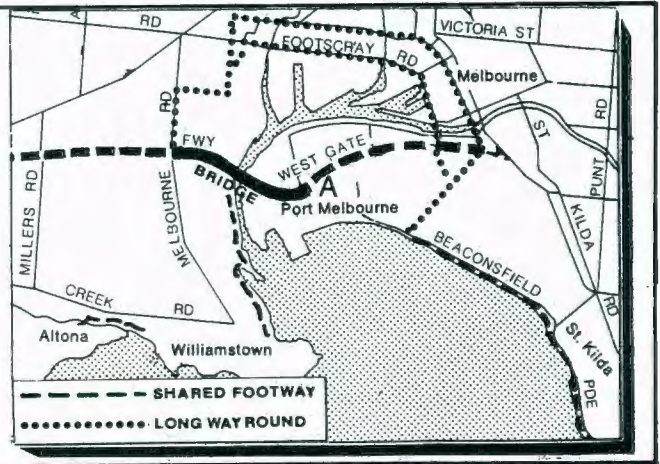
To give a concrete example from Victoria: The much praised Melbourne Bike Plan was relevant when it was written in 1981 but in 1987 is in need of revision. Next to nothing has been done to implement it's recommendations on main roads. The road engineering part of the plan is now five years out of date and there is no provision in the 1987-88 financial year to reassess cyclists needs, or to show how some freeway breakdown lanes could be used to create a viable bicycle arterial network.

In a recent brief given to consultants to prepare a bikeway design manual for Victoria there was no proper statement of what the consultants should be doing on main roads. The manual when it is finally produced will probably fail to show the practical means available to make main roads safer.

After an eventful seven years as a member of the State Bicycle Committee of Victoria which included my resignation on two separate occasions in protest at official lies and deceit, I acquired an inside view of the bureaucratic art of



Widened kerbside lane on 14 metre wide 4-lane arterial road. The ratios on 6 and 8 lane roads would be very similar. Right: The dangerous and inconvenient route cyclists presently have to travel to link the excellent cycle routes beside Port Phillip Bay. Bicycle access via the Westgate bridge would eliminate this deadly detour.



making nothing happen. The hidden value judgement behind the non-cyclist bureaucrats pretence of looking after cyclists is that we should not be on the roads at all.

What I learned is one of the basic working rules of the bureaucracy is that they don't interfere with one another's interests; they support their own departmental interests against whatever government happens to be in power.

So the problem with State Bicycle Committee's is that they are supposed to advise the Minister about what cyclists need, but that advice is resented by the senior mandarins who regard themselves as the only source of advice.

In time the mandarins, the senior departmental heads, neutralise that committee and this is why there is no way a State Bicycle Committee will ever fight for cyclists rights of access - they can't.

This is the way the game is played because the spirit of the Yes, Minister character, Sir Humphrey Appleby, stalks the corridors of power. This then is the real meaning of the Westminster tradition and it is alive and well in Australia today.

The only way around this intolerable situation is for bicycle users to insist that the responsible minister requires that all bureaucrats on State Bicycle Commit-

tees must be or have been experienced and active bicycle users. In this regard some 50 percent of all the members of existing State Bicycle Committees would need to be removed and replaced by responsible bicycle users.

As well it is vital that the Sir Humphrey Applebys not be allowed to neutralise these committees. This can only be safeguarded if the chairpersons of all State Bicycle Committees are bicycle users with a mandate from the Minister to report on cyclists needs.

The chairperson should be given the power to act independently of the government agencies represented on the State Bicycle Committee and report directly to a Minister. Officers of Transport authorities serving on these committees must be told by the Minister that their function is to give impartial advice and not to merely act as the mouthpiece of an authority.

At a Federal level the bureaucracy is even worse, because it operates behind closed doors. There is no National Bicycle Committee so you can only guess at the Federal bureaucracy's hidden agenda. Federal mandarins like Federal politicians, now recognise that more adults than children ride bikes but their response is immature as they see cyclists as a problem instead of as a solution to a

problem. What they want to do is to compel all bike riders to wear helmets.

Unfortunately, instead of Federal co-ordination and support for cyclists rights issues it looks like bicyclists could be hit with compulsory helmet legislation instead. Ten years ago the Federal government was doing nothing for cyclists. More recently it conducted bicycle accident studies and provided \$40 million for employing people to build bicycle paths and shared footways, but that program is now at the end and there is no on-going funding for bikeways. Worse still, there is no proper co-ordination of State activities.

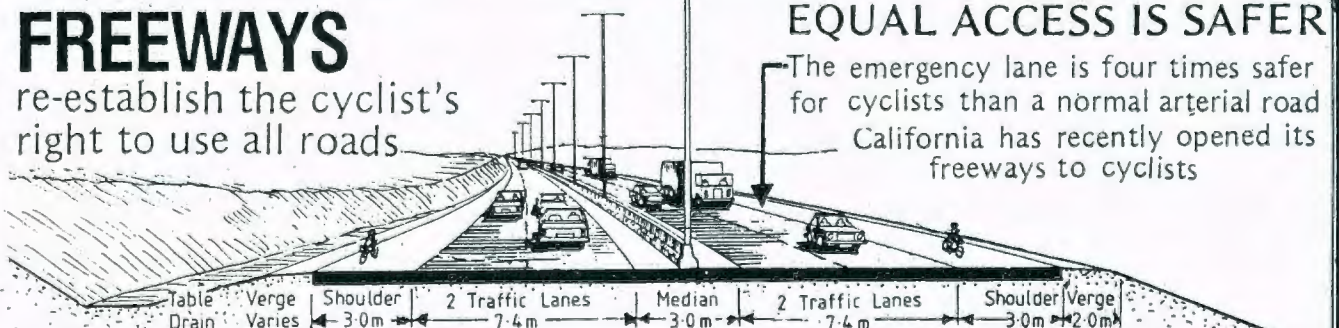
Over the next decade there is a lot that can be done to preserve cyclists' rights of access, to improve the road behaviour of all road users and to improve the riding environment. As a start, is it really too much to ask the government to give us two full-time national bicycle co-ordinators. One co-ordinator to be a senior engineer/cyclist and the other with experience and training in the behavioural sciences, education or the media. The last Federal Transport Minister was so 'house trained' by the Sir Humphrey's of Canberra it's a good thing he has moved on. Maybe the new Minister, Senator Gareth Evans will be able to help us.

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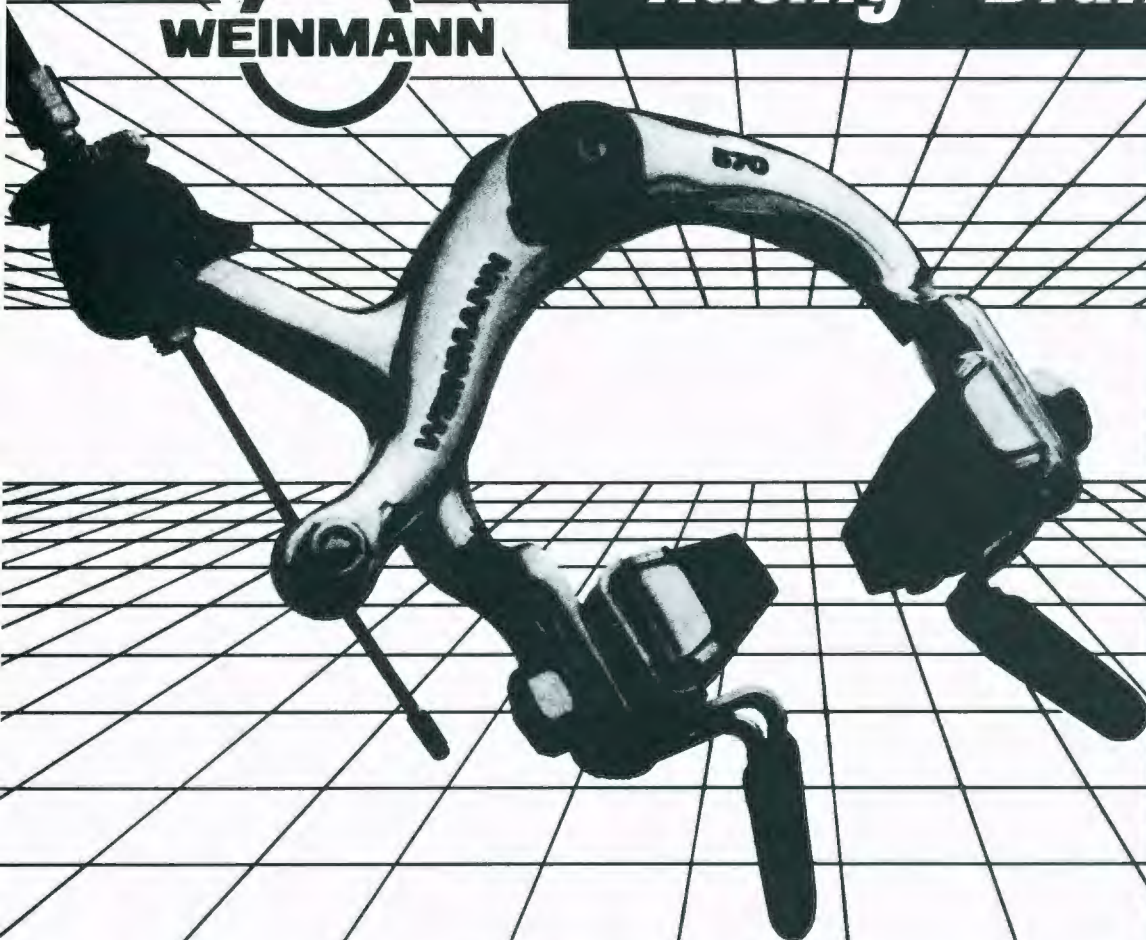


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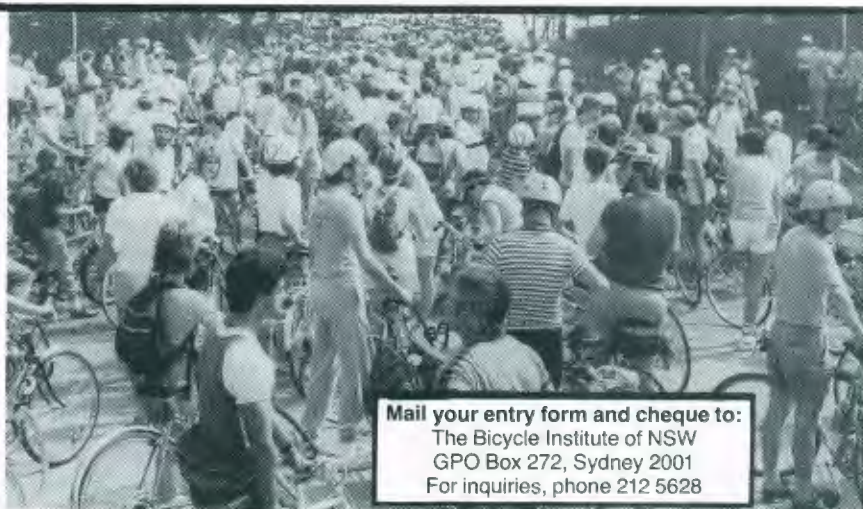
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gear up for

Sydney Spring Cycle

Sunday 25 October

An easy 35km ride from Sydney to Parramatta, stopping for morning tea at the beautiful Lane Cove River Park. **Join the thousands for this year's event!** Participants will be sent an information kit, a sticker and voucher for morning tea. Live music, refreshments and bush dancing will be waiting for us at Parramatta Park.



Mail your entry form and cheque to:
The Bicycle Institute of NSW
GPO Box 272, Sydney 2001
For inquiries, phone 212 5628

ENTRY FORM

PLEASE NOTE: The minimum age for cyclists participating is 12 years, unless accompanied by an adult. Please list details of all participants. Additional entry forms are available from the BINSW office.

ENTRY FEE: \$4.00 per person. \$3.00 per person for BINSW members or groups of three or more.

Name:

Address:

Postcode

Telephone:

Disclaimer: I/we, the undersigned, hereby waive any claim which I/we might otherwise have on the organisers of the Sydney Spring Cycle arising out of any injury, damage or loss sustained in the course of my entry or participation in the said events. If entrant/s is under 18 years of age, signature of parent/s or guardian/s is also required.

Signature:

A BICYCLE WEEK EVENT
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THE STREETS OF NEW YORK

City cycling

America's largest city is a buzz to ride.

by HARRY BARBER

'You didn't ride your bike in New York did you?' 'I certainly did. New York is a great place to cycle.'

You can ride over the 1.3km span of the Verrazano Narrows Bridge, the second longest in the world, or rattle over the boardwalk, down by the sea, at Coney Island with its funfairs and roller coasters. You can ride in the noise and semi-darkness of the roads underneath the elevated railways or be out on the bikepath through the seabird sanctuary near Kennedy Airport. One moment you can be negotiating the narrow streets of Little Italy looking for Marlon Brando and his friends in dark suits and the next moment wafting up the canyon of Madison Avenue heading for the Empire State Building, or the trees of Central Park. New York is a great place to cycle.

I wasn't the only one riding a bicycle. Between 1980 and 1986 the number of cyclists has risen 43%. One day every August the Traffic Department counts

One of New York's intrepid and aggressive bicycle couriers mixes- it with the yellow cabs in peak hour traffic.

the cyclists using 60th Street. In 1980 they counted 6,829 and last year they logged 9,733 riders. Each year around 20,000 people join the Five Boro Bike Ride and spend the day riding through Manhattan, the Bronx, Brooklyn, Queens and Staten Island.

The most obvious group of cyclists are the couriers. Dressed in racing shorts and bright tops, some riding with a whistle in their mouths and a set of headphones over their ears, they flash up and down the centre of town. They deliver documents and parcels and, as well as regular danger money, they collect a bonus if the delivery is made in record time. With overtime they can make a couple of hundred dollars a week.

Then there are the delivery bikes stacked up outside the restaurants. Give them

a call and the rider comes whizzing round to your apartment with a carrier basket full of the food of your choice.

Weekends is bicycle-display time. Immaculately kitted out cyclists on Colnago and Olmo bikes, all Campag of course, drift lazily around the parks and foreshores, chatting and watching the titanium sparkle in the sun. I asked a cyclist what sort of lock they had for their obviously-desirable bike. 'I don't', they said 'I only let go of it when I get back to my apartment.'

It's not hard to see why the bicycle is flourishing in New York. There are obvious disadvantages with the other ways of getting around.

Cars are not ideal, they are very difficult to park. But the car driver's big fear is gridlock. Gridlock begins when a driver can't get a place on the other side of the lights and is left blocking the intersection. If enough people do this in both directions then no one can move forward or backwards. It takes hours to untangle the mess. One month, in an effort to solve the problem, the police handed out 1,787 subway tokens to good drivers and 3,037 spillback tickets to the others.

The footpaths are as jammed as the roads, especially at Christmas, as pedestrians bank up in front of shop windows and doors. A pedestrian count estimates that 5 million people pass the

corner of 5th Avenue and 57th Street each year. On a good day there are so many pedestrians that everyone ignores the 'Don't walk' signs and a continuous river of people blocks the road.

The third option is public transport. 56% of commuters use public transport. 500 million travel by bus each year, but a billion use the subways. Only heavy-metal fans enjoy it though. Noise levels underground often reach 105 decibels and in some places get up to 115 which is on the threshold of feeling the sound or what you'd hear just before going through a band saw.

There are now 2 to 2.5 million bikes in New York with a population around 9 million. The boom year for sales nationally was 1973, up from 9 million the year before to 15.2 million. Since then there has been a more subtle change. In 1969 12% of all bicycles were bought for adult use, last year the figure was 50%.

The increase in adult bicycle use in the United States is reflected in the traffic planning. These days the Mayor and the Police Commissioner are both pro-bike but in the bad old days, according to Larry Riley, the Bicycle Coordinator for the City, officials were afraid to encourage cycling as they feared it would bankrupt the subways.

The city has reconstructed a bike path that was built in 1895 and started to paint

bike and parking lanes on the roads. There is now a special New York City law that allows a cyclist to use a one-way street the wrong way if the road is more than 40 feet wide.

The city bridges are being repaired and rebuilt and bicycle access is being included in the design. Larry Riley is rightly proud of the Brooklyn Bridge path. A few years ago pedestrians had to go up and down several flights of stairs, now a shared path of concrete-and-decking ramps links Manhattan and Brooklyn across the famous and beautiful bridge.

Years ago the cycle and pedestrian track was removed from the Queensboro bridge but it is now being put back. While rebuilding goes on, the pedestrians and cyclists are shuttled across the river in a van with a trailer.

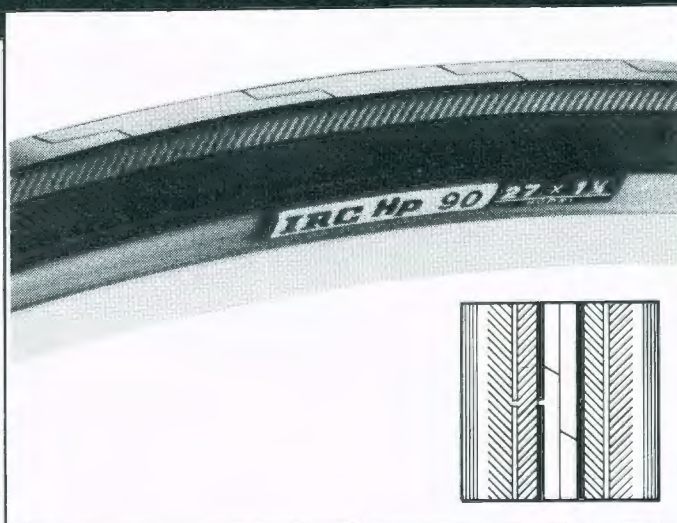
As the numbers of cyclists rose, so did the number of accidents. Bicycle education and enforcement became an issue in 1980 when cyclists killed three pedestrians. An education program was set up in schools either as part of the curriculum or as a separate subject. This effort was backed up by TV and radio spots and presentations to schools by full-time bicycle educators.

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REPCO



CYCLES

Reagan economists diverted the money from this project but now, after a gap of three years, a new pedestrian and bicycle safety program is being prepared.

The current emphasis is on enforcement. 'The public perception is that there are no bikes that obey the law', said Larry Riley. The highway police were trained and then sent out in pairs to catch cyclists breaking the law. In 1985 about 100 tickets were written for bicycle violations but in 1986 up until the middle of October the police had written 15,000, 10,960 in one month! The campaign is having an effect, more cyclists stop for red lights and 94% now go the correct way along the road.

I talked to one cyclist who had been booked twice in one day, once for going the wrong way down a one-way street and once for breaking a red light. He had to pay \$80.

The riders who are caught often say they don't have any identification. But when the police put the bike in the boot and take bike and rider down to the station it's amazing how many remember which pocket it's in. The state, not the city, issues the ticket and keys the information into their motor vehicle licence and registration computer. If the ticket isn't paid then the licence can be suspended or registration renewal denied.

However, New York is not the ideal cycling city. It gets frighteningly cold in winter and, in some parts of town, car exhaust levels are double the Federal standard of 9 parts per million.

Theft is a problem; many people secure their bikes with two U-locks. This is not always enough, the hot-bike dealers have found that the locks can be snapped in a certain way. The cunning bicycle owner has to go to a plumbers shop and buy a T-shaped piece of pipe to protect their invulnerable lock.

Then there are the potholes, 94,147 of them. The growing season for potholes is spring. During the warm days, water on the road runs into the cracks and then expands at night when the temperature drops below freezing. In 1985 the city paid out more than \$6m for pothole-related accidents. The inspectors have three sizes: A, B and C. 'C' is more than a foot across and probably stands for 'curtains'. 'B', I suspect, stands for bloody big bump on a bicycle. 'A' would be the sound you make when you hit the smallest size.

But as long as a pothole doesn't knock you out of the saddle, and your bike is there when you come back, the streets of New York — all 10,000 km of them — are an exciting and evocative place to cycle.

Bicycle information from Larry Riley, Bicycle Co-ordinator New York City Traffic Department.

General Traffic Statistics from the New York Times.



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Pedals: M.T.B. moulded two piece, with chrome moly axles
Seat Pillar: Alloy
Rear Sprockets: Shimano 13-30T 6 speed
Derailleurs/Gears: Shimano 7" series with thumb control
Brakes: Shimano alloy cantilever, alloy levers
Hubs: Alloy sealed small flange
Rims & Tyres: Sumo 7X alloy rims 26" x 1.75" with 26" x 2" tyres
Frame Sizes: 53cm, 58cm
Colours: Flame Red/Polar White forks



BUSH-RANGER

- 18 Speed

Frame: Triple butted chrome moly, forged dropouts, brazed-on fittings
Fork: Unicrown chrome moly
Handlebar: Chrome moly M.T.B. style
Handlebar Stem: Chrome moly M.T.B. style
Crankset: Shimano Biopace alloy 48/38/28T
Pedals: M.T.B. type with chrome moly axles
Seat Pillar: Alloy
Rear Sprockets: Shimano 14-32T 6 speed
Derailleurs/Gears: Shimano Deore S.I.S. with thumb control levers
Brakes: Shimano front alloy cantilever, rear 'U' brake
Hubs: Alloy sealed small flange
Rims & Tyres: Araya RM20 rims alloy 26" x 1.95" 26" x 2" tyres
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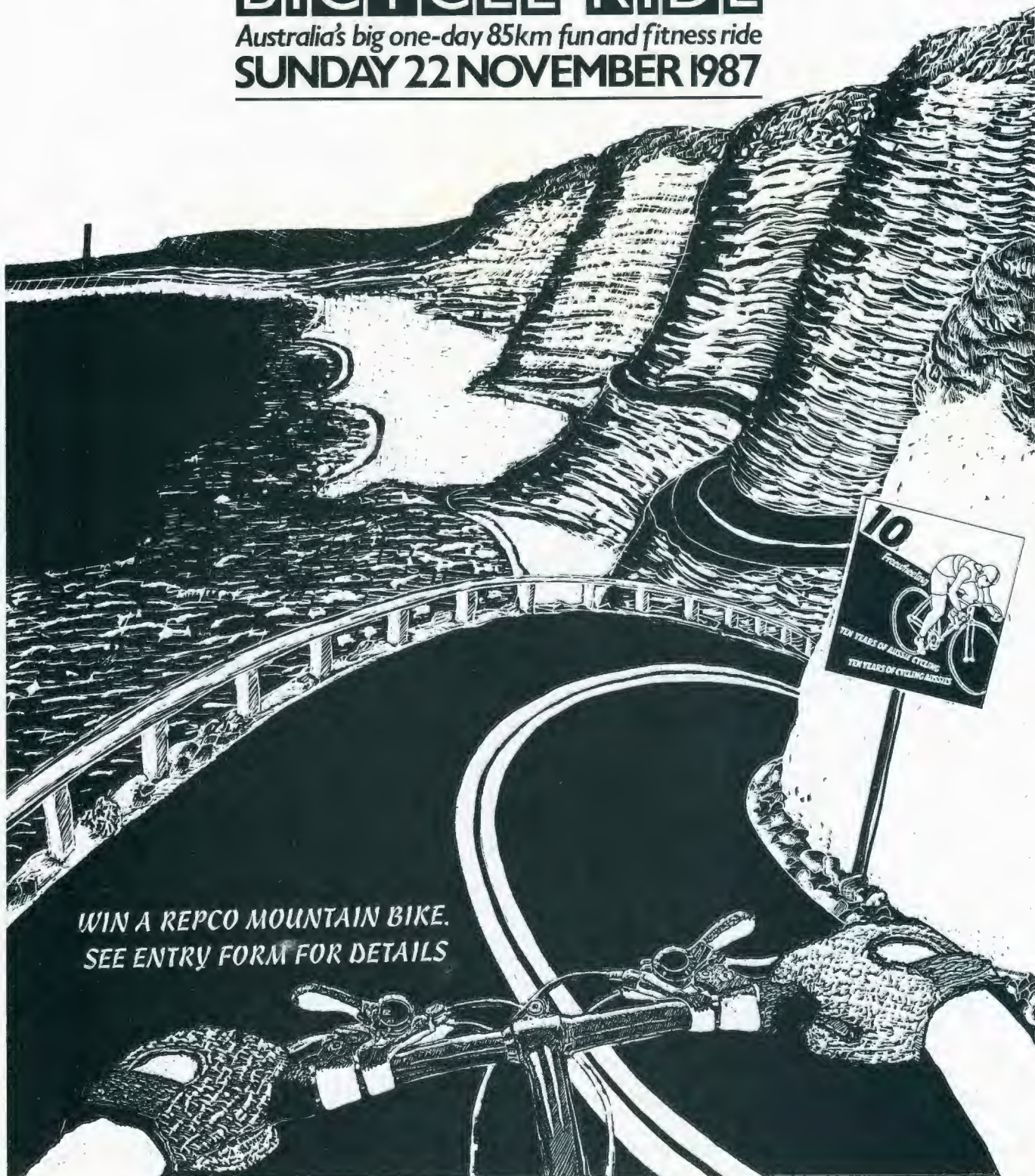
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SUNDAY 22 NOVEMBER 1987



WIN A REPCO MOUNTAIN BIKE.
SEE ENTRY FORM FOR DETAILS

Every year in late November thousands of people mount their bicycles and pedal down the magnificent coast road to Wollongong as part of the big Repco Sydney to the 'Gong Bicycle Ride. This year's ride will take place on Sunday November 22 and will push off from Belmore Park adjacent to Central Railway Station at 8 am.

This year the ride will terminate at Flagstaff Pt, Wollongong. Food will be available. Bicycle clothing fashion parades and a mountain bike Observed Trials demonstration course will keep riders entertained throughout the day.

The 'Gong Ride is well supported with vehicle crews to attend to mechanical breakdowns and help you out in the event of an emergency.

Leaving Sydney at 8 am on Sunday morning through the southern suburbs is easy going and in no time Royal National Park is reached. At Audley we provide you with morning tea consisting of a generous chunk of fruit cake and cups of tea, coffee or cordial.

You will need to pre-order your lunch so that we can organise our catering in advance. There are shops along the route but as the lunch stop is in a remote part of the National Park you will have to ride on further if you don't pre-order.

The lunch pack costs \$4.00 and includes a wholemeal roll with filling, a piece of fruit, a bite sized piece of vegetable, snack pack of dried fruit and a Tetra Pack of fruit juice.

The ride fee entitles you to a fully illustrated guide — a great souvenir of the event, morning tea at Audley, commemorative cloth patch, achievement certificate plus heaps of well organised support. Your fee also covers additional expenses such as a National Park service and postal handling charges. Your entry package will be posted to you and should reach you one to two weeks after you send in your form. Our mailout begins on the 1st of October.

Entries must be posted and returned to the Freewheeling mailing address no later than the first postal delivery following November 8th. We will begin posting from October 1, so the earlier you get your entry in the earlier you will receive your materials.

You may also enter and collect your guide and rider ID from the following bicycle retailers: Sydney city Clarence Street Cyclery; Sydney East, Woolys Wheels, Paddington; Sydney Inner West, Inner City Cycles Glebe; Outer West, Blacktown Bicycle Centre; Sydney North Shore, Cranks Bike Shop Roseville; Sydney Southern suburbs Rockdale cycles; Wollongong, Spearman Cycles; Corrimall, Spokes Cycles.

Entries close on November 8. After that date you may only register and pick up your riders kit personally at the Freewheeling office in the city. This is

considered a late entry but you are more certain to get rail seats if you register in this manner.

Prizes

This year all entrants who enter prior to the day of the ride will be eligible to enter the lucky draw to win a fantastic Repco Sierra 18-speed mountain bike. Just complete the special section on the entry form and you will be automatically placed in the lucky draw for the Repco Sierra. The winning ticket will be drawn at Flagstaff Point during the afternoon's activities and the winner notified. Full details will also appear in the January/February edition of Freewheeling magazine.

Once again we will be awarding cash prizes to the best team of four riders and bike gear to the runners-up. The Lord Mayor of Wollongong's prize for the best decked out individual rider will be supplemented with a new award for the best decorated bike.

Return travel arrangements

Rail travel must be booked when you enter as train space will be strictly limited. State Rail is getting into the spirit of the ride this year and have accepted the challenge to transport up to 1,600 riders and their bikes back from Wollongong to Central throughout the afternoon and up to 300 riders from Wollongong in the morning. Because of our large numbers and the need to plan ahead you won't be able to travel the Illawarra line on the day unless you have one of our special rail passes. Space is strictly limited on the trains so make sure you book when you enter.

Early Bird Bus. Our first train departs Wollongong at 4.15pm. For faster riders we will be operating a bus/truck shuttle service between Flagstaff Point and Sutherland earlier in the afternoon. The shuttle departure times are 1pm and 3pm and each departure is limited to 100 riders (and bikes).

The shuttle service costs \$8.00 per person (including bike) and tickets will be sold on a first come basis only with mail order entries. Please nominate your preferred departure time on the entry form if you request tickets on the shuttle.

Official Ride Shirt

You may offer the official ride shirt on the entry form for pick up on the day. The shirts will be printed single colour on quality cotton Chinese style garment. Send your money with your entry to pick up on the day. We strongly advise that you pre order as un-ordered stock on the day will be limited and always sells out. Sizes available: S M L XL. Cost \$10.00.

Refunds

No refunds can be made after the close of entries on November 8th.

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Entrants locality/Postcode

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All entrants under 16 must be accompanied by an adult and provide the name of this adult and the signature of your parent or guardian below.

I certify that I am the parent/guardian of the entrant who is under 16 years of age and that he/she has my permission to participate in the Repco Sydney to the 'Gong Bike Ride and will be accompanied by an adult

Signature of parent/guardian.

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A TANDEM IN TIBET

Bicycle touring

Cycling on the top of the world

by Michael Foster

EVEN major expeditions start in a banal kind of way and ours was no exception. Cycling out of Kathmandu in 27 degree heat, weighed down by three weeks supplies and cold weather gear we felt slightly embarrassed in case anyone should ask us where we were going.

Our plan was to cycle by tandem from Nepal to Lhasa in Tibet, which after centuries of isolation had at last opened its gates to individual travellers. Ahead of us lay a journey of 1,000 km crossing 5,000 metre passes through the Himalayas, the highest mountain range in the world.

Before long we met the first in a series of cyclists on mountain bikes coming the opposite (ie. more sensible, more downhill) way, and all seemed a little surprised, to say the least, to see a tandem with thin road tyres tackling the treacherous dirt tracks of Tibet.

Until this point we had been travelling on a sealed road, but as this finally petered out the bike signalled its disapproval by getting its first puncture since leaving England seven months before. The tyre was split irreparably, but as we carried five spares we felt rather unconcerned, until we discovered that despite all our careful preparations we had forgotten to buy extra patches. This was to turn into a real headache later in the journey.

Starting from a mere 800 metres the journey really was going to be 'uphill all the way', for over the first 120 km we had to climb 4,000 m.

Since leaving Kathmandu the valleys had become narrower, and the villages smaller, and we began to see quite a lot of wildlife, including a 1.5 m iguana. "Wonder what it eats?" said Rosemary. "Cyclists," I replied, as we pedalled on at a quicker rate.

At the Nepali customs point we watched groups of porters with smuggled Chinese goods take to the hills in order to avoid the customs check. After some debate; (the 'stoker' being exhausted), we decided to push on to the Chinese border town. The road had narrowed to a gorge, and zigzagged up to where we could see the settlement of Zhangmu clinging to the mountainside, catching the last vestige of the monsoon rains.

Dark and rain overtook us as we stumbled into town, and after some enquiries we found a mission hut dormitory in which to spend the night. We were elated and exhausted and fell asleep scarcely believing that we were in Tibet at last. Our dreams however were interrupted by a deep rumbling, almost as though the mountain was collapsing,

and in the middle of the night we were invaded by a tour group whose bus had narrowly escaped being crushed by a terrifying landslide.

Next morning not even four-wheel dive vehicles could leave town. We had decided to carry on at all costs, and in a steady drizzle we carried our bike and belongings over the broken terrain. A small crowd of stranded backpackers gathered to see us off. "What drives you?", someone shouted – perhaps we were intrepid after all!

From Zhangmu the road climbs 2,000 m up a steep and narrow gorge to Nyalam, 30 km away. In hot and steamy Kathmandu we had resolved that even if we had to push all the way we could complete this stretch in a day – but foolishly we hadn't made any allowance for the weather.

The rain that at 2,000 m was a tropical drizzle, felt cold and biting at 4,000 m; we were soon completely saturated and very miserable. Visibility was so poor that we almost failed to see the tents of a road workers camp, the only habitation we had passed all day.

The four rugged Tibetans there soon dragged us in, and immediately settled us in places of honour around the huge wood-burning stove. They stripped off our dripping clothes, replacing them with warm if rather grubby sheepskins. Bowls of hot butter tea were poured, and although this was quite rancid we drank unflinchingly – anything to get warm again. Our clothes steamed around the chimney as we tried to introduce ourselves to our hosts.

Rosemary had studied Tibetan for the past three months, and this proved really useful as to our great relief we learnt that Nyalam was less than an hour away. As parting gifts we delved into our bags to find photographs of the Dalai Lama. As these were presented the Tibetans immediately held them to their breasts, kissed the pictures, then pressed them to their foreheads in a great display of reverence for their exiled spiritual leader.

At last we found Nyalam, tucked between two valleys – one continuing on to Lhasa, the other leading to the base-camp of snow-capped Mount Gosainkund, towering 4,000 m above us.

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On the road to Gyantse on the barren Tibetan plateau Michael fords a freezing stream.

Though small, Nyalam had two distinct halves; the Chinese development along the road consisted of simple functional buildings housing the Chinese population stationed here, and the very muddy Tibetan area of traditional flat-roofed white-washed houses, bright awnings fluttering above each trapezoid window. We found a small 'hotel', and cold and completely exhausted were more than grateful for our mud-floored room.

The air was damp and acrid, and we were soon forced to begin the long and uncomfortable business of drying out our waterlogged clothes by wearing them in our sleeping bags. From now on

altitude sickness became a distinct possibility, and we were often forced to stop and draw breath.

The rain continued unabated, but after having rested and acclimatized a little, we decided that rain or no rain we must press on. In any case, little food was available in Nyalam, and we had begun eating our way into our precious supplies.

Under a clear sky, the road less steep than before and we were able to cover almost 40 km by nightfall. We had scarcely passed a dozen people all day and those we had seen, although not exactly unfriendly, were still rather wary

of 'foreign devils'; perhaps remembering times past when helping foreigners was punishable by death.

Still, the landscape was stunning; we had passed out of the tropical rain-belt; lush abundant foliage giving way to arid plains where everything must struggle to survive. The transition seemed magical, and we began to sense the isolation and remoteness which had kept Tibet 'intact' for so long.

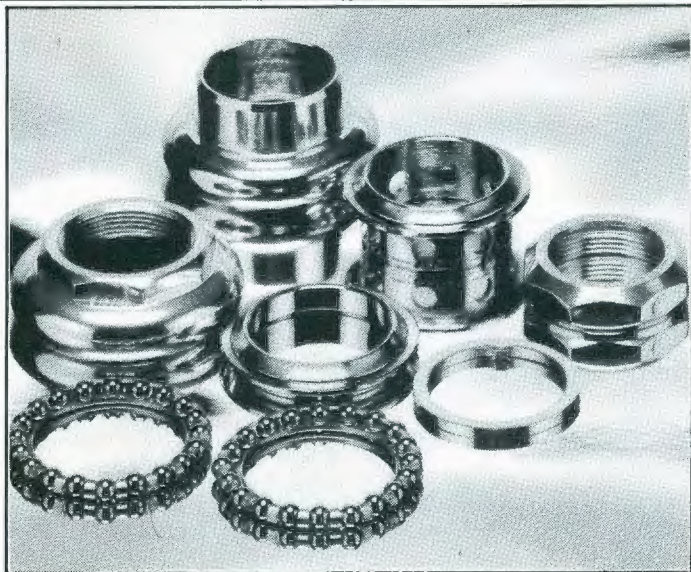
We were a little apprehensive about camping as we had no idea how the Tibetans would react. Before long two boys descended on us demanding food, a performance which was repeated every time we camped, and which we learned to dread. Requests for food were not purged by excessive hunger it seemed, but from a desire to vary the diet from tsampa, ground roasted barley, which together with butter tea provides almost the only food for most Tibetans.

The effects of altitude were apparent next day as we moved towards our first pass of 5,000 m (17,000 ft), and we looked hopefully at each new ridge as being perhaps the last. Though we had read every bit of information we could find, and quizzed anybody who had come from Lhasa to Kathmandu, no one could give us an accurate idea of where the top pass lay - in a four wheel drive a few kilometres either way made no difference, but to us it was an eternity.

The last few hours seemed never-ending and we began to feel rather light-headed, stopping every few hundred metres, gasping in great gulps of air.

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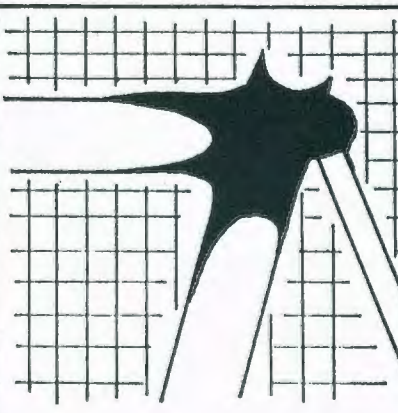
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At long last we rounded a bend and saw the cairns and brightly coloured prayer flags left by pilgrims over many years to mark the tops of passes. Soon we were photographing each other in front of these, amazed that we had made it.

Looking back we could see the Himalayas marching across the horizon from Everest to Gosainkund, magnificently clear against the deep blue sky. We were transfixed. Ahead of us lay the Tibetan plateau, wild and windswept, changing constantly in the sun and shadow. Our rapture, however, was short-lived when a puncture tyre had to be repaired just a hundred metres beyond the summit in the freezing wind which had seemed so exhilarating only minutes before.

WE awoke to a cold dawn, for until the sun shone directly overhead there was no warmth in the steep narrow valleys, and we soon learnt that if we wanted to leave the tent before mid-day we must make camp where the sun could reach us. Although the road was flatter now its condition did not improve, and was a series of ruts, corrugations and deep gravel.

Many Tibetans we met had never seen a bicycle before, and despite the Chinese takeover seemed oblivious of any world but their own.

In the past religion was the most powerful force in a Tibetan's life, religion and life were inseparable. With origins dating back to the earliest times, Tibetan Buddhism has a complex mixture of deities, the land being once dominated by thousands of monasteries. Thoroughly awe-inspiring in terms of atmosphere, location and size, many now lie in ruins following the Chinese Cultural Revolution of the 1960's, but the devoutness of most Tibetans is beyond question.

Our useless map showed no villages at all, but there were many small settlements just off the road, and we could see prayer flags fluttering from the rooftops and hear people in the fields singing as they harvested their barley. Everyone waved as we passed by, calling us to come and share their butter tea. At dusk we camped next to a swift and noisy ford, and lay in 'bed' listening to the sound of horses' hooves and harness bells as the villagers made their way home, and watching the last light of day on the glistening peak of Everest.

By now we had changed our concept of time and realized that we could no longer operate on daily schedules. We would reach Lhasa when we got there, and not a moment sooner. Distances meant nothing.

Although we were often cold, afraid and hungry the beauty of each new day, plus the bar of chocolate we allowed

ourselves kept us going. Thus absorbed, over the next few days we climbed our highest pass of 5,200 m, although not much helped by a severe storm of giant hail and snow two kilometres before the summit.

Our descent into Lhatse was a wonderful contrast. The rich farmland was golden in the full bloom of harvest and the afternoon light was quite perfect for photography. The sky that was deep blue on the horizon became darker blue overhead.

Time passed and we knew that Shigatse, Tibet's second largest town, could not be far away. By now we looked forward to 'civilisation', and for us life here was fascinating. We soon set

out to explore the main monastery, the Tashilumpo or Heap of Glory.

As we passed through the heavy leather door we stepped into another world, the air clouded and thick with incense; hundreds of butter lamps burning before every effigy and image; the repetitive chanting of the monks, and the unnerving clash of cymbal and drum. Every room and passageway of the labyrinth-like monastery was filled with people slowly moving in a clockwise (the most auspicious) direction, twirling prayer wheels and telling beads.

Every room and passageway of the labyrinth-like monastery was filled with people slowly moving in a clockwise

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(the most auspicious) direction, twirling prayer wheels and telling beads.

On the hillside behind the Tashilumpo is a pilgrims' circuit, the way lined with prayer flags and prayer wheels sending their invocations skyward. Many of the Tibetans here were nomads on a once-in-a-lifetime pilgrimage to the holy places of their religion. The devout made prostrations marking the entire route (1 km) by the length of their bodies.

The swelling crowds gave us good opportunity to observe their costumes and jewelry, a remarkably colourful sight. The nomad women wear floor-length fur-lined robes with bright borders distinguishing their various tribes, and hair

ornaments are heavy and complex. Women of the towns, who consider themselves far more sophisticated wear woollen robes or chubas, their plaited hair coiled up on top with strands of silk. A striped apron or pangden is always worn, and ornaments of amber, coral or turquoise.

Most men still dress in the traditional way too, wearing heavy skins and thick felt boots no matter how hot the day. The handsome Khampas from Eastern Tibet never cut their hair, and the thick red tassels with which they fasten their plaits are very dramatic.

Too soon it was time to leave, but not before giving some attention to the tandem; a chain was replaced, the thick

dust cleaned off, a puncture repairer sewed a piece of leather inside one of our split tyres, and like the locals we bought an old inner tube to cut up and use for patches.

The 98 km to Gyantse was a little ambitious, and darkness found us fording a knee deep freezing river, the bridge having apparently removed for repair. Anything seemed plausible by this stage. The last fifteen kilometres were completed by moonlight, accompanied by a Tibetan on his bicycle singing loudly to keep the evil spirits at bay. He was happy enough to have anyone to travel with, even if, on our double bicycle, we were not far removed from the spirits themselves!

It was now the end of September, and though there were still blue skies and sunshine the nights were getting colder, and we had two more high passes before Lhasa. The next was to be the most telling of the entire trip, so steep in places that it often took our combined strength to push the tandem on. Our reserves of energy were running low and it was an incredible relief, two days later, to reach the top, and a much longed for glimpse of the beautiful Namenatso or Turquoise Lake. The unpolluted water produced breathtaking reflections of the surrounding mountains, as yak herds grazed in peaceful oblivion.

Here we had a brief encounter with a cycling tour group who were being driven to the top of each pass in order to cycle downhill sections; we wondered why we hadn't thought of this. The weather was certainly on the turn, and we were lucky to get our tent pitched before a wild blizzard swept across the lake, turning the surrounding hills white, and dramatically outlining the switchback road up from the lake to our final pass.

When we eventually reached the top we could see the Tsangpo river lying below us. The long and chilly descent brought us to our first paved road since leaving Nepal, but still the Lhasa valley seemed endless. Our food supplies were very low, and we were finding it hard to keep warm. All day the wind blew hard against us, determined to keep us from the 'Forbidden City' to the last. It was the hardest day of all, but at the end we caught sight of the Potala Palace way off in the distance. We had imagined this moment for so long.

Twenty-six days after leaving Kathmandu we pedalled into Lhasa. Passing the Potala we were overtaken by three fat tourists on hired Chinese clunker bikes. It really was time to stop.

Footnote: Funnily enough, in retrospect, we never worried about our bike holding up. Apart from punctures we had no problems at all, which considering the awful conditions is little short of a miracle, and all credit to its maker, Claud Butler

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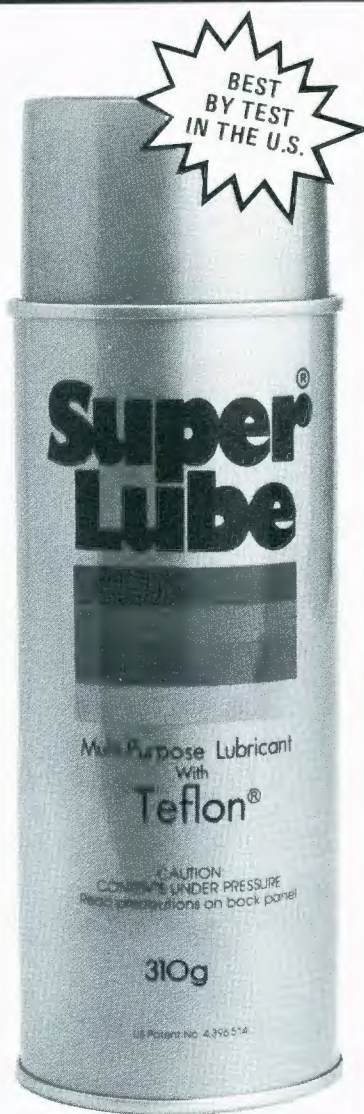
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Participants will be mailed an information kit and a commemorative patch. Drink stations will be provided along the course.

Green Valley Twin Century

Sunday, 18 October, 1987

ENTRY FORM

PLEASE NOTE: The minimum age for cyclists participating is 12 years, unless accompanied by an adult. Please list details of all participants. Additional entry forms are available from the BINSW office.

Name:

Address:

Postcode:

Telephone:

Disclaimer: I/we, the undersigned, hereby waive any claim which I/we might otherwise have on the organisers of the Green Valley Twin Century arising out of any injury, damage or loss sustained in the course of my entry or participation in the said events. If entrant/s is under 18 years of age, signature of parent/s or guardian/s is also required.

Signature:

ENTRY FEE: \$4.00 per person. \$3.00 per person for BINSW members or groups of three or more.

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WHENEVER YOU RIDE





SOUTH TO KITTYHAWK

Bicycle travel

A nostalgic journey through eastern America

by JOE MARTIN

In the end, the money came through. I had suggested to the bank manager that, in these days of modern communications, there was no real excuse for the tardiness I had to suffer and perhaps there was something wrong with the efficiency of the bank. Or was it just his particular branch? And so the money came through and I could go.

As I walked down the wooden steps of the bank, a pair of friendly looking bank couriers came up towards me, armed with sawn-off shotguns, so I tried to look friendly and sidled past them. It could have been in the Wild West but we were only three miles from Williamsburg with all its tourist attractions, takeaway food stops and the rest of modern day Americana.

Now I was ready to go and fill in the remaining couple of weeks until my crowd caught up with me and I could catch the plane back home to Australia.

I had thought of seeing some more country, when my money came. Perhaps up around Westpoint and down through Gloucester. Anyways, that's what I had suggested to Susan and Gerry who had befriended me in the first few days after arriving at Camp Chickahominy at the end of the cross America trip.

But my bike was pointing South so I set off South in the opposite direction. Probably be back tomorrow, anyway, so I wouldn't bother to report to the camp people. They were used to me shooting through when I stayed overnight with Gerry, so I wouldn't be missed.

I kept heading South and came to the James River, mainly because it was in that direction, and caught a ferry across and kept heading south.

That was until my stomach thought my throat was cut and I was called to a stop by a restaurant which specialised in peanut dishes at a place called Surry. They had 'everything' except Bjelke. Instead they had a seemingly endless supply of waitresses, all blonde and look-alike as though someone had discovered cloning in these parts.

So I sat there longer than necessary and looked at my road map for inspiration.

That was it! Into North Carolina, across to the coast and down on into Kitty Hawk. After all I had worked in civil aviation all my life and it was only fitting that I should make pilgrimage to the home of the Wright brothers. It was only a few hundred kilometres away. Something to skite about when I got back to work.

So I followed the road on down south, into the plantation areas where stuff grew right up to the edges of the road and the horizon was only the width of the bitumen ahead of me.

I passed a clearing with a spotlessly white church nestling back from the road. A group of "coal black mamas" were departing from some church gathering or other, and I enthused over the simple, splendid scene. That was until I was run off the road by one of the CB mamas who overtook me screeching "get off the road, "whitey" and I experienced a taste of racism, negro style.

Further down the road I came to another clearing which was there to house the local store so I dropped in to buy. It was like any other isolated store I had come across, crossing the States, but the variety and quality of the goods seemed sub-standard. Outside were a number of negro youths who were eyeing my bike



and holding some sort of conference, so I walked out with the nonchalance which I use to hide my nervousness and went and fished my map from the saddle bag. The youths took up strategic positions surrounding me so I asked the nearest how far on down south was the next town. "About 30 miles" he said so I said that was good and I could make it before dark. I think our wariness was mutual for it is not unusual for motorists in that part of the world to travel with a hand gun in the glove box.

I headed down south. I was in Southampton County where Nat Turner led an uprising of slaves in 1831 killing off 55 "whiteys" (thus anticipating the Civil War by about 30 years) but I had no

intention of pressing my luck but turned left on to Highway 460 which ran almost straight for 30 miles towards Suffolk where I hoped to find a motel and spend the night.

While shopping in the local supermarket I was found by a reporter from the local newspaper and he wanted me to call in and give a story which, as usual, was never published.

In fact, they seemed very ho-hum at the mention of the Bicentennial celebrations that got me over there in the first place, a not very uncommon reaction, I had found. It was easy to get the impression, in some localities, that the War of Independence was some sort of bad happening.

The interview set me back on schedule and, to make matters worse, I collected my first puncture shortly after leaving the newspaper office. I was faced with the prospect of leaving myself short of spare tyres and having to do repairs on the roadside or returning to camp. I hate mending punctures but, then, I hate turning back.

So I went on and an old bloke in a garage on the outskirts of Suffolk told me a short cut to North Carolina but I missed the turn off and continued down the highway marked on my map.

It took me through the Great Dismal Swamp but I didn't recognise it for what it was. The highway was well kept with the grass edges mowed, on both sides of the road, for miles. There was a lot of water around and I remember vaguely wondering about the rainfall in the area but today was steamy hot and dry so it didn't occupy much thought.

As the sun got higher and the miles grew longer, I yielded to a temptation to sleep awhile in some shade on those nice grassy banks but, somehow, I couldn't settle down. I had a feeling that the attention I was receiving from passing motorists was unusual so I went looking for some refreshment. I don't know whether the Great Dismal Swamp is peopled with alligators or anancondas, but it is prone to burn off its accumulation of marsh gas, from time to time.

I found a store in a clearing on the left hand side of the road a bit further on. The store keeper was a dismal swamp lady and she was talking to a swampy looking customer. I asked for a cup of coffee.

"It is too hot to make coffee" she said, "you will have to pick something from the drink cabinet" and went on talking to the other bloke. About the different varieties and merits of the local rattlesnakes, would you believe? Ordinarily I would have been interested but my tongue was sticking to my throat so I got a drink and departed. I didn't stick around to see if the rattlesnakes were of the legged type or not.

By this time, I was well into North Carolina. I had passed a sign back hours ago, which said so but I was blasé about crossing state lines by this time and didn't feel any pangs of excitement.

A few hours further on and after a number of twists and turns in direction, I came to a place named Camden where I stopped to refuel. I met a local dignitary as I sprawled against the shady side of the shop.

"Where you-all from?" he said.

"Australia" said I going into my recently acquired Defensive Mentality Mode for it was this opening gambit which preceded a conversation I had with a local in a town in Kentucky. There it had been made plain that strangers weren't welcome and I was advised to "git".

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"Is that a place in the English Channel?" he said.

"No", I answered, "what makes you think that?"

"Well", he said, "you don't talk exactly like an Englishman and you're not American or Canadian, so I thought you might come from near England".

I explained that Australia was in the Southern Hemisphere almost opposite England but he sadly admitted that "he ain't had much learning" and couldn't understand the proposition. He owned the store, the house and garage so was doing alright.

I headed for the coast, it was towards mid-afternoon. Past Belcros to Barco where I turned right and headed down South once more. Only time was running out and I was starting to think about propping. There was some sort of storm brewing up ahead and the map didn't show much to encourage me.

There was some sort bridge and a store at a place shown as Coinjock and I discovered that I could get lots of goodies (including Fosters beer) and a fisherman's hut, for the night.

The bridge was a lifting bridge for, whilst I was there, it was raised to let an army tender through which I photographed. In turn, I was photographed from the tender by someone with a telephoto lens but, fair exchange. I later found out that the whole set-up had been taken over by the Army so perhaps I shouldn't have been using a camera. No one seemed concerned.

The fisherman's hut was situated right under some high-tension power lines but not to worry. And there was wall to wall carpet (of sorts) with fridge, real bed and mod cons all only a stone's throw from the famous Intra-coastal waterway which goes right up the Eastern coastline of USA.

I should have gotten a good night's sleep — especially with the tin of Fosters and some tucker from the local store, but it was not to be.

Lying in bed with those power lines over my head and lightning, which could only be described continuously luminescent crackling through the room, I found it difficult to settle down but the storm subsided and eventually, the frogs started.

Something prompted me to switch on the light and there were frogs hopping across the carpet by my bedside. This might also be accommodated but the thought arose, where there are frogs there are snakes. Cottonmouths no doubt, or perhaps one of those rattling types that "step-and-fetch-it" was talking about back along the road.

Growing tired, one by one, the frogs gave up the chorus and the noise subsided. Or were they being devoured, one by one, by snakes?

Growing tired, one by one, the frogs gave up the chorus and the noise subsided. Or were they being devoured, one by one, by snakes?

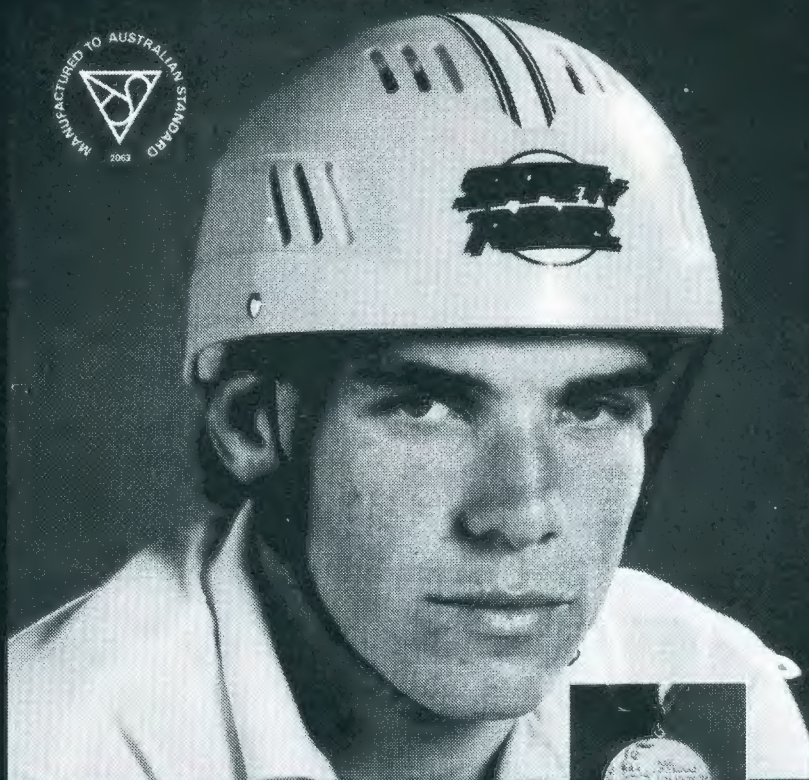
But it was soon dawn and I set off without backward glance down the Coinjock Sound to Point Harbour. I found a motel off the road, catering for fishermen and yachties, where I had breakfast, I then crossed the long causeway across the Sound to Kitty Hawk.

It was a dull bleak sort of day. A week later the area was evacuated in anticipation of a looming hurricane but, today, the weather was only bleak to match the appearance of the houses and buildings which made up the settlement of Kitty Hawk. It reminded me of those towns

one can see along the coast in Australia but these seemed to be more weatherbeaten — no doubt they were.

Of course, the Wright brothers never flew at Kitty Hawk — they flew at Kill Devil Hill. A few miles further on and slightly, if its possible, further away from the shore. There is a hill there and a memorial centre which shows America's contribution to aviation. In fact, one has a choice of attractions. Very few, like me I imagine, have ridden their bike up to the monument on top of Kill Devil Hill from where the brothers did their gliding experiments. The normal approach is by car to the nearby car park and short walk to the top but not me. Not being normal, I chose a foot track and rode the bike up in

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Dean Woods

AUSTRALIAN OLYMPIC GOLD MEDALLIST



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bottom gear with the singles scrabbling in the gravel for traction, but I made it. Actually, I didn't know about the conventional track until I got to the top.

You can go to the actual flight area where the first three flights were made before the uncooled, home made, engine conked out. The first hop was really just a hiccup, almost a figment of imagination, but the third one went the length of a backyard easily.

One can peer into a reconstruction of their workshop and living quarters they had built on the area, or, one can walk with suitable awe, through the hall of fame which shows all those Americans that made flying possible. They did include Bleriot in the gallery of portraits

but I looked in vain for Kingsford Smith or any other foreigners that may have had a hand in it.

On the way home I stopped at a store in a place called Barco. I bought a tin of beer but the lady said I couldn't open it until I had left the premises — 'twas the law. Well, I looked at the front door and reckoned I'd make it OK, but reading my mind, she told me that the premises extended a couple of hundred yards down the road. I still think I could have made it OK but she suggested that it was time her old man had his midday canner and I could join him in the back store, which I did. And we drank our beers, his and mine. We swapped tee shirts too — mine was a Vic Cross Country Running Club

one, by this time old and tattered, but his which reads "Grist Mill Country Store, Barco N.C." was a goodun (and clean too).

Mrs Grist Mill came and talked. She was a school teacher and wanted to come to Australia. It was a good session, all in all, but I had to push on to Elizabeth City for the night and I couldn't afford to get too merry.

They reckoned it would be worth my while to go via Currintuck, but I had run out of adventure and wanted home.

"You can sleep in a fisherman's cottage at Currintuck" they said "they will look after you" but the vibrations were poor.

Perhaps they would but the thought of a night in a motel appealed more and so off I rode resplendent in my nice clean tee shirt.

Next day, everywhere I turned, there was England. Town names borrowed like we had borrowed ours, only more so. The early settlers must have been very homesick in that part of the USA for I passed through Suffolk, Portsmouth, The Isle of Wight and even Scotland on my way back to Williamsburg.

I stopped at Benns Church and visited St. Luke's, one of the oldest churches in the USA. Built sometime in the 17th Century, it has been restored and re-consecrated. The Sunday worship had finished and I could roam at will through the church and churchyard.

My wandering wheels took me out and on through the Sunday traffic past Smithfield where the pigs are fed peanuts and their hams smoked in hickory to produce Virginia Ham to delight the gourmets. Past the atomic power plant across the river from Newport News (and the scrutiny from a police patrol car that seemed unduly interested in me) back on to a quieter road to Surry via Bacon's Castle where young Nat Bacon confronted the Governor with a rebellion in 1676. Not bad going really seeing that the settlement had only been going 70 years — things must have been crook.

My peanut popping restaurant was being gorged by Sunday diners, so I had to board a ferry back across the James to a restaurant I knew of on highway 614.

I got back to camp late on that Sunday afternoon; I had been gone since Thursday.

I was surprised at the welcoming committee I saw gathered at the camp. Then I remembered that I had been invited to dinner with Gerry and Susan on the Saturday night. I was AWOL.

Gerry and Susan were in the group along with some Bikecentennial officials, camp ranger and a State trooper and in fact, not only was I AWOL, I was unofficially (not documented) missing; perhaps in Gloucester.

"What is wrong with Gloucester"? I asked and the trooper said they lose people in Gloucester.



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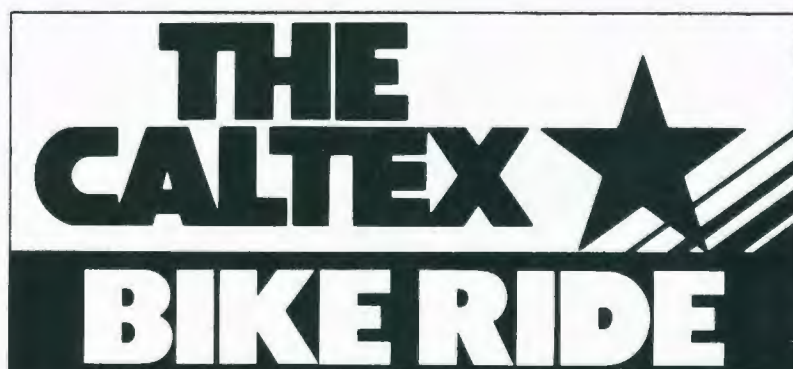
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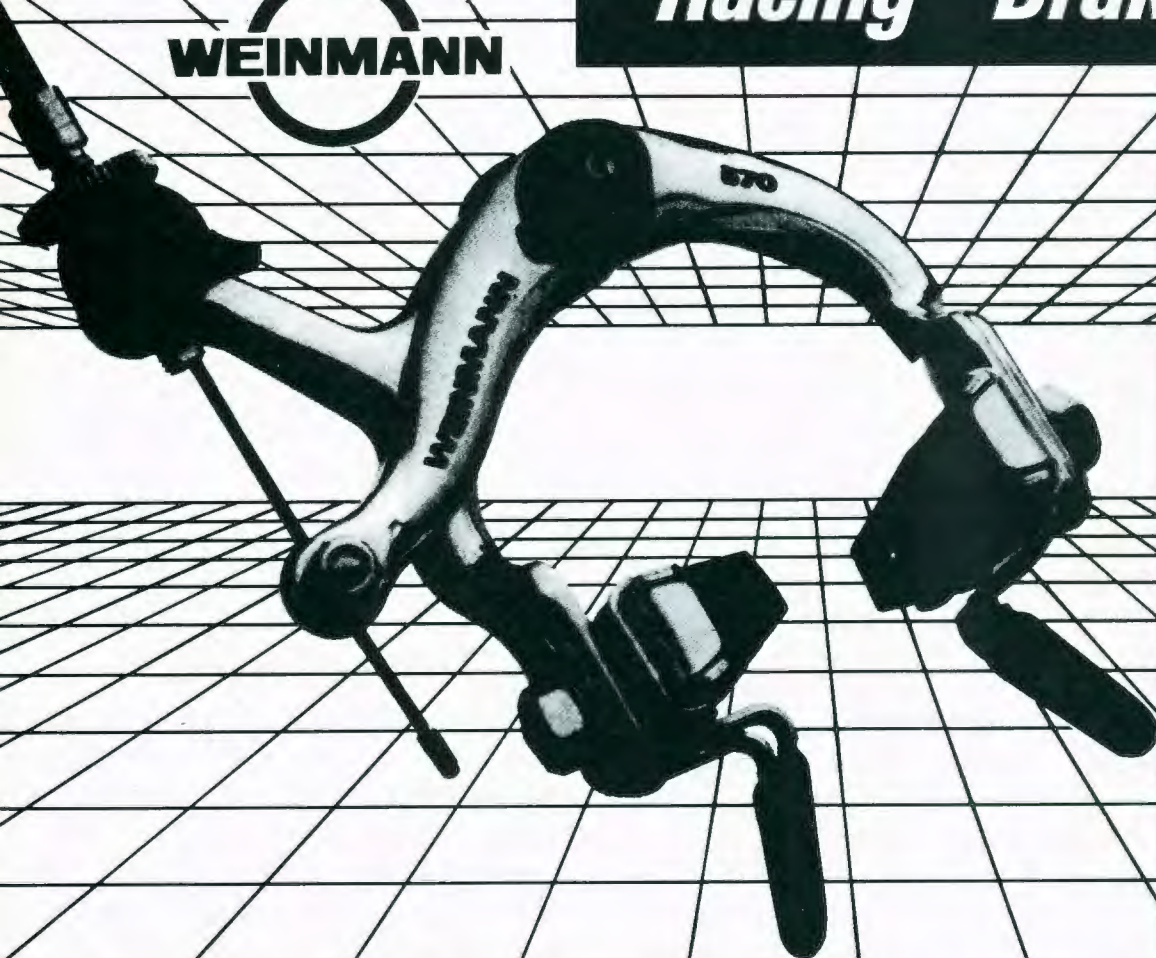
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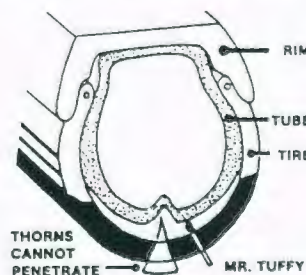


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Classifieds

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.

Person wanted for December cycle tour from Perth to Brisbane via Snowy Mountains. Join me on any section of the tour. Contact Eduard Heinisch, 32 Glebe St, Alberton SA 5014. (08) 47 6534.

Companion(s) wanted for a ride from Brisbane to Sydney via the Pacific Highway in early November. 7 days and 150 km per day. Motel accommodation. Please phone Ken Taylor on (02) 449 9069.

Cycling companion wanted Nullarbor crossing. Melbourne to Perth. Easy going (100-150 km per day) Depart before end of '87. Phone Al on (03) 714 8584.

Companion(s) wanted for leisurely tour starting July 1988, Cooktown to Lume River. Please write to Rob Wadsworth, Margate TAS, 7153 or phone (002) 672 443
Cycling in China World Bike Riders would like to contact other bikers interested in cycling from Peking to Canton in China. No definite plans. Contact Mira Albrecht, Str 22, 655 Bad Kreuznach, West Germany.

ACCOMMODATION


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

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National Calendar

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

COMPETITIVE EVENTS

1987

SEPTEMBER

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

Saturday 19 and Sunday 20. Australian Veteran Road Cycling Championships. Held at the Perry Lakes Stadium, Perth. Prize money \$4000. All age divisions. Contact Race Director Stan Fennell (09) 342 4352.

Saturday 26. Harvey to Armadale Veterans Classic. 112 km Group handicap with prize money of \$4050. Contact Race Director Stan Fennell (09) 342 4352.

Saturday 26. Pinjarra to Armadale Veterans Handicap. 60 km for older riders only (approx 60 plus). Prize money \$500. Contact Race Director Stan Fennell (09) 342 4352.

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.

Wednesday 7. 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 Jim Halloran of the ACF on (02) 241 1870 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.

Sunday 18. Charlton Triathlon. 8 km run, 32 km ride, 5 km paddle held in this town 254 km NW of Melbourne. For details contact Michael Allford (054) 911 822

Friday 23 - Sunday 25. Sydney International Indoor BMX Classic. Organised by the NSW BMX Association. BMX riders from between 4 and 50 yrs and six countries will compete in this big indoor carnival held at the State Sports Centre at Homebush. Trophies for top riders in over 26 individual classes. For further information contact Don Selby (02) 546 6111 or (02) 520 7988

Sunday 25. Leisure Coast Criteriums. Held at Flagstaff Point, Wollongong starting at 8:30 am. \$1000 in prizes. For information contact: Mrs Barbara Wyles (042) 37 7704.

NOVEMBER

Saturday 7. Jacaranda Criterium. Organised by the Grafton ACC in the central business area of this northern NSW city starting at 2:00 pm. For information contact: Mrs Corcoran (066) 42 1083.

DECEMBER

Friday 4 to Sunday 6. First Australian Masters Games The venue for the Masters Games cycling events will be Launceston Tasmania. The Games are for veteran competitors (+35 yrs) in seven age groupings. Road race distance approximately the same as the 1986 Veterans World Championship. Track events - scratch races and points score events for all age categories. For an entry form contact The Australian Masters Games, PO Box 587 Glenorchy TAS 7010 or call (002) 74 0750.

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, Sydney; 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.

NON COMPETITIVE EVENTS

1987

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.

Saturday 19, Sunday 20. 7th Annual Eastern Bicycle Touring Club Double Century. Melbourne to Bendigo. Contact Ray (03) 758 7082.

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 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 17 to Sunday 18. Audax Australia Opperman All Day Trial. Form teams of three to five and join in this twenty four-hour team Randonee where you pick the route distance and even start time to suit yourself. The event finishes in Sydney on Sunday afternoon. Prizes and trophies are awarded. Contact Terry Gross (03) 898 629 or Russell Moore (02) 600 1125.

Saturday 18, Sunday 11. Green Valley Twin Century. This popular annual event now in its twelfth year offers 50, 100, 150 and 200 km courses. For full details contact (02) 608 1125 or (02) 212 5628.

Sunday 25 Bicycle Down From Dungog. A pleasant day tour in the Hunter Valley area of NSW organised by the Newcastle Cycleways Movement as part of NSW Bicycle Week. Contact Charles Coin (049) 52 4403.

Sunday 25. Sydney Spring Cycle. An easy 35 km ride hosted annually by the Bicycle Institute of NSW. Ride starts in the city and follows a route via Lane Cove National Park to finish at Parramatta Park. Entertainment provided. Morning tea free. Contact the Bicycle Institute on (02) 212 5628.

Sunday 25. Camden Charity Cyclethon. A family day ride in the Camden area south west of Sydney commencing at Onslow Park and finishing with a family picnic. Organised by the Camden Rotary Club the ride will raise funds for Rotary's Polio Plus campaign. Entries and enquiries from cycle shops or by contacting Ian McKenzie (046) 66 8070 or (046) 66 8155.

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.

Saturday 31 to Sunday November 8. Snowy Mountains Trail. A loop ride from Cooma NSW following Bicycle Australia's Snowy Mountains Trail. 340 km. Contact Bicycle Australia (046) 27 2186.

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.

Saturday 14. Audax VIC 600 km Randonee. Visit Victoria's venerated holiday playground on this south coast tour. The Randonee starts at the Dandenong Police station at 8 am and goes to Wonthaggi, Sale and return. Contact Tim Laugher (03) 527 8581.

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 a mountain bike observed trials demo course at Flagstaff Point, Wollongong. Entry forms at Repco bike dealers from September onwards or elsewhere in this issue.

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

JANUARY

Sunday 3 to Saturday 9. New England Riverside Meander. A mostly down-hill summer-time trip from Armidale on the New England plateau NSW to Kempsey on the coastal plain then via Crescent Head to Port Macquarie and Wauchope. Short daily distances, sag wagon support. Contact Bicycle Australia (046) 27 2186.

Saturday 23 – Sunday 24. Bicycle Australia Annual Conference. Held in the Campbelltown area SW of Sydney. Day rides interspersed with the AGM on Saturday evening. For details contact (046) 27 2186.

MARCH

Saturday 5 to Monday 7. Strezlecki Ranges of Eastern Victoria. A 135 km ride on the Australia Day long weekend. Easy daily distances and superb views. Contact Bicycle Australia (046) 27 2186.

Sunday 6. Hills Cycle. The Lions Club of West Pennant Hills will be organising this day ride in aid of the Diabetic Association of NSW. 30, 50 and 100 km routes will take in areas of historic interest and natural beauty. Lots of prizes. Entry fees: \$8.00 individual, \$20.00 family. Riders who raise \$12 or more sponsorship money pay no fee. Contact Ron Jamieson (02) 872 3000 for entry forms.

Saturday 12 to Sunday 27. Bike Week 88 Albany to Perth Tour. Jointly organised by the Youth Hostels Association and the Cycle Touring Association of WA this 800 km tour will average 60 – 130 km per day and trace the pioneers' coastal route through superb hardwood forests. Bus portage for riders and bikes to Albany and staying at Youth Hostels and other fixed accommodation. Riders will need to be self sufficient and be members of YHA or the CTAWA. For full details contact the tour leader Geoff Creighton (09) 459 4178.

Sunday 27. Mulga Bill's Walaroo and Wombat's Bike Centenary. A day ride around the Hawkesbury NSW area. 70 or 100 km courses. Part of the Bicentennial Bicycling Program. Contact Paul Hulbert (02) 212 5628 or (045) 76 1396.

APRIL

Friday 1 to Monday 4. Bicycle Victoria Bicycle Rally. A four-day rally held over Easter in central Victorian town of Castlemaine. Lots of day rides, a display of antique cycles and indoor activities are planned. For details contact Bicycle Victoria (03) 650 2550.

Friday 1 to Monday 4. The Second Canberra Monaro Explorer. A 256 km vehicle supported loop ride from Goulburn NSW through Canberra and the Monaro region. Contact Bicycle Australia (046) 27 2186.

Friday 1 to Monday 4. Tour of the Southern Highlands. The classic Bicycle Australia ride for self sufficient riders. Leader supplied and group catering organised. Penrith NSW to Bundanoon via the Southern Cross Trail and return to Campbelltown via Robertson. Local hall accommodation.

Contact Bicycle Australia (046) 27 2186.

Saturday 10 to Sunday 17. Victoria's Bicentennial Bike Week Big events planned include: **Sunday 10**

Melbourne Autumn Daytour (the MAD ride). Organised by the Melbourne Bicycle Touring Club. 100 km and 45 km courses; **Saturday 16 Melbourne City Bicycle Parade.** Come and join in. Criterion race and a high-tech show are also included in the Bike Week activities which will run throughout the week in the City Square; **Sunday 17 3KZ Bike-a-thon.** A 25 km morning fun ride along Port Phillip Bay to end on the banks of the Yarra near the city. For full details and entry forms for all events contact Bicycle Victoria (the new name for the Bicycle Institute) (03) 650 2550.

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.

Saturday 23 to Sunday May 1. The Southern Cross Trail in Victoria. A three-day or nine-day ride along Bicycle Australia's Southern Cross Trail northwards from Melbourne. Contact (046) 27 2186 for details.

JUNE

Wednesday 1. Bicycle Australia in '88. This date marks the commencement of Bicycle Australia's major rides programme for the Bicentennial year to celebrate the first century of cycling in this country. Riders may ride all or part of the 10,400 km route around the coast from Cape York to Perth. Contact Bicycle Australia for details on (046) 27 2186.

OCTOBER

Saturday 1 to Monday 3. The fifth Four Rivers Ride. Bicycle Australia's tour of the Hunter Valley region. Sag wagon for luggage, evening meals and breakfast provided and hall accommodation. Contact (046) 27 2186 for details.

NOVEMBER

Sunday 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 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 Bicentennial cyclists will ride en masse from Melbourne to Sydney. Full support. Organised by the people who bring you the Caltex Bike Ride. Enquiries (03) 818 4800 or (059) 78 6000.

CLUB CONTACTS

These clubs regularly run rides in their cities and welcome new comers. Some even publish touring calendars listing forthcoming rides. Contact them for details.

Armidale Community Cyclists (067) 72 8951. **Audax Australia** (03) 435 4437 (02) 608 1125. **Bathurst** Bicycle Touring Group (063) 31 9459. **Bicycle Australia** (046) 27 2186 (after 9pm). **Brisbane** Bicycle Touring Association (07) 369 9326. **Brisbane Mountain Bike** riders interested in forming a club should contact Mike or Kelli on (07) 359 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) 818 4011. **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. **Southern Australian** Touring Cyclists Association (08) 272 6406 (08) 388 8331. **Sydney** region bicycling clubs can be contacted through the Bicycle Institute of NSW (02) 212 5628. **Tandem** Club of Australia (03) 241 4453. **Cycle Touring Association of West Australia** (09) 330 3659. **Darwin** Huffers & Puffers (089) 81 2141. **Wagga** Bicycle Touring Group (069) 21 6787. **Vintage Cycle** clubs Vintage Cycle Club of Victoria (03) 527 5759. **Southern Veterans** (Sydney Vintage Cycle Club) (02) 587 8017.

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