

Freewheeling

Number 46 November/December 1987 \$3.00



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Bicycle maintenance

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A guide to brake maintenance

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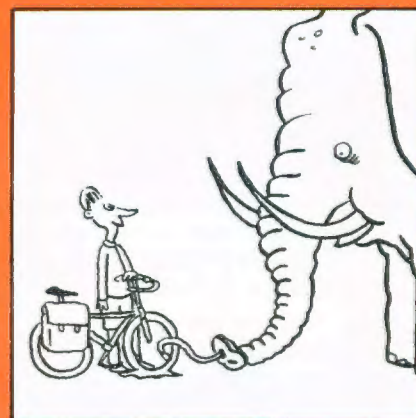
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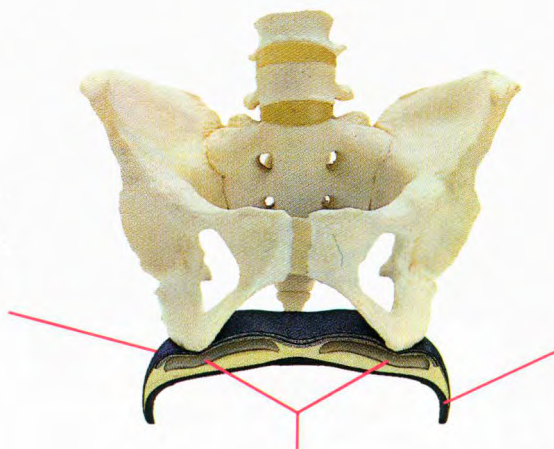
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Engineering for Cyclists

Warren Salomon

Bicycling: not a problem but part of the solution.

In the century's final quarter the writing is already on the wall.

I WAS travelling on an electric train to Footscray in Melbourne when I saw it. On an embankment wall near North Melbourne station someone had written in large letters, "IF YOU ARE NOT PART OF THE SOLUTION YOU ARE PART OF THE PROBLEM".

At the time I was travelling to see Alan Parker who was having his own problems getting the Melbourne Bikeplan (see our story on page 78 of this issue) implemented by the various state government roads and traffic departments.

How strange, I thought, the government bureaucrats probably see the bicyclists as a problem but to Alan the Melbourne Bikeplan is part of the solution. It just goes to show that a successful solution largely depends on your perception of the problem itself.

Take the city of Sydney for example: it has the worst traffic in the country but the state government's perception of the problem has led it to increase the capacity of the roads leading into the city and to concentrate traffic generating projects such as the Darling Harbour Fun Park within the city itself. Obviously the woolly thinkers who are advising the remarkable Laurie (monster rail) Brereton can not see that if you make it possible for more vehicles to enter the city area then the traffic will increase.

Clearly the NSW government is part of the problem.

ONE SOLUTION TO the traffic troubles of Sydney is to encourage its people to use a mixture of bicycles and public transport but how can the busses taxis and bikes survive if they have to contend with the traffic chaos created by increasing numbers of cars and trucks.

Over the last decade the state Labor government has been pouring money into bicycle safety programs and bicycle facilities on a dollar for dollar basis with local councils. Dollar for dollar funding works fine in a city like Wollongong or Orange where the local council controls the destiny of the entire built-up area but in Sydney it is totally inappropriate.

In the past decade a large part of the Sydney region has been studied by state government funded local bikeplans but so far the government has failed to pro-

vide the necessary leadership to pull all of the little plans together into a decent scheme for Sydney as a whole. The problems of the Sydney cycling environment can not be solved by the present piecemeal approach.

Imagine what would happen if the state government treated other transport systems in Sydney like it currently treats bicycling.

The only way Sydney will become a better cycling environment is through the creation of a city-wide network of bicycle safe routes using existing back streets. Such routes already exist and are being used daily by riders who know of them but until they are brought together into a visible system bicycling will remain a hazardous and unattractive mode of transport in Australia's oldest and largest city.

Recently the Minister announced the allocation of an extra \$1/2 million to be spent on engineering projects over the remainder of the financial year. Even with this increased funding the SBC chairman admits that his committee does not intend to address the problem of bike planning for the city as a whole this financial year. The problem for the time being, I am told, rests with local government.

It is probably unrealistic to expect any sort of leadership from an inter-departmental government committee but one has to have hope. Sadly, it seems, the NSW State Bicycle Committee has its self become part of the problem.

AS I WRITE this column entrants in the Darwin to Adelaide solar car race are crossing the continent. Hot favourite to win is the \$8 million GMH Sunracer designed by Dr Paul MacCready who conceived and built the remarkable Gossamer Albatross the first human powered aircraft to fly the English Channel. In 1977 when MacCready won the Kremer prize (for the first unassisted human-powered flight) with his Gossamer Condor cynics wondered what on earth could be gained from such efforts. Petrol and oil were still cheap and, after all, who would want to swap seats in a jumbo jet for a frail pedal powered machine.

With MacCready's latest efforts the cynics have been silenced. Perhaps the multi million dollar backing of General Motors has something to do with it but

this time I'm beginning to wonder where its all heading.

At least the impending predicament of diminishing oil supplies is gaining attention. Obviously the giant international car maker can see that some time in the future the oil is going to peter out and they are hedging their bets with experimentation in solar energy.

In the next ten years we should see more and more emphasis on alternatives to oil as an energy source. Since the oil crisis of the early seventies it has been clear that something will have to be done. Let's face it the stuff can't last forever and we only make it more difficult the longer we fail to live up to that fact.

As much as I admire Paul MacCready and his work, I can't see that solar cars can provide even part of a solution. The solar car may use a freely-available non-polluting energy source but it is a costly high-tech approach.

It may be cheap to run but it is not cheap to build. If it could be made using solar energy and cheap materials then I may not be so doubtful.

Bicycles on the other hand can be made easily and efficiently, use very little fossil fuel (both in manufacture and use) and are cheap to manufacture and run. What's more there are already millions of them in use. The problem as we all know is that they require a little effort to propel them.

With the Sunracer averaging 60-100 km/h there is no way a cyclist could compete but over short distances the bicycle is the most efficient way to go. And statistically speaking it's those short journeys which account for most of the private motor vehicle use in Western cultures. The widespread use of bicycles in conjunction with public transport systems could solve all of the present transportation problems facing our major cities and reduce our reliance on dwindling oil resources.

What we have built in the past 150 years is a civilisation of dinosaur proportions. It's immense and very hungry and you don't have to look far to see that it's main food is fossil fuel. The irony is that if our civilisation is not to go the way of the dinosaur we should face reality and reduce our over-dependency on oil and gasoline now not later. A proper commitment to bicycle transportation on the part of all our governments is urgently needed if they are to find a solution and not remain part of the problem. □

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Freewheeling Back Issues are available singly for \$2.50 (including postage) or in sets at the discounted price of \$16.00 each or \$40 the lot! Set 1 (4-9, 11-15); Set 2 (16-19, 21-30); Set 3 (31-43). Order today or send for our free back issue subject guide.

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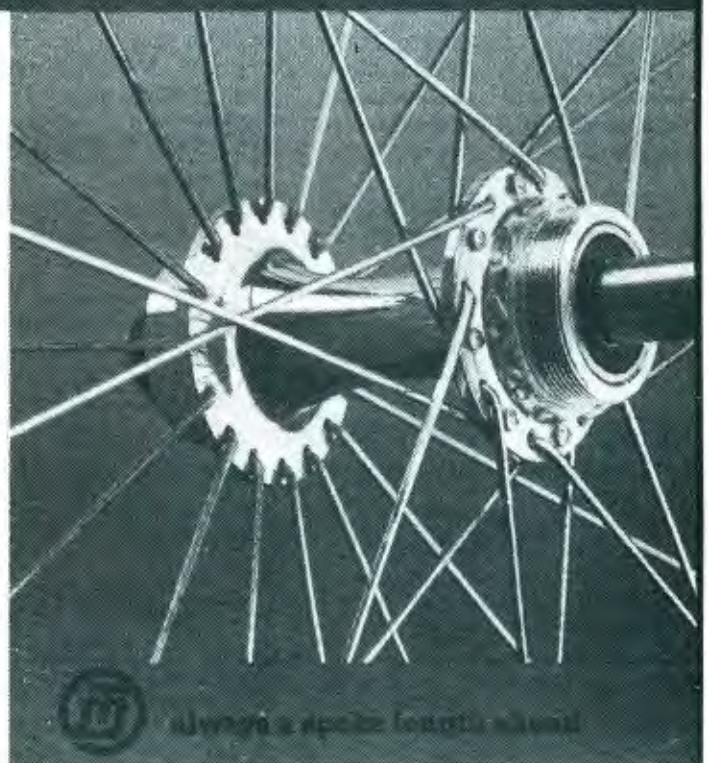
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John Drummond

Commonwealth Bank Classic

Whilst Great Britain goes through the pains of revival sparked by the continental success of English speaking riders. We in Australia continue to struggle with the ghosts of the past, which often restricted our sport to mediocrity.

Sports guru, Phil Bates, realised this truth back sometime in his cycling life and determined to do something about it in 1982. Hence the Commonwealth Bank Classic was born and has since revolutionised our sport and become one of the most successful and high profiled sporting events in Australia.

Originally conducted from Brisbane to Sydney with 40 odd riders the 5th Classic is presently being contested by 75 cyclists with 5-man teams representing England, Switzerland, Holland, West Germany, Sweden, Austria, Italy, Japan, New Zealand, the U.S.A. and Australia.

The Classic is scheduled to conclude on October 29 in Albury-Wodonga, and will be reviewed and pictorialised in the Summer Holiday issue of *Freewheeling* to be on the newsagent's shelves prior to Christmas.

Special Olympic Honour

To European racing cyclists the French newspaper *L'Equipe* is regarded as the Bible of cycle sport. Such is its contribution to all sports that the International Olympic Committee have this year awarded it a special Olympic honour.

The first newspaper in the world to be devoted to the sport, cyclists have a special regard for it as founder of the greatest bike race of them all: the Tour de France.

Criterion

When Dutchman Nico Verhoeven won the first stage of the famous Tour de France the Commonwealth Bank backed Cycle Classic became a projection for amateurs seeking European professional contracts.

Verhoeven was the 1984 Cycle Classic sprint king.

We note the link continues: Lars Wahlqvist, the Swedish star who lost the 1986 Bank Classic in the final sprint by 9 seconds to Australia's Andrew Logan, came 27th in the World professional road championship and Thomas Wegmueller of Switzerland, who rode in two Bank Classics winning the final stage in 1986, came home in 34th place.

Deno Davie, the English cyclist who finished fifth in the Australian Classic was placed seventh in the World Amateur road championship.

Not a bad criterion for European riders, and managers.

British Cycling Loses Minority Tag

The success of English speaking cyclists on the Continent has been the reason for Britain's loss of its minority sport tag. With television behind the sport the public came in their thousands to watch the Kellogs professional cycling tour of Britain.

The 5-day, 620 mile professional race was a success even beyond the dreams of promoters Sport for Television, as British riders inspired by the Irish success responded with enthusiasm to the continental challenge.

The first world-class professional field to contest a British stage race ever assembled, was star studded with some of Europe's biggest cycling talent. Among the entries was cycling's latest hero, Stephen Roche, who had been contracted to ride at 64 pounds sterling per mile. The 1987 Tour de France winner was forced to withdraw his entry after suffering an injury in a Belgium Criterium. But the appearance of Sean Kelly and Roche's loyal domestique Eddie Schepers, who played an important part in Roche's Tour de France victory was adequate compensation. To say nothing of the presence of Dutch star Adri Van Deer Poel and Gilbert Duclos Lassalle leading a host of top rated continentals.

Australia was well to the fore with Allan Peiper winning the first of the five stage race alone, dropping his breakaway companions Philippe Casado and Jorg Muller (PDM). The popular Aussie said it was good to win in England.

Other Australians riding were Canberra's Stephen Hodge who is in Sean Kelly's KAS Team, Neil Stephens who rode for Lucas-Atlanta and Shane Sutton with England's Lycra-Halfords.

The winner was England's top rated professional Joey McLoughlin who came back from an injury troubled season with a vengeance. McLoughlin rode with strong team support to win by just 5 bonus points from Dutch star Steven Rooks and Sergio Finazzi. Frenchman Philippe Chevalier was fourth.

Although there was deep disappointment when Stephen Roche pulled out it did not make any difference to the public interest. The professionals met the challenge.

Following Malcolm Elliott's defeat of the ever challenging Russians in the spectator packed Milk Race, and the televised British professional Tour, English cycling is taking on European proportions.

The foundations have been laid for what is destined to become a great Annual event on the continental calendar.



Well Done Martin

There are few more emotionally moving moments in this weary world of ours than the sight of a sportsman of woman in the those last moments of utter commitment — that total giving of physical and mental capacity, often it seems, past the point of human endurance.

Such was the last lap of 22-year-old Martin Vinnicombe's Gold Medal winning time trial that stirred Australian Cycling Federation Chief, Ray Godkin, almost to tears at the World Cycling Championships.

Down on his East German and Russian opponents in the first half of the race of truth, Martin thrashed himself to victory in a storming finish.

Once again cycling and Australia, as a nation, gains from a man possessing that wonderful intangible — the spirit of a champion.

Well done Martin.

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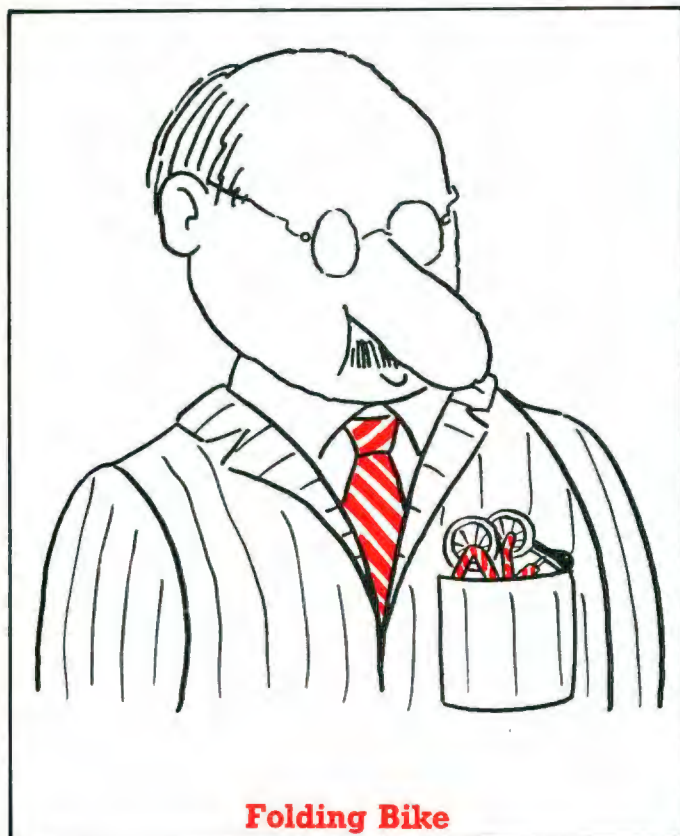
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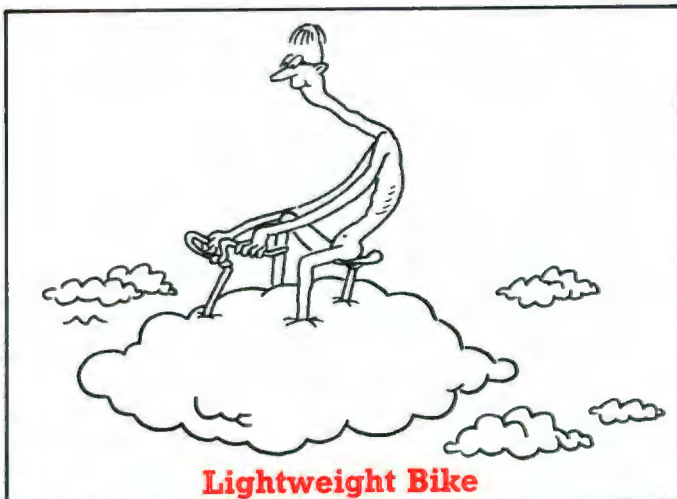
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DREAM BIKES

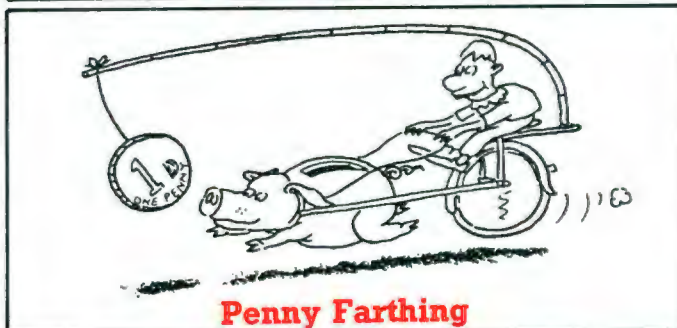
by Phil Somerville



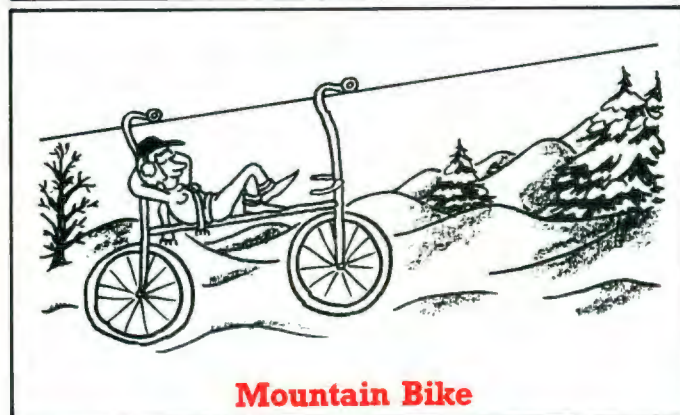
Folding Bike



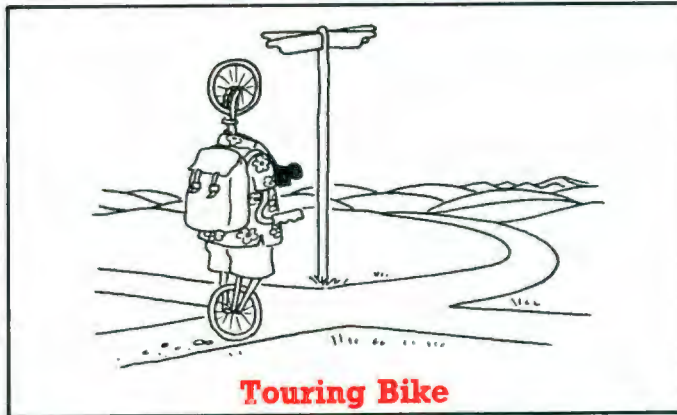
Lightweight Bike



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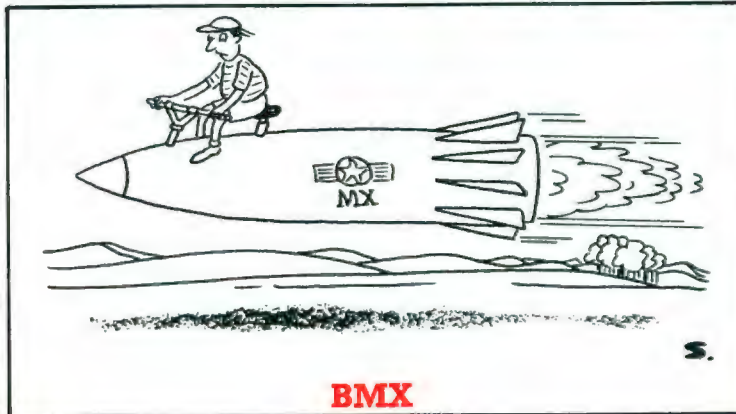
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The World Awheel



School champions

Four young Australians from three states recently won through to become their age group Champion in the Safe-N-Sound National Schools Cycling Championship. The thrilling final competition was held on rollers during October at Westfield Shopping Town, Liverpool, and included age group representatives from six states. The four champions are:

Under 14 girls: Melanie Saunders from Maryborough, Victoria

Under 14 boys: Sheridan Holland from Mannum, South Australia

Under 16 girls: Alison Kingsland from Sutherland, New South Wales

Under 16 boys: Brett Harper from Paradise, South Australia

The four winners were decided from 24 state finalists and were each awarded Safe-N-Sound medallions and a Malvern Star bicycle. The Safe-N-Sound National Schools Cycling Championship was launched in May 1987 by the Australian Cycling Federation and Safe-N-Sound, with the aim of identifying potential cycling champions as well as to help educate school children about cycling safety. Approximately 12,000 children participated in the competition lasting four months.

The Safe-N-Sound championship, unlike a conventional race, is conducted on revolutionary, custom-made turbo rollers, incorporating advanced digital equipment designed to test the speed and endurance of a cyclist by simulating actual cycling conditions.

Interstate finalists from VIC, QLD, SA, NT and TAS, were all flown to Sydney by Ansett Airlines on 7 October and stayed at the Camperdown Travelodge.

Safe-N-Sound, manufacturer of Australian Standards approved cycling helmets, the Guardian and Sprinter, is the major sponsor of the championship, and are assisted by co-sponsors Malvern Star, Ansett, Puma, Westfield, Camperdown Travelodge and the Australian Sports Commission.

Big Bicentennial race for vets

Cycling promoter and veteran rider Cec Cripps (who organised, and ran the big Apple & Pear marathon Tours for vets in 1986 and 1987) is organising a \$4,000 Bicentennial *Tour de Canobolas* race for veterans aged from 35 years at Orange NSW on March 27th, 1988.

The fairly tough 50 kilometre event (all riders off together, but with each 5 year division judged separately) will be a feature of the Apple Country Fair and riders will also participate in the big Parade on the evening of March 26th, in town. Each division winner will also receive a special Bicentennial Souvenir Plate, plus \$200 cash, with cash prizes down to 5th placing in each division.

Details regarding entries, etc. will be advertised later.

Cec, who has led more than 600 veterans on 14 separate overseas trips since 1974, is also organising a team trip (supporters and wives welcome) to the 20th Jubilee staging of the World Veteran Cycling Championships in Austria, plus Grand Prix des Nations Vets series in East Austria (total six races for each rider) and plenty of sightseeing for all, with own luxury coach).

Departure date is early August, and interested persons should write immediately to Cec Cripps, 19 Stayner Street, Chelsea 3196 Victoria, enclosing address, number of accompanying persons, and their own birth date.

Details will be soon announced soon of a big Bicentennial race for women cyclists, finishing at Ashfield, NSW on May 14th, 1988.

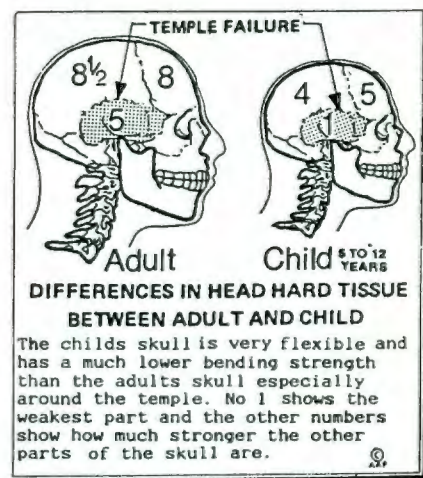
NEW RESEARCH REVEALS DEFECTS IN THE HELMET STANDARD

Bicycle safety

by ALAN PARKER

A new research report on bicycle helmets that the Victorian government hoped was going to firm up the Helmet Standard in time for the introduction of compulsory helmet wearing legislation has conclusively shown the helmet Standard is seriously deficient.

The report, conducted at the Queensland Institute of Technology and sponsored by the Federal Office of Road Safety, has opened up a can of worms because it has looked at very fundamen-



This drawing is based on data in the report and shows the relative bending strength of the different parts of an adult and child's skull. The area in grey around the child's temple is five times weaker than that of an adult and all children's helmets must cover this area.

tal issues in new ways. The most important finding is that the SAA helmet Standard needs a major revision so as to cover the needs of cyclists older than 12 years and a completely new Standard is needed for helmets for 5 to 12 year olds.

From the point of view of those who want to rush into compulsory helmet legislation the report's recommendation, that there is need for even more research to be done to *actively pursue the complete definition of the requirements for children's bicycle helmets*, will be like a red rag to a bull. When they find out why this research is necessary they will like it even less because it raises doubts about the use of the existing Standard as an interim measure.

As a former member of that committee I know how long it takes to make revisions to any Standard suitable for publication especially now that the SAA has had its funding cut back. The research report is going to upset a lot of people in the helmet industry because it shows that approved helmets are not suitable for 5 to 12 year olds. Indeed to make a suitable helmet will require new designs and costly re-tooling.

The evidence presented in the report about adult bicycle helmet facial protection is very limited and not reliable because of the small number of accidents involved, however the recommendations for children's helmets is based on different data.

According to the report children are wearing helmets with adult padding that is *totally incompatible with the properties of a child's head*. Not only is a child's skull weaker but it is much more flexible and needs a stiffer and stronger shell to hold the liner in position and stop the skull from deforming.

The report states that the current Australian Standard does not recognise the special needs of children yet and that children had the highest number of head injuries resulting from bicycle crashes. Furthermore it is considered that special requirements need to be specified for children's helmets:

- The impact test head form should be designed to reflect the weakness and deformability of the child's head.

- The vulnerable temple area should be protected.

- The mass of a child's bicycle helmet should be limited to about one half to two thirds of that of an adult bicycle helmet (250 to 350 g or 60 g less than the lightest SAA approved helmet on the market).

The report is entitled, *Motorcycle and bicycle protective helmets. Requirements resulting from a post crash study and experimental research.* by Crowther, Whitney, O'Rourke and Morgan of the School of Civil Engineering at the QIT. It is available from the Federal Office of Road Safety, Canberra.



Sport '88

1988

Track cycling revival

"SPORT comes naturally to Australians. It is central to our whole way of life. This taste for sport reveals some basic characteristics of our national identity, such as our relaxed life style. Sport is also an egalitarian pursuit in Australia. It's there for all to play and enjoy, in the spirit of giving everybody 'a fair go'".

Not my words, but those of Jim Kirk, Chairman of the Australian Bicentennial Authority, in announcing "Sport 88", a national programme of 775 selected sporting functions funded by the Australian Bicentennial Authority.

Cycling has three events listed in the program: World Series Cycling, The Commonwealth Bank Bicentennial Cycle Classic, Brisbane to Melbourne, 15/29 October 1988, and the Bicentennial Community Bike Ride from Melbourne to Sydney via Canberra.

First off for the year will be World Series Cycling, a track racing series between Australia and the "Rest of the World". Scheduled to touch every Australian State excepting West Australia.

Thirteen carnivals are planned commencing on Sydney's Canterbury Velodrome on January 16 and concluding on the same venue on 6 February, 1988.

Few of the Bicentennial sporting events will match the dimensions of World Series Cycling. Twenty-eight national champions representing fourteen countries, holders of World, Olympic and Commonwealth cycling championships, will compete on the one programme.

The Rest of the World team will comprise fourteen world class track cyclists representing Great Britain, Denmark, Holland, Italy, France, Trinidad and Tobago, Japan, East Germany, West Germany, USA, Canada, Belgium and New Zealand.

World Series Cycling will be conducted on a point score system with the concept of Rest of the World versus Australia. Points to be allocated for major placings in each of the International events with progressive team and individual points carrying forward to each venue. The winning team and the man of the series will be announced, or decided, at the final carnival.

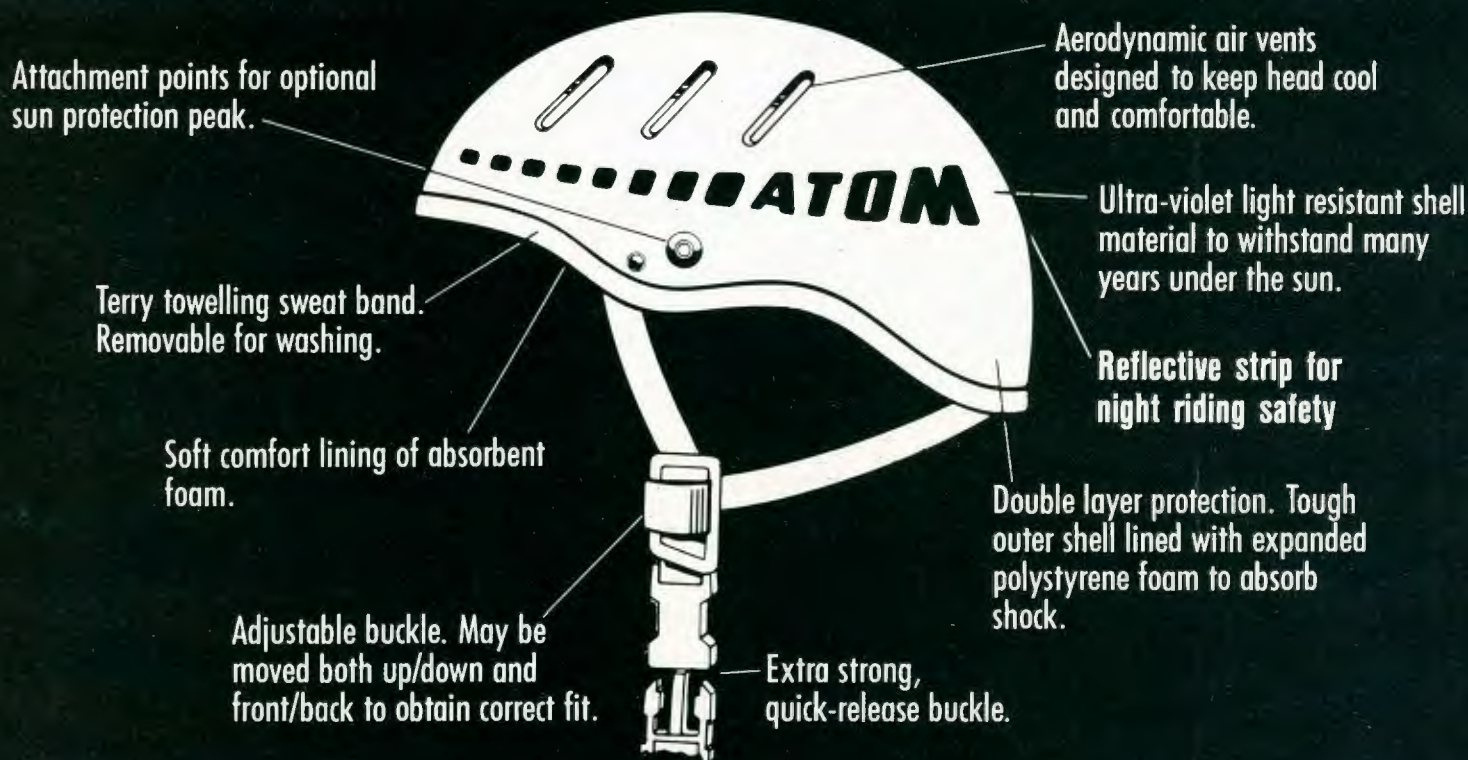
The teams will be opposed in fifteen major events nightly. Apart from the 28 International stars contesting the World Series, thirty elite amateur riders, many State and junior National champions will compete in supporting events.

World Series Cycling was first presented by the Bates brothers promotional arm, Oz Wide Sports Promotions, in 1986 with a team of internationally rated cyclists making up the Rest of the World team competing against a team of Australia's best in the events as contested in the Olympic and Commonwealth Games.

It was an attempt to stimulate a branch of the sport that has been in steady decline throughout the world for a decade, with venues largely empty shells compared to their former glory days.

Perhaps, the days when you had to arrive early to get a good seat have gone for good. But I believe that the decline in Australia with its year-round racing structure, as opposed to the European seasonal system necessitates a simultaneous road and track season. The old

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The World Awheel

existing structure is more influenced by tradition than popular trends.

Most of our Open track promotions are built around that ghost of yesteryear the handicap which has contributed to so much of cycle racing history, rather than the modern day omnium.

Track racing is fast, furious and exciting, with the crowd joining to create a great atmosphere.

Each of the Bicentennial Carnivals will be conducted during the evening under lights. Bands and marching girls will provide additional entertainment and set the scene for the racing. Thirty events will be conducted in a three hour programme.

Racing will be programmed to capture maximum excitement and will be excellent for television. Cyclists will contest Olympic orientated events such as sprint matches, individual pursuits, teams pursuits of various nature, point score scratch races, as well as motor paced races and Keirins.

Great care has been shown in the selection of venues to host the Bicentennial World Series Cycling. They are the best this country has to offer not only for spectator comfort, but all have good lighting facilities for television footage.

All the Velodromes involved have top class track surfaces. The Launceston Velodrome being an indoor wooden track judged as being the best in the world.

Chandler Velodrome in Queensland, location of the 1982 Commonwealth Games will join with Launceston and Sydney as the venue for special world record attempts, focusing attention on our Seoul Olympic prospects next September. It all looks very professional in its planning.

The media and sponsors demand the big names and today's sports fan demands entertainment. Most of the public in the stands will be non-cyclists, they will be there for a spectacle. Oz Wide will be presenting champagne for all three. □

Shifts and shuffles in the West

After two years of delays the WA government has almost implemented one of the most important recommendations of the Perth Bikeplan. A Bicycle Management team of four (BikeWest) has been set up in the Department of Local Government and is headed by Rex Campbell. BikeWest has an education officer, Terry Lindley, an energetic secretary/research officer, Carolyn Thomson and an engineer Vinder Singh. The SBC chairman is Noel Dawkins. The Police department also has a team of

three headed by Sergeant Bill Robertson for bicycle enforcement. Ian Ker, the Bikeplan team leader, has sprung up like a phoenix, as Director of Urban Policy, in our Department of Transport.

Paul Trichillo, the former Bikeplan engineer is now back with the Main Roads Department and in typical fashion the MRD has him working on everything except bicycles. This is quite a problem because he knows an awful lot about bicycle safety engineering.

The Bikeplan team planner, Chris Warrener has resigned from the public service and is joining a consulting team. He did a lot of work, with Rex Campbell in Fremantle prior to the America's Cup. The previous chairman of our previous committee, Michael Harding left the bicycle scene, and the Department of Local Government, at about the same time as real progress started to be made.

The Perth Bike maps are now available and follow the model established in other states.

West Australia is the only state with a comprehensive system of recording hospital admissions and causes. Last year, 654 pedal cyclists were admitted to hospital in WA. 76% were bicycle-only accidents. Cyclists comprise 12.1% of all vehicle accident admissions, the highest proportion (and number) since records commenced in 1971. The 14 fatalities were also the highest for years (since 1953 actually). The average fatality rate is around 6%. 25% of WA road fatalities in 1986 were pedestrians or cyclists. 5% of trips in Perth each day are by bicycle, up from 3.5% in 1976.

Bruce Robinson

Penny Farthings Around Australia

The current holder of the World 24 hour unpaced penny farthing record, Phil McDonald plans to spend most of April, May, June, July and August next year

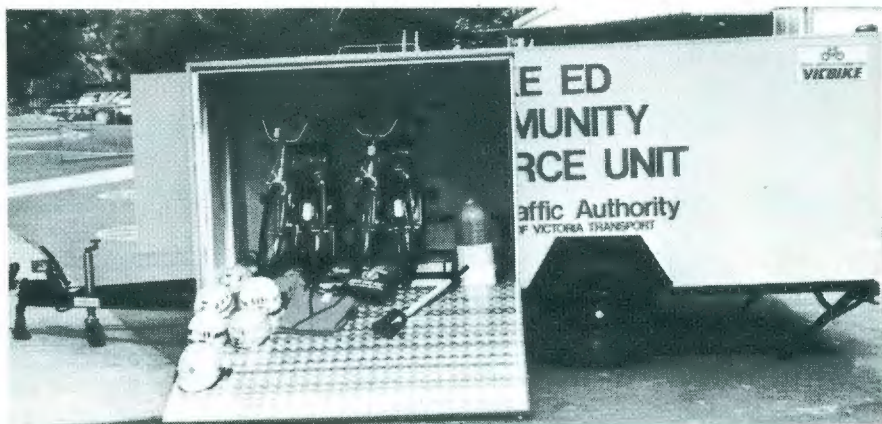
pedalling his high-wheeler right around Australia. Phil will be holding his ride in conjunction with the Rotary Club's Polio Plus fund raising program and hopes that his ride will assist the work of Rotary in all of the towns he plans to visit. The epic journey will commence in Melbourne on April 11 1988. On his travels Phil will visit Canberra, Sydney, Brisbane, Cairns, Darwin, Perth, Adelaide and all of the towns in between before arriving home on August 14. To support Phil in his efforts for the Polio campaign contact your local Rotary Club.

Triumphant conclusion to charity marathon

In October this year 250 cyclists rode into Canberra to conclude this year's Bike For Bibles Australia-wide fund raising marathon. According to its organisers the response to this year's event has been fantastic with well over the target of \$250,000 being raised to fund Bible Society projects in Burma, Brazil and Kenya.

During the six week event over 300 cyclists rode distances varying from ten to 4,400 km wound up with the six major groups converging on the national capital from as far afield as Perth, Cairns,

Recently the Victorian Ministry of Transport and the State Bicycle Committee provided \$160,000 to fund the Bike-Ed and Community Trailer Project. Part of the results of this scheme are pictured on this page. The aim of the scheme is to provide easier access for children to the Bike-Ed course and encourage those schools with equipment problems to teach it. Each trailer is equipped with 12 bicycles, helmets, safety vests and other equipment needed to teach the course. 24 of the trailers have now been supplied to Victorian schools to cover the Education Department's 12 regions. For further information contact Linda Ivett at the Victorian Road Traffic Authority on (03) 810 2644.



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Bike For Bibles riders share the roads with the heavyweights on their ride in to Albury.
Photo courtesy of the *Border Morning Mail*.

Dubbo, Mt Gambier, Burnie and Melbourne. The oldest rider was 12 and the oldest 75.

In 1988 a team of 16 will commence the 16,000 km circuit of the continent and will eventually link up with larger groups riding the routes used in this years event. The organisers of the '88 event hope to raise \$500,000 for the Society's Aboriginal Support Program. For details of how to become involved phone the toll-free number (008) 251 389 or (02) 267 6862 if you live in Sydney.

AUSTRALIAN CYCLING FEDERATION



1888 - 1988

ACF celebrates its centenary

The Australian Cycling Federation will celebrate 100 years of competitive cycling with a big program of events to be held next February in Brisbane. The program will take place in various venues and will include a major road race, track carnival, triathlon and BMX and mountain bike events. The full program listing appears in our competitive events calendar at the back of this issue. For entry details contact the ACF (02) 27 2977.

A REAL KOCH UP!

Cyclists banned in New York

Ed Koch the Mayor of New York has banned bicycle messengers from the major streets in his city during weekdays between September and November this year. The mayor told the press that the couriers were ignoring red lights and putting in peril the lives of New Yorkers every single day.

Though the cycle messengers may be an aggressive bunch the mayors ban is not supported by hard evidence. Of the 19,148 traffic violations issued in 1986 59 percent were given to recreational cyclists. The ban will wipe out the cycle

commuter as there is no provision in the mayors action to differentiate between the couriers and the rest.

Up until the ban cycle commuting has been booming in the Big Apple with an estimated 60,000 daily making the two-wheeled trip to work.

All is not lost however, for it seems that the Mayor's plan was a dreadful miscalculation. Resistance to the ban was substantial and resulted in the Association of Messenger Services suing the City on behalf of its 40 member companies who employ over 5000 riders. The case culminated in a New York Supreme Court judge's ruling that it was issued without proper notice and could not be enforced.

New mountain bike association to be formed

Mountain bike riders will meet in Sydney on the 16th of January 1988 to form a new national body. The inaugural meeting of the Australian Mountain Bike Association (AMBA) will bring together representatives of all the locally based clubs to ratify a constitution and set up the national body to represent the fledgling sport. For full information contact the Acting Secretary Michael Roberts c/- PO Box 325 Chermide QLD 4032. The meeting will be held at 10:00 am in the auditorium of Sports House 157 Gloucester St Sydney.

Cyclist of the Year in the North

Olympic hopeful Mark Victor of Morningside, Brisbane, was presented with the 1987 Queensland Road Cyclist of the Year Award at a recent Queensland Cyclists Association dinner.

Winners of the womens categories were Liz Hepple for the Road and Linda Orrow for Track.

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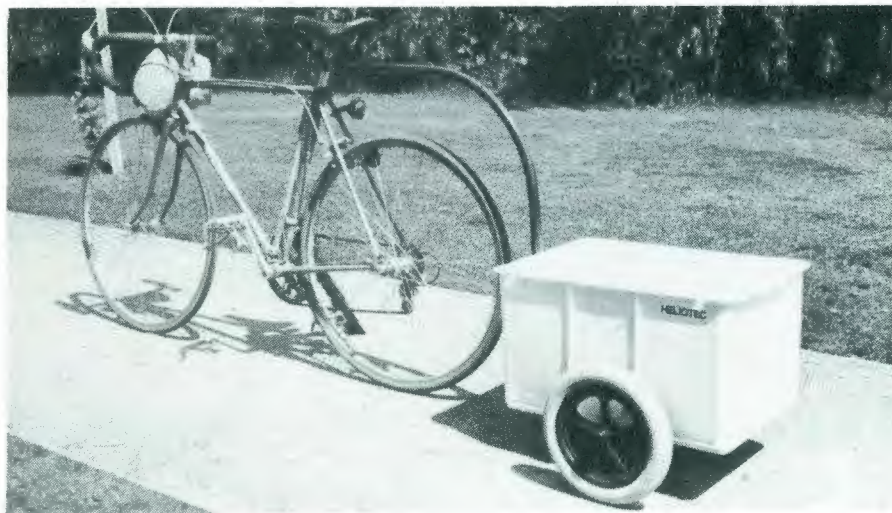
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New Products and Ideas



Luggage trailers for bicycles

Sturdy and light trailers designed without the need for permanent modifications to your bike are now available direct from the maker Heliotech in Adelaide. The trailers are made from a solid plastic bin mounted on a tubular steel frame. The mounting hitch has a rubber pad suspension to reduce vibration when empty and the nylon ball-bearing pneumatic-tyred wheels will carry up to 40 kg of luggage. Heliotech trailers can be shipped to any part of the country and the maker can be contacted on (08) 42 8010.



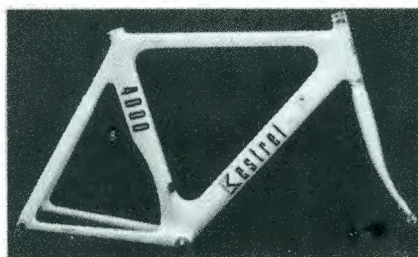
New Brancale

The Brancale SP 5 is the latest addition to the helmet world from the Italian bicycle equipment maker. The SP 5 is well ventilated and has a high impact hard shell and an expanded polystyrene liner. It has removable sizing pads and fully adjustable retention straps. Brancale's latest addition has improved ventilation and is certified to comply with the US Z90.4 Standard. Wholesale distribution: K W Thompson Pty Ltd, Brisbane.

Lightweight carbon fibre frame

The Kestrel 4000 is an amazing one-piece bicycle frame made of carbon

fibre material and weighing only three pounds (1.36 kg). The one-piece design allows its builders to make a frame claimed to be stiffer, stronger and aerodynamically sleeker than conventional steel alloy frames. The Kestrel frame retails in the USA for around \$1,185 and is available only in 56 and 58 cm sizes at the moment. The design was the result of a collaboration between innovative frame builder Brent Trimble and aerodynamics engineer Chester Kyle and at present is only available direct from its US manufacturers: Cycle Composites, 225 Westridge Drive, Suite G, Watsonville, California 95076 USA.



Lazer helmets

A classy addition to the headgear marketplace is the Lazer LZ 10 helmet. This stylish helmet is made in Europe and has a lightweight polymer outer shell, expanded polystyrene liner and comes

in a range of four metallic finish shell colours (red, blue, silver and grey). The Lazer has an adjustable visor and is tested to meet the Z90.4 US Standard. LZ 10's have good flow through ventilation and fully adjustable quick release strapping. Lazer helmets are sold through specialist bicycle retailers and are distributed by Gerry J O'Brien Imports, Melbourne.

Pelvic Structure positioned on Avocet's new GelFlex saddle with Spenco gel.



Comfy saddle

Avocet's latest saddle even has a money back guarantee. The Gel-flex saddle uses a special substance made in the USA by the Spenco medical corporation which effectively absorbs the road shock usually directed through the saddle at the riders bottom. Gel-flex saddles come in mens and womens models and are available through specialist bicycle dealers. They are distributed by Hanley Trading, Sydney.

Soft on the head

The latest in headgear for US racing cyclists is the Giro Prolight. This 212 gram (that's just 7.5 ounces in Imperial units) helmet is virtually a hard shell helmet without the hard shell. It is made from expanded polystyrene, has three sets of ventilation holes front and rear and is topped by a removable nylon cover. Giro helmets are not yet available in Australia.



Letters to the Editor on helmets, bicycle lighting and rights of access.

The Feds cop-out on bike lights

A recent Research Note produced by the Road Traffic Authority in Victoria examining fatal bicycle accidents for 1981 to 1984 found that cyclists were hit at the rear in 90% of night-time and 40% of day-time fatal accidents. It is also revealed that cyclists don't give half enough attention to the risks of being hit from behind. They do not even realise the full risks of being hit from the right side in daylight. But it is the night-time figures which should quite frighten every night-time rider, or should that be dusk-time rider? While 5-17 year olds died most frequently between 8 and 9 am, adult rider casualties are more common between 6 and 7 pm.

Another alarming fact revealed was that in about two thirds of all night time fatalities the machine had no lights, at all. The rider was probably relying on the life saving properties of a couple of small and probably dirty reflectors! While cyclists have every right to be out at night – and what better way to travel especially in milder weather – to do so without at least a bright, red, tail-light is courting disaster. The Note makes the blunt comment that “inadequacy of lights on bicycles and streets was shown to be a common factor in bicycle fatalities at night”.

We cannot rely on the occasional street light to provide us safe passage at night. Every bicycle used at night should have adequate lights. Ah yes, and there is the rub! What is adequate? Do our Australian Standards rush to our aid and give us a stick to wave at manufacturers and importers? Not on your life. There is one big and disgraceful mess with regard to getting a lighting Standard that won't fall off a head stem at the first pothole. The Federal Government has disclaimed responsibility.

The Victorian RTA could put a feather in its cap by taking up the challenge, but money always seems to be tight for bike safety measures. Indeed, why should Australians not have a Standard and a manufacturing capacity which opens up a world market.

Maybe someone needs to have a chat with Senator John Button about yet another feather!

Meanwhile cyclists will continue to die on our roads, at night, hit from behind by motorists who ‘did not see them’. Well, don't just blame the motorist. As self-preserving biker riders we should all know damn well that a bit

of initiative is always available. If we do decide to ride at night, wear a bright reflective vest and carry a working rear light (even if no other). Oh, and also get out your pen and pad and write a disgusted, angry, pleading, threatening letter to your local MP and State Bicycle Committee. Incidentally, the Research Note RN/97/9 can be obtained from the RTA, Road Safety Group, 854 Glenferrie Rd, Hawthorn 3122 Victoria.

Michael Oxaer
Ivanhoe VIC 3079

Editors note: Michael Oxaer currently represents cyclists on the Road Safety Board of Victoria. Michael's reference to the need for a good lighting system for cycles is indeed a world wide problem. A golden opportunity exists for a bright Aussie entrepreneur to develop such a system and market it internationally. The system would: be able to be recharged at home (probably using a nicad battery charger unit) or accept normal penlight batteries; accept top-up power from a bicycle generator similar to the popular and inexpensive Sanyo Dynapower; have state of the art quartz halogen light units (headlight fitted to the head stem and tail light fitted to the seat pillar); come available in fixed and removable versions; and work with absolute reliability.

There are one or two systems which fit this specification available overseas but they are all manufactured in small quantities and as a result are all very expensive. A successful lighting system has to be mass produced for the world market and sell for a reasonable cost. A much better investment for an entrepreneur than the stock exchange!

Bone domes

I unreservedly support Warren Salmon's concern about the suspected compulsory introduction of helmets for cyclists in Victoria. The precedent for this totalitarian act was the introduction of compulsory helmets for motorcyclists in Victoria under the Bolte government.

The contrast between this action and attitudes in Britain is quite striking. Helmet wearing was never made compulsory in the UK. Up to the mid 50's the only helmets available were the heavy resin bonded beehive helmets made for racing motorcyclists. The first acceptable ‘street’ model was a design made up of bonded cork and not surprisingly called the ‘corker’. It was eventually adopted by the British Police force.

The British motorcycle press and the Royal Society for the Prevention of Accidents (RoSPA) combined to promote the use of helmets. With the introduction of a wider range of styles and types 75% of Britain's motorcyclists were estimated to be wearing helmets within two

years of the commencement of an intensive and lengthy campaign. Manufacturers even attempted to cater for the coy and less adventurous by producing helmets that resembled tweed caps and bowlers. There was even a deer stalker model for the discerning sportsman.

Competitions were organised to find a buzz word for crash helmets. The name ‘bone dome’ came out a favourite.

The next significant discovery was that prolonged use, exposure and hair oil softened the shells and rotted head bands and webbing. RoSPA and the motorcycle press then went to a lot of trouble to urge users to check the conditions of their ‘bone domes’ and replace them if necessary.

The introduction of the American designed full face helmet won many more converts and despite predictions to the contrary did not affect hearing or inhibit vision.

But the central reason why most British motorcyclists came to regard helmet wearing as a natural adjunct to riding is that it is more comfortable and enjoyable to ride a motorcycle with one than without one.

The early development of a cycling helmet which would meet a similar criteria would make the machinations of the little Hitlers in the Victorian RTA quite redundant.

Rod Bryant
Black Rock VIC.

Rights of access

It is a sorry state of affairs that we need to have people working towards winning cyclists the right to use our public road system. The article by Alan Parker in the September/October issue is a case in point. If one looks back into history, we find that the original specifications for roads being built by local Councils called for a width of 27 feet... and the basis for this width was to allow for two carriageways of ten feet each for carriages plus a three foot six inches pathway on each side for, wait for it, bicycles!

Maybe the width is not enough with our present fast moving traffic but it is high time that we cyclists re established our right to use public roads as freely as any other road user. Hats off to Alan Parker and all the others for their efforts.

David Gothard
Fairfield VIC 3078



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VINNECOMBE WINS GOLD

Cycle sport

by JOHN DRUMMOND

Martin Vinnicombe, 22, of Hurstville, Sydney South, is on line to gain the first ever grand slam of kilometre time trial Championship medals. In a remarkable sequence of concentrated effort over 12 months the Australian Institute of Sport scholarship holder has accumulated, in order of sequence, the Kilometre time trial title at the Edinburgh Commonwealth Games, the Australian championships, and now the world championship in Austria.

In addition, Vinnicombe holds a unique world championship medal collection of bronze won in Italy 1985, silver in Colorado Springs USA last year and now gold.

If the determined Vinnicombe, who came to Sydney from Melbourne six years ago to aid his ambition of becoming a world champion, can add the Olympic title, as seems likely, it will give him the first ever grand slam of top titles in the long history of Australian amateur cycling.

When the championships moved from Vienna on Sunday 6th September Australian spirits were cheered by Vinnicombe's Time Trial success, particularly as he had defeated the full time amateurs of Eastern Europe.

Since 1973, East Germany had won the Time Trial championship eight times, Russia three times and West Germany's Fredy Schmidt twice — in 1982 and 1984.

As was anticipated in my preview of the 1987 World Titles, (*Freewheeling* 43, July/Aug) Martin Vinnicombe, Dean Woods and Danny Clarke proved our most successful contestants with Vinnicombe winning gold, and Dean Woods

in a ride off for the bronze medal with Russia's 1986 champion Viatcheslav Ekimov in the amateur individual pursuit. Danny Clarke won a silver medal in the professional motor-paced race.

In addition there were encouraging performances that could materialise in medal winning efforts at the Seoul Olympics in South Korea next September.

Martin Vinnicombe's concentration on improving his start was the key to his success. A marginal increase in speed on the first split allowed his powerful finish to be the deciding factor. Travelling half a second faster than his opponents over the last 250 metres he snatched the World Championship from the grasp of the 1985 champion Jens Glucklich by a fifth of a second in 1-3.773.

Konstantine Khrabtsov of Russia, a member of the successful Soviet track pursuit team at Leicester, England in 1982, and fourth in the points race surprised by taking the Bronze relegating the defending champion Maich Malchow of East German, to fourth place.

Results

Martin Vinnicombe (Australia) (18.967, 32.971, 45.572) 1-3.173 — almost 60km/h.
Konstantine Khrabtsov (USSR) (18.519, 32.688, 47.516) 1-3.641.
Maich Malchow (East Germany) 1-3.886.

Woods Fades in a Red Tide

It was a badly out of form and dejected Dean Woods who saw his chances drowned in a red tide in the amateur individual pursuit.

The men in red pushed not only Australia, but all other nations out of the

reckoning and the medals in the Soviet dominated finals, only Dean Woods survived to the semi finals.

Guintautas Umaras won the gold medal after two years coming second to strong man Viacheslav Ekimov in yet another all Soviet final.

Russia achieved a clean sweep of the medals when Arturis Kasputis, junior world champion two years ago, pushed Australian Woods into fourth place in the ride off for third.

The irony for Woods was that he was the fastest qualifier with 4-27.11, followed by Ekimov (USSR) 4-27.65, Umaras (USSR) 4-28.54 and Kasputis (USSR) 4-28.70.

Woods failed to repeat his opening ride and the semi final against Ekimov was an anti-climax with Ekimov winning by over 8 seconds.

Woods, 21, is on the edge of greatness but the Russian super start stand in his way. He has demonstrated that he is the fastest pursuer in the world, but seems to lack the recovery rate so essential for success in the pursuit discipline at world level.

If Dean can improve his skills to negate his weakness he will win a medal at the Seoul Olympics next September, and it could be gold.

Tony Davis (Australia) missed the cut when 13th with a qualifying ride of 4-36.36.

East Germans Edged Out Again

Quizz Question: When does a team who records a time of 4 minutes 12.59 seconds for a 4000 metre teams pursuit expect to be beaten by a club team? Answer: At a



Martin Vinnecombe triumphant in his rainbow jersey after winning gold at the Worlds.

world championship promotion.

That is exactly what happened in Vienna on Saturday night 5 August 1987, when East Germany lost a spine tingling final to the Army Sports Club Leningrad, riding as Russia, by eight hundredths of a second.

Beaten for gold by twelve thousandths of a second in America last year by Czechoslovakia, the Germans had every right to think they were extremely fast

with opening kilometres of 1-4.78 and 1-0.97.

The Russian train, who set a new world record of 4-9.93 earlier in Moscow powered on, but the early pace slowed the train and the Germans rallied, at 3000 metres a gap of 1.32 secs had been reduced to 0.87 as Manakov lost control, it continued to drop to just 0.29 at bell lap.

When the teams crossed their finish line seemingly simultaneously the Soviet soldiers were shown to have won by 0.02 seconds. Incredible, but apparently not that tight, for after examining a photo of the finish the judges added an extra 0.06 seconds.

I mention this event because of its implications for Australia. We are the current Olympic champions in the teams pursuit, having defeated the then World champions, West Germany, along with the Americans and the rest at Los Angeles. We did not even qualify in America last year and at the current Worlds in Austria we missed the cut when our riders came tenth in the qualifying round, the fastest being the Russians, recording 4-12.78.

All this demonstrates the magnitude of the task confronting our cyclists and coach Charlie Walsh. If we are to successfully defend our title in Korea next year, certainly it will be necessary to ditch our obsolete selection method. The ACF should select its training squad based on the Australian Institute of Sport scholarship holders and start training them right now — irrespective of what happens at the 1988 National championships. Anything less will be too late.

The boys in red are already in the Russian Army, not as soldiers but as racing cyclists, as are the East Germans, Czechs, Poles and so on.

Hesslich Again the Sprint King

Beaten last year by fellow East German Michael Huebner, three times World champion and Olympic champion in 1980, Lutz Hesslich bounced back to take the sprint crown on the track where he won his second World Junior Sprint title in 1977.

Michael Huebner moved back to second and Bill Huck reversed last year's placings to claim third from fourth-placed Ralf-Gudo Kuschy.

Actually, little had changed in the amateur sprint with seven of last year's quarter-finalists reaching the same stage and East Germans occupying the first final four positions.

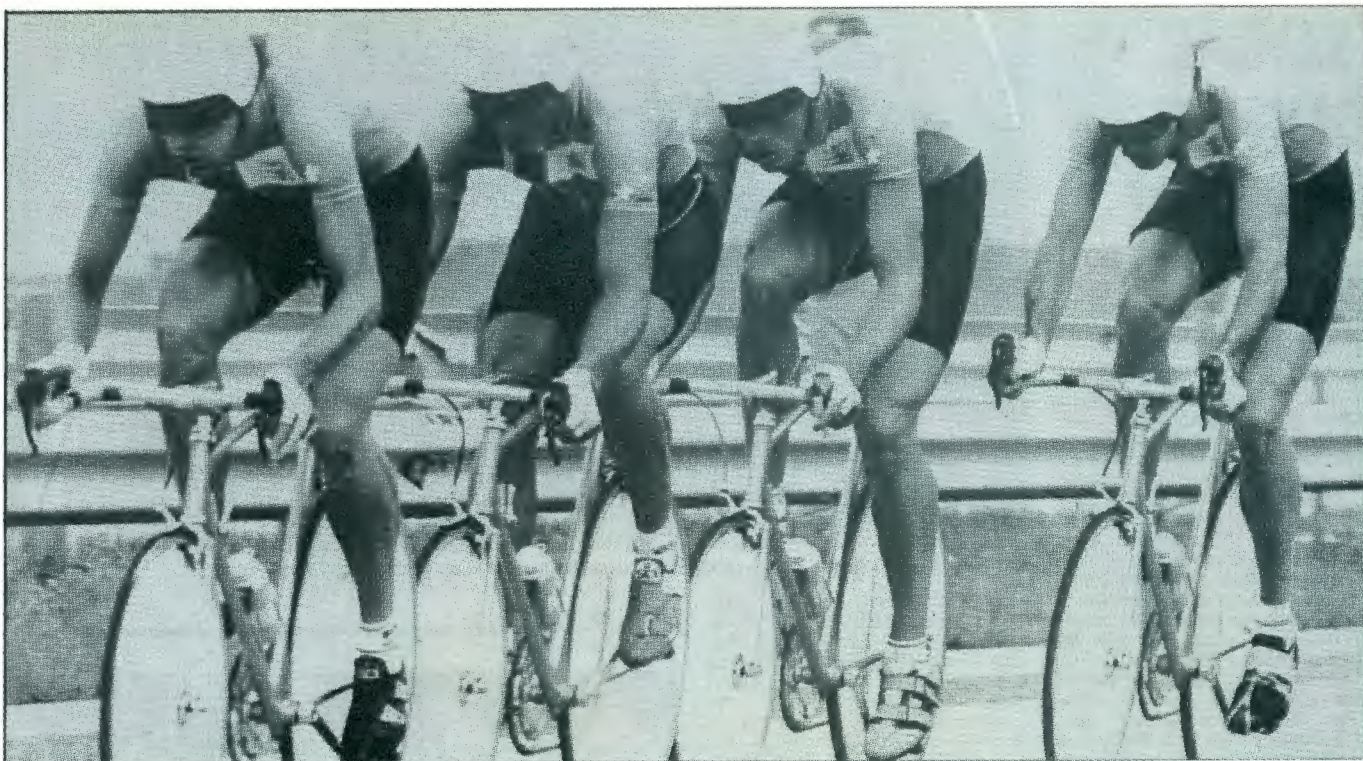
Laid low for six months with the cyclists curse, glandular fever, the Commonwealth Sprint champion, Gary Neiwand, had only arrived in hospital with a damaged hip. Back for a month before the championships, coach Charlie Walsh said Neiwand was at the championships for the experience. But what an experience, Gary had the pundits wondering how far he would have gone had things been normal. Suddenly Neiwand found some form recording 10.494 to qualify and surviving two repechage heats before running Kuschy respectably close in the quarter finals.

Neiwand finished the competition in fifth place, rising one position on the world sprint ratings.

At Seoul he should be pushing his East German counterparts.

Clark Wins Silver

As anticipated Danny Clark won Australia's only professional class medal



on the track, a silver in the motor paced championship on his 38th birthday.

Not quite the ideal birthday present for the world's top Six-Day star, but nonetheless welcome. Clark admitted he had not specifically trained for the event, whereas winner Max Hurzeler of Switzerland had prepared all the year for just this one event.

Clark settled into second place after 20 minutes of racing and was thereafter prevented from attacking leader Hurzeler, because of having to defend his Silver Medal prospects from constant attack from behind.

Werner Betz of West Germany was the bronze medal winner.

Road Championships at Villach Roche Victory Highlights Glorious Season

With the rain bucketing down the fans came to Villach, Austria, in their thousands to witness the demolition of the greatest by their newest idol, Stephen Roche, when he rocketed to an historic victory in the World professional road cycling championship.

The likeable Irishman added the world title to his collection of ultimate triumphs. A year ago his career looked doubtful, with a knee injury impeding his progress.

Who would have predicted that Roche would emulate the great Eddy Merckx in winning the great Tours of France and Italy, and the World championship in the one season? Roche's treble triumph places him alongside former greats Coppi,

Bartali, Anquetil, Hinault and Merckx and guarantees him a place in the pages of cycling history.

Roche won the ultimate 276 km race in 6 hours 50min and 2 seconds from last year's champion Moreno Argentin of Italy, with Juan Martin-Fernandez of Spain, third. Next came R. Golz, West Germany and Sean Kelly of Ireland.

Although Roche actually won the title in a sprint finish he really won it when he decided there were too many for a safe sprint and moved to the front of the peloton at two laps remaining. Keeping the tempo high Roche put in a furious attack, but found Argentin safely tacked to his wheel with Sean Kelly following the Italian. Roche eased the pace and Denmark's Rolf Sorensen counter-attacked and suddenly the whole bunch broke up and disintegrated.

The dual big Tour winner had achieved his objective. He could now dominate without the risks.

There were just 13 men in the lead bunch of riders on that final lap with Roche the dominating force: Roche, Argentin, Fernandez, Golz, Kelly, Rooks, Van Vliet, Soerensen, Roche in a short sprint with compatriot Sean Kelly being the fastest and wanting so badly to win the title.

Now into the final 500 metres Roche looked around to see where Kelly was. His fellow Irishman was being watched carefully by last year's winner, Argentin.

With 300 metres to go nothing had changed. Roche and the entire Irish team had worked like slaves for Kelly who was to deliver a national win. Sensing that the

The Italians 'belt up' to beat the Russians. The third rider is Eros Poli who rode with the Italian team in the 1984 Commonwealth Bank Cycle Classic.

world championship would finish with Italy's Argentin, rather than Kelly, Roche decided on action. He sprinted hard to the left hand side of the road, whilst Argentin, Kelly and the others stayed on the right.

An element of surprise having been achieved Roche was in full flight for the finish line with no one on his wheel. Argentin reacted, but it was too late. Roche never looked likely to lose. This was no double-cross but a perfectly judged execution by a true professional to win the World Title for Ireland, as demonstrated when Kelly raised his arms in acknowledgement as Roche raised his in victory.

It was a perfectly executed victory in keeping with the high standard of professionalism that Stephen Roche has displayed this season.

There were no positive breakaway movements as no one was prepared to take risks in the first 5 hours of rain which soaked the circuit.

The huge crowd who stood in the rain for 5 of the 7 hours it took to ride the distance were rewarded in the finish by the victory of the effervescent Irishman.

Most present thought it was the first win for the Irish in world championship. But not so, for Harry Reynolds won the amateur sprint in 1896 at Copenhagen.

Results: Stephen Roche, Ireland 276 kilometres in 6-50-2, 2. Moreno Argentin,

Italy; 3. Juan Martin-Fernandez, Spain; 4. Ralf Golz, West Germany; 5. Sean Kelly, Ireland.

The only Australian to appear in the finishing list was Philip Anderson in 21st position.

Amateurs Save the Day for France

Richard Vivien, and women's Tour de France winner Jeannie Longo saved the day for France after Russia and Italy had pushed them out of the teams title.

Vivien and Longo won the men's and women's individual road championships respectively.

Vivien survived in a giant amateur field of 182 to outsprint six others in a sprint finish to the 180 kilometre championship. West Germany's Hartmut Bolts was second and Denmark's Alex Pedersen was third.

First English speaking rider was well known in Australia, Deno Davie, who finished seventh, still shattered from an earlier break which looked likely to net a medal for the English, until rounded up by the leading group when in sight of the finish line. Davie counter attacked when fellow Englishman Paul Curren was retrieved after breaking away at two laps remaining.

The first Australian to finish was Eddie Salas who is listed as 39th.

Italy Claims Win with Late Challenge

The Russians who won the inaugural women's Teams trial the previous day set to win the men's trial also when they led in the first three 25km legs, but the Italians stormed home faster than anyone else to win gold by just 12 seconds. The Italians rode the 100 kilometres in 1-57.42 beating the Russians for gold.

Confirmation of Italy's win was slow and the Italians in the crowd were showing signs of consternation. Modern technology was the reason. The Italian Team rode the High Technology "funny bikes", disc wheels and aerodynamic tubing, all permitted technology, but they had added a belt, which the Italians believed helped them defeat the Russian super-cyclists.

The belt, developed by Assos of Switzerland, passes round the rider's back and is attached to the handlebar stem at the bolt.

It is apparently an aid to climbing as the rider braces himself against the belt.

Whatever the merits of the claim, the UCI jury deliberated long and hard before confirmation came declaring the Italians the winners. Then the crowd went mad. The Italians laughed and cried whilst waving their banners and flags in their moment of glory. There is no denying the Italians are different from any other sports fan.

The Russians had fielded three experienced riders from last year's Worlds in Colorado and one newcomer, they had outrode all nations to be 44 seconds ahead of Silver Medallists Eros Poli, the rider who lost the 1984 Commonwealth Banks Australian Tour Classic when he fell into a mystery hole during the Stockton second last stage, Mario Scirea and Flavio Vanzella; Roberto Fortuna made up the team.

Australia shot back as a road racing force after a decade in the wilderness when our teams, in both the mens and womens title, gave creditable performances.

Stephen Fairless, Victoria, Steven Rooney and Steve Cobcroft, both of Queensland, and Clayton Stevenson of Sydney (NSW), nominated as a team from riders racing in Europe surprised when they rode Australia back into world reckoning with the best ever time by an Australian team in international road cycling.

The Australians recorded 2-5-29 for the 100 kilometres finishing 16th in a field of 26, just one place and 10 seconds behind the 15th placed Great Britain.

The ride is indicative of what is possible with a team chosen early and professionally coached — only thus will Australia be competitive in International road cycling.

The Russians scored yet another Gold when they won the inaugural womens world Time Trial road championship. They defeated the United States of America by 5 seconds and Italy by 49 seconds in an overall time of 1-5-53.

Australia represented by Elizabeth Hepple, Donna Rae, Donna Gould and Kathleen Shannon achieved a respectable result. Coming 10th in 1-11-21 they beat strong cycling nations Norway, Austria, Denmark, Belgium and Great Britain.

Jeannie Longo followed up her Tour de France success by winning her third Women's World road title.

Longo attacked at the foot of the last climb, a predictable move, yet no one followed the wheel, not even the Russians who had been the aggressors throughout.

Once again Longo, who is a thorough professional, never looked back burying the head she just rode away.

Second was Dutch woman Helen Hage from compatriot Connie Meijer.

First English speaking woman was Great Britain's Lisa Brambani, who finished fifth.

Australia's Kathleen Shannon of New South Wales and Elizabeth Hepple of Queensland were 9th and 12th respectively. Excellent rides in 114 of the world's best women cyclists and ensuring Australian participation in the women's section of cycling at the Seoul Olympics next year.

PROFESSIONALS

Road race
Stephen Roche (Ireland); 2. Moreno Argentin (Italy); 3. Juan Fernandez (Spain).

Pursuit
Hans-Henrik Oersted (Denmark); 2. Jesper Worre (Denmark); 3. Tony Doyle (Great Britain).

Sprint
Nobuyuki Tawara (Japan); 2. Hideyuki Matsui (Japan); 3. Claudio Golinelli (Italy).

Points
Urs Freuler (Switzerland); 2. Tony Doyle (Great Britain); 3. Roger Hegems (Belgium).

Keirin
Harumi Honda (Japan); 2. Claudio Golinelli (Italy); 3. Shigenori Inoue (Japan).

Motor-paced
Max Huerzeler (Switzerland); 2. Danny Clark (Australia); 3. Werner Betz (West Germany).

AMATEURS

Road race
Richard Vivien (France); 2. Hartmut Bolts (West Germany); 3. Alex Pedersen (Denmark).

Team time trial
Italy; 2. USSR; 3. Austria.

Pursuit
Gintautas Umaras (USSR); 2. Viatcheslav Ekimov (USSR); 3. Arutras Kasputis (USSR).

Sprint
Lutz Heschlich (East Germany); 2. Michael Huebner (East Germany); 3. Bill Huck (East Germany).

Kilometre
Martin Vinnicombe (Australia); 2. Jens Glucklich (East Germany); 3. Konstantin Khrabstov (USSR).

Points
Maratc Ganeev (USSR); 2. Uwe Messerschmidt (West Germany); 3. Pascal Lino (France).

Team pursuit
Russia; 2. East Germany; 3. Czechoslovakia.

Tandem sprint
Fabrice Colas-Frederic Magne (France); 2. Roberto Nicotti-Andrea Faccini (Italy); 3. Vitzslav Voboril-Lubomir Hargas (Czechoslovakia).

Motor-paced
Mario Gentili (Italy); 2. Vincenzo Colamartino (Italy); 3. Roland Koenigshofer (Austria).

WOMEN

Road race
Jeannie Longo (France); 2. Helen Hage (Holland); 3. Connie Meijer (Holland).

Team time trial
USSR; 2. United States; 3. Italy.

Pursuit
Rebecca Twigg-Whitehead (United States); 2. Jeannie Longo (France); 3. Mindee Mayfield (United States).

Sprint
Erika Salumiae (USSR); 2. Christa Rothenburger (East Germany); 3. Connie Paraskevinyoung (United States).



WILD IN THE STREETS

Bicycle sport

The International Criterium Series

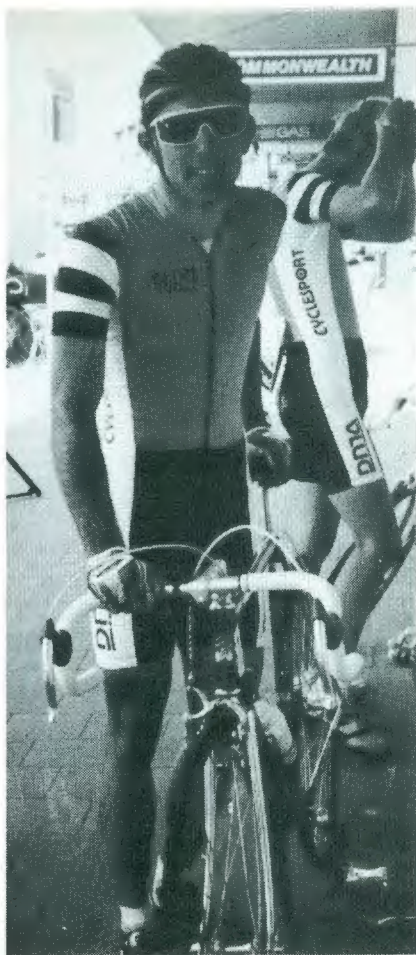
by JOHN DRUMMOND

IF there were any doubts that the Australian Sporting Public would support City Centre Criterium cycle racing they were removed when the fans came out in their thousands to witness the opening 1987 International cycle Criterium series on Hurstville's main streets on Saturday afternoon, Saturday October 3, 1987.

The series, designed to acclimatize the international and local riders com-

The peloton takes a corner in the Hurstville segment of the 1987 International Criterium Series. The winner Eddie Salas is riding in fourth place and is shielded by a team mate.

peting in the gruelling Commonwealth Bank Cycle Classic from Brisbane to Albury-Wodonga during October, opened on an ideal criterium circuit as part of the Centenary celebrations in Hurstville a southern suburb of Sydney.



The winner of the opening Criterium was Eddie Salas who has gained considerable racing experience in European racing.

Salas wins the opener

THE first race in the series was sponsored by the NSW Government Insurance Office and the 60 odd riders representing Austria, England, New Zealand, Norway, Switzerland, West Germany, United States of America and Australia were flagged away by state Premier, Barrie Unsworth, in an atmosphere reminiscent of European scenes.

Prior to the start Australia's latest World Cycling champion Martin Vinicombe, along with Gary Sutton the world points race winner in 1980, and Kevin Nichols the Los Angeles Olympic gold medal winner (all from the Hurstville based St George Cycling club), were introduced to the crowd and mounting an Army vehicle were driven around the one kilometre race circuit. It was good public relations for the sport of cycling, but lost some gloss because not one of the riders wore their exclusive rainbow jerseys, or even an Australian jersey.

But if the missed PR opportunity showed a trace of shyness, then certainly the Europeans were under no inhibitions as they showed off their cycling skills.

The hectic pace and the small circuit combined to ensure there was no breakaway winner and the teams began activating for position over the last three laps, with Alex Fultcher Caravans/Cycle Sport Australia team outsmarting the continentals by having four of its five riders up front – Mark Fultcher, Eddie Salas, Mark Elliott and Mark Jeffrey. They succeeded in controlling the race until the final 200 metres when Mark Fultcher ran out of speed while setting Salas up to win as West German Bernd Grone hit the front.

Salas showed the benefit of three seasons of racing in Italy when he quickly switched to the Germans wheel and came off it perfectly for a narrow win.

Fred Arne Enger of Norway was third, and Swiss Ueli Anderwert was fourth.

It was European City Centre cycling racing at its best providing a great spectacle. I came away elated and wondering why Australia still persists with the lifeless anachronistic handicap.

Well done Ozwide Sports Promotions.

Anti-climax in Gosford

AFTER Hurstville the second series criterium in Gosford on the Central Coast was an anti-climax with cold winds replacing brilliant sunshine and reducing the none the less enthusiastic crowd.

The second race was sponsored by the Central Coast Leagues Club. The course was well selected with a down hill finish right outside the club and Michael Schenk, riding for West Germany-Bosch won a wind-up sprint over the last few metres from Ueli Anderwert (Swiss-Longines) and Norway's Atle Pedersen, with Mark Fultcher (Aust-Cycle Sport) fourth.

With points allocated down to ten places, Schenk who was placed sixth at Hurstville took an overall lead in the series with 21 points from Ueli Anderwert (20) and Eddie Salas (15).

Similar to the opening event it was a fast crowd pleasing race with repeated attempts to break from the peloton being aborted until lap ten when Swiss Ueli Anderwert, Bruce Keech (Holden-Aust), Scott Steward (Repco Aust) and Schenk opened a gap, they were quickly joined by Mark Fultcher and Harald Blumel (Apollo-Aust).

With 8 laps remaining the gap had grown to 150 odd metres on the one kilometre circuit, but with six laps to go A. Pedersen (Norway) and Nick Barnes (England-Caltex) made contact.



The international field of expert criterium riders is lead by Clayton Stevenson along the Broadwater at Gosford.

The finish line was now too close to be run down and Schenk won an exciting sprint narrowly.

The peloton was about 100 metres in arrears when Craig Schommer (US Kentucky Fried Chicken) won the sprint.

West German takes the lead

WEST German criterium specialist Bernd Grone pedaled to an outright lead when the International Criterium hit the road at Tamworth in the third of the series.

Grone, 24, won by four lengths from Norway's Morton Saether, with compatriot Uwe Nepp leading the peloton over the finish line 100 metres behind.

It was a great event for the West German-Bosch team with four of its five riders Grone, Nepp, Tom Durst and Schenk finishing among the first ten and winning money and points.

Eddie Salas was the first Australian rider to finish just ahead of Nick Barnes (Eng-Caltex) and Fred Enger of Norway.

Grone leads the series on 27 points from fellow German Michael Schenk (23) with Ueli Anderwert third (21).

The Tamworth segment of the International series was conducted in very hot weather conditions, but despite the heat it was an aggressive contest with constant attacks aimed at breaking from the peloton. All failed until Norway's Atle Pedersen in tandem with New Zealand's Tom Branford (Cut Price Deli) opened a gap and edged away at 10 laps remaining. At one and a half laps to go the powerful West German, Bernd Grone, burst from the peloton with an alert Saether tacked on. The two riders quickly rounded up Pedersen, who had dropped Branford.

Grone powered over the finish line giving Saether no chance to establish the first breakaway win.

Swiss Ueli Anderwert leads at Armidale

THE Criterium field, still intact, travelled to Armidale in the heart of New England district to contest the fourth race of the pre Bank Tour series where the lead changed yet again, indicating the high standard of the field.

Swiss cyclist Ueli Anderwert, probably the most consistent competitor to date grabbed the series lead in the longest break from the peloton. The 21 year old Criterium expert finished second to Colin Sturgess (Eng-Caltex), who at 18 years of age is the most promising cyclist in England, Barney St George (Aust-GMH) was third with Atle Pedersen (Norway-Apollo) fourth.

Sturgess initiated a break from the peloton with the other three following his wheel just before the halfway mark. The Quartet urged on by the 4000 plus crowd stretched their lead to 34 seconds. At three laps remaining the riders in the peloton gave chase and immediately reduced the gap to 30 seconds, 24 at two to go and 18 at bell lap, but the breakaway riders held place to win by 12 seconds.

Barney St George attempted to outsmart his opponents when he jumped about 800 metres from the finish line, but the move failed and Anderwert hit the front 770 odd metres out followed by Sturgess.

Eddie Salas led the peloton over the line at 12 seconds.

The caravan of cyclists then moved down to Grafton in preparation for the Grafton/Inverell one day Classic before resuming the Criterium series at Glen Innes.

Aggregate points at the end of the Armidale race were: U Anderwert (Switz) 32, E Salas (Aust) 30, B Grone (W Germ) 27, M Schenk (W Ger) 23, M Saether (Nor) 18, A Pedersen (Nor) 18, C Sturgess (Eng) 17, F Enger (Nor) 16, B Keech (Aust) 15, N Barnes (Eng) 12, B St George (Aust) 10, U Nepp (W Ger) 10.



Glen Innes thriller leaves four in contention

A massive finish provided a spectacle for an estimated 5000 people who thronged the country centre of Glen Innes when the International Criterium resumed following the Grafton Inverell Classic.

Norway-Apollo's Fred Arne Enger staked his claim for ultimate victory when he won a volatile finish with half the field in contention for the first ten placings.

Only the magic eye of the photo-finish camera could separate the winners with some riders disputing the placings, even after seeing the photo print. Englishman, Neil Hoban (Caltex - England) was placed second, with Eddie Salas (Alex Fultcher's Caravan - Cycle Sport Australia) third. Series pre-race leader Ueli Anderwert (Longines-Swiss) was centimetres away fourth, just ahead of Nepp (Bosch-West Germany).

Also in the peloton as it swept across the line were riders from most teams. The finish was so close that hours after the event officials were still in a huddle trying to decide who occupied the ten placings.

European connotations

THE Criterium segment adopted European connotations when the Glen Innes Chamber of Commerce declared a half day holiday to allow as many people as possible to witness the race, and two thirds of the town's population were present when the event began.

Mark Fulcher leads his team to the line in the Glen Innes segment of the Criterium Series.

The crowd were in a state of frenzy throughout the race as the teams fought each other to get their man first over the line.

England-Caltex's Colin Sturgess was very aggressive making repeated attempts to break away, whilst Barney St George (Aust- Holden) and Grafton/Inverell winner Atle Pedersen (Norway-Apollo) were ever on the attack.

But the speed of the race doomed all initiatives to failure.

Sturgess, Tom Branford (NZ-Cut Price Deli), Warsaw (Caltex-England), Kristiansenn (Norway-Apollo), Blumel (Mavic-Aust) and Schenk (Bosch-West Germany) all won sprint primes.

Even 100 metres out a wall of experienced Internationals took up the full width of the road as they sprinted for the finish line. It was a never to be forgotten sight, and one rarely seen in Australian cycling.

When the clamour subsided and officials had decided the placings, it was



The three aggregate leaders at Armidale: Eddie Salas; West German, Bernd Grone; and Swiss, Ueli Anderwert.

clear that with 15 points for first place and 12 for second available at Lismore in the final segment only Salas (Aust), Anderwert (Swiss), Enger (Norway) or Grone (W Ger) could lay claim to the top prize of \$1000 after the final race.

The Team prize of \$3000 was also on the line. With Salas and Anderwert tied on 40 points, Fred Arne Enger on 31 points and Bernd Grone on 27 points it was a cinch that no advantage would be given as every team was eager to get a share of the first ten placings and the money.

Consistency the key for Salas

SYNONYMOUS with a golfer, who must produce four good scores to achieve success in a major tournament, consistency was the key to the win by Aussie cyclist Eddie Salas in the International Cycle Criterium over 60 of the world's finest amateur cyclists.

Salas now goes into the Commonwealth Bank Classic favoured to win. The Doonside (Sydney) cyclist faced the major dilemma (after he won the 1985 National Road title in Perth at the tender age of 19 years) as to what direction his future should take. Acting on the advice of the then NSW Amateur Cycling Federation coach Alex Fultcher MBE, Salas was linked to an Italian cycling team for three seasons.

Now a more complete cyclist Salas showed an increase in his cycling skills by being placed in the top ten point scorers in 5 of the 6 Criterium events.

In the deciding Lismore race the equal aggregate points leader just failed to run down the England-Caltex star Colin Sturgess in a controlled ride aimed at finishing ahead of his main danger for overall victory Swiss-Longines rider Ueli Anderwert. The Swiss rider was some lengths behind Salas at the finish in third place. Anderwert had shadowed the Australian throughout the Lismore final but was unable to bring him undone.

I interviewed Salas prior to leaving for Italy where he created good impressions, both on and off the road. He then asserted his objective was to acquire the necessary skills to win the Commonwealth Bank Classic and earn representation for Australia in the Seoul Olympic Games.

The next three weeks will indicate just how far the likeable and well disciplined Salas has come along that track.

International Criterium Series (Final Points)

E Salas 52, U Anderwert 50, F Enger 39, C Sturgess 32, B Grone 27, M Schenk 23, M Saether 19, A Pedersen 18, N Hoban 17, U Nepp 17, B Keech 15, B St George 14.



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ALASKAN CHALLENGE

Mountain bikes

Fat-tyre fanatics race across the Alaskan snow

by CHARLES R KELLY

ALASKA is the largest and most sparsely populated of the United States, and because of the vast roadless distances, the more athletic residents have come to pursue a variety of unorthodox races that vie with each other for extremes of distance and toughness.

The trend started with the Iditarod (named for a small town on the route), a 1770 km dog sled race from Anchorage to Nome. This event recreates a famous dog sled run in 1925, in which vital

The Arctic wastes of Alaska provide a backdrop for Dave Zink in the early stages of the race. Photo: Charles Kelly.

diphtheria serum was delivered in the dead of winter to the otherwise completely isolated town of Nome.

Now the Iditarod is a big business, with a \$250,000 purse and a \$50,000 first prize. As difficult as it may be to the male pride, in 1985 and 1986 the event was won by women; in fact, the 1986 race came down to a two sled sprint

finish and a one-second victory after eleven days!

A couple of years ago the "Iditaski" was added to the winter schedule. In this race, cross-country (Nordic) skiers follow the Iditarod trail for 160 kilometres and return, a race that takes about 36 hours for the winner.

When Joe Redington Snr., who dreamed up the dogsled race in 1971, started seeing mountain bikers riding in the wintertime, it was inevitable that he suggested a mountain bike race along the same lines. Consequently, Dan Bull of the Mountain Bikers of Alaska began making plans for a mountain bike race that would cover the same course as the ski race, 320 kilometres through the snow.

The date chosen was the day after the start of the dogsled race, while the trails were well marked and the shortwave communication network was already in place. As Dan Bull readily admitted, "This is the first time anyone ever tried anything like this, and we don't know what's going to happen. But we're willing to give it a try." This in itself is a succinct description of the Alaskan attitude toward all challenges.

At first the organizers figured that they might round up a dozen or so riders to take part, but when a mention of the race ran in the US mountain bike magazine *The Fat Tire Flyer* (which called it the "World's toughest" mountain bike race) riders from other states swelled the ranks of starters to 27.

Because of the extraordinary circumstances, the rules for the Iditabike were themselves unique. Each rider had to have (in addition to a bicycle) survival gear adequate for camping in minus 29 degrees (celsius) nights, possibly in a blizzard. Rules called for each rider to carry at a minimum a sleeping bag, stove, first aid kit, flare, riding lights, and food. At a pre-race riders' meeting the various hazards were discussed, primarily hypothermia, but including the danger of moose attacks along a moose-infested section dubbed "Moose Alley."

The moose is the largest member of the deer family, and a large bull can weigh up to 770 kg (121 stone!), considerably larger than a horse. An attack by one of these creatures can be serious, and in a previous Iditarod race a dogsledder had tow dogs killed and a dozen injured in an attack.

Studded tyres were strongly recommended, and those who didn't purchase the commercially available tungsten-studded balloon tyres made their own by driving sheet-metal screws through the tread from the inside. Depending on the weight penalty the rider was willing to pay, the modified tyres bristled with various densities of sharp steel points up to a centimetre in length.



First woman across the finish line was Martha Kennedy who came in sixth overall.

At the halfway point in the tiny town of Skwentna, riders would be required to rest for six hours and were given the opportunity to resupply. Each rider was permitted a twenty pound resupply allowance that would be flown in to this point.

Because there was no precedent for riders as to how they should carry their gear, each came up with his or her own system. Some used traditional touring setups of racks and panniers, but others developed a variety of sleds that they towed behind the bikes, operating under the theory that the unburdened bike frame would be more maneuverable in deep snow. Those with sleds could carry more supplies than those who had panniers, but in practice the riders with panniers made better time because of their lighter loads. Since weather conditions never got so bad that extreme survival tactics were indicated, the lightly loaded riders didn't have their marginal gear tested. In future races however, organizers plan to check more thoroughly to see that each rider carries equipment suitable for the worst of possibilities.

Murphy's Law states, "Anything that can go wrong, will go wrong." As soon as the two dozen-plus riders left the start, to the sound of unanimous cheering from the crowd and themselves, plans began to crack around the edges. The plane that was to take the race officials and water supplies to the first checkpoint at Rabbit Lake broke part of its ski landing gear, and was unable to land on the frozen lake at the

checkpoint. This meant that the shortwave operator at the checkpoint was forced to add to his duties by melting snow for drinking water and by directing riders.

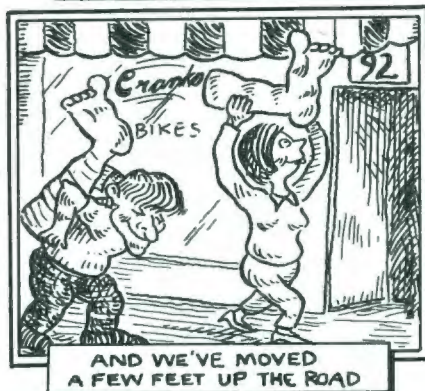
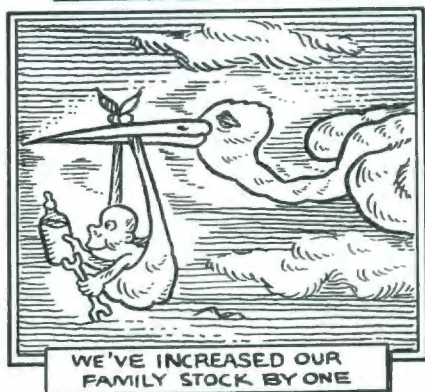
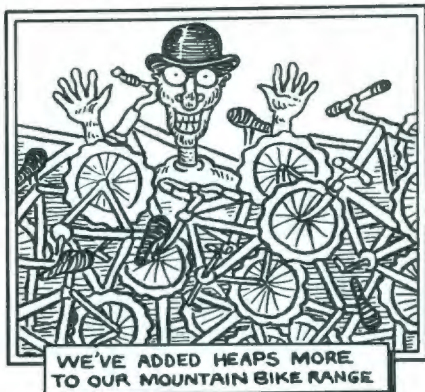
Aside from the churned snow from the dogs themselves, another unforeseen factor was a recent innovation on the dogsleds, a new type of brake for the downhill that plowed up the snow; this, combined with relatively warm temperatures right around the freezing mark, left parts of the normally packed trail deep in soft, unrideable snow. Riders were forced to push their bikes for as much as eighty kilometres, taking twelve or more hours to cover this distance. Half the field quit the race after a few hours of this ordeal, which to them showed no sign of letting up. By the time the last riders hit this section though, it had hardened to a point where it was once again rideable.

By the time the last riders hit this section though, it had hardened to a point where it was once again rideable.

At the 64 km (40 mile) mark Dave Zink had established a lead of a couple of minutes, but when he hit the deep snow he was joined by Mike Kloser with Mark Frise not far behind. The relentless pushing eventually gave Frise a painful hip condition and he dropped further back. Alone, exhausted and discouraged, he turned back, only to turn around again and rejoin the race several hours later when his physical condition and outlook improved.

Kloser and Zink forged a partnership on the trail much stronger than the temporary allegiances formed among the breakaway leaders in a road race. Their united strength of will kept them going forward, and when one needed to stop

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to change clothing or make adjustments, the other would wait. When they ran out of drinking water, both stopped to melt snow over a tiny stove.

As the temperature dropped around midnight, the snow became firm enough to take the weight of the bikes, and Zink and Kloser managed to ride the last 16 km of the first leg of their journey. The two leaders endured one more insult in the hours after midnight; in spite of their riding lights, in the darkness they missed a direction marker and spent nearly an hour and a half wandering on a maze of snowmobile trails and the airstrip plowed out of the snow within a kilometre and a half of the checkpoint. Finally they found it, the one-room schoolhouse where Skwenta's nine children go to school.

They walked in just before 4.00 am, more than eighteen hours after they had started, and settled down for their mandatory six-hour break. Waiting for them was a huge kettle of hot moose stew, fruit, juices, and whatever supplies they had chosen to include in their twenty-pound airlifted ration. The two riders were depressed by the thought of returning over the same 80 km of trail, and their description of the hours of pushing the bikes inspired a spontaneous rerouting.

The checkpoint was staffed by an interesting group including a race official, several journalists, the teacher from the one-room school, and photographers covering the dogsled race. During the night a walrus-moustached, long haired rider named Roman Dial had turned up on a bike, but to our surprise he wasn't racing. Dial had not been able to come up with the sizeable entry fee, but had started with the riders anyway, and by turning off the dogsled route and riding up the frozen Yentna River, he had made it to the checkpoint in considerably less time than the race leaders! Now he volunteered to pioneer a return route around the bad section of trail by retracing his route.

The arbitrary decision was made among those present to go along with the rerouting, a decision which might have been a little unofficial, but which was welcomed by Kloser and Zink, as well as by the other riders who arrived in the next few hours. One rider stumbled in, literally on his last legs, with a painful knee injury and when the sun came up he had to find space on one of the small planes that were making frequent flights in and out of the town. The first woman rider, Martha Kennedy, pulled in six hours after the leaders in sixth place overall, having pushed through the night alone.

Zink and Kloser were in much better spirits when they pulled out of the halfway point in bright sunshine. On the firm snow on the river ice they made

excellent time, and from the halfway point on they rode easily, protecting their lead of more than an hour over the next riders.

In spite of the fact that they were in a race, the fact that the competition was so far back reduced any urgency. Consequently, when one stopped, to adjust clothing or even to admire the spectacular scenery, so did the other. After accompanying them for most of the distance on the return leg, Roman Dial broke off a pedal and fell back.

But as they approached the finish, both were uncomfortably aware that in spite of their alliance, they should make a contest of the race. Kloser had a sponsorship from Fisher Mountain Bikes, who had offered a cash bonus if he won. Zink would not concede a win easily after this effort, and both agreed that a deliberate tie was unacceptable. After much discussion they decided to ride together the rest of the way and decide the issue with a sprint the length of the frozen lake approaching the finish line, about two hundred metres.

By choosing to carry a knapsack with some of his gear, Kloser found that it was difficult for him to get out of the saddle and sprint effectively, and although Zink might have beaten him anyway, the sprint was no contest, Zink winning, after nearly thirty-four hours, by two bike lengths or less than half a second.

In all, only thirteen riders (including three women) finished, some taking more than two days to complete the distance. Remarkable among them was women's winner Martha Kennedy, who rode alone for most of the distance and finished sixth place overall six hours behind Zink and Kloser. The worst casualty was Nels Johnson; although he had plenty of cold weather experience, he checked his feet only on the insistence of one of the race officials and was shocked to find that portions of one had turned black with frostbite, caused, he decided, by too many pairs of socks cutting off his circulation. Nels was flown to a local hospital, where experienced doctors and prompt medical treatment saved his toes for him; he swears that he will be back for the next Iditabike.

Over the past few years the American mountain bike racing establishment had drifted in a direction that emphasizes safety, sponsorship and spectators rather than the extreme distances and types of mountain terrain mountain bikers are capable of crossing. The National Off-Road Bicycle Association, which sanctions and insures most of the legitimate mountain bike competitions in the US wants nothing to do with events like Iditabike, conducted in uncertain conditions with very real dangers. Thus while the Iditabike is not recognized as a classic, it just happens to be one. □

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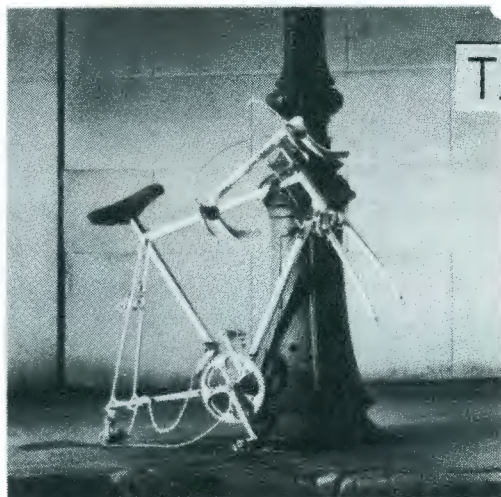
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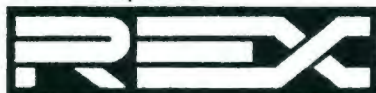


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The Grafton to Inverell One-day Classic 1987

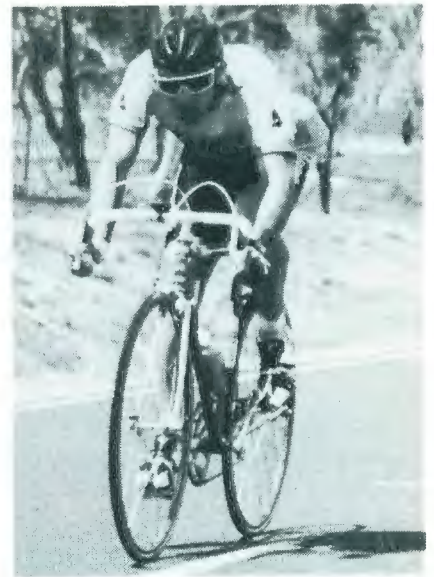
by JOHN DRUMMOND
photography by FRANK WALSH

ATLE PEDERSEN, a Norwegian cyclist who rode the Grafton/Inverell International Classic in 1985 finishing eleventh to English record holder Paul Curran won the 27th presentation of Australia's greatest one day classic because of that experience and a commendable amount of patience.

Pedersen set a plan which he followed to the letter to give the 23 year old his international victory.

The Larvik, Norway, based cyclist decided in a race of the character of the 228 kilometre Grafton/Inverell Classic only one sprint mattered – the last one.

He did not compete in any of the five King of the Mountain or six sprint



Clockwise from the top: Grafton/Inverell winner Atle Pederson powers over the finish line well ahead of the break away group. Eddie Salas wins one of the many sprints in the 1987 Mountain Classic. Barney St George took control of the Glen Innes sprint. An enormous crowd gathered in the main street to support the two-wheeled warriors as they sped through on their 288 km journey. A stretch of unsealed road brought a sigh of relief from team managers as the riders made it through without puncturing.

King contests, nor did he lead or initiate any breakaway moves. Not that he didn't have the opportunity for he was never far from the front and often strategically placed to grab a sprint or execute a break.

He was just a model of patience, and was sure he was one of the final five that sprinted for the finish line that saw him win easily from German Thomas Durst.

Swiss Tiziano Mancini completed an international trifecta edging out Coffs Harbour cyclist Glen Price for third placing. It was a big ride for Price, who showed a semblance of class by finishing sixth in the Australian Road Championship some weeks earlier in Launceston, Tasmania.

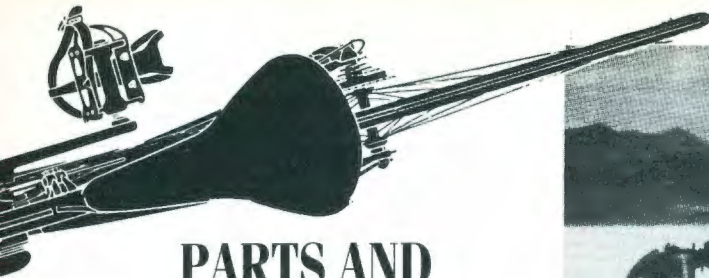
Fifth was Norway's Morten Saether.

The King of the Mountains title was taken out by Swiss Herbert Niederberger from Australians Mark Elliott of Cabramatta and Barney St George of Hurstville. St George won the sprint King title.

Nineteen year old Queenslander Glenn Wilson won B grade and C grade was won by Canberra cyclist David Moaten.

As a guideline to the possibilities in the forthcoming Commonwealth Bank Classic the Grafton/Inverell served no useful purpose. Stage races are won by riders possessing good recovery rates, and in this category the internationals are mostly unknown quantities in this country. □





PARTS AND ACCESSORIES

A sports digest by Cec Cripps

MOST readers will know that the World Bicycle Paced Speed Record stands to the credit of former U.S. Olympian and National Champion John Howard, who, when a veteran, reached 152 miles per hour (approx. 243 km/h) at Bonneville salt flats in 1985.

But it may come as a surprise to many of you to learn that the daredevil U.K. track all-round cyclist and British pro sprint champion Dave Le Grys, is planning an attack on the record, hopefully sometime in 1988 at Bonneyville through his "Project Scorch". He holds the British record with a 98.2 miles per hour ride in 1985.

Dave, whose antecedents include a French knight who battled King Harold at the Battle of Hastings in 1066, is 32, a

Former U.S. Olympian John Howard speeding at 152 miles per hour (243 km/h) at Bonneville salt flat U.S. in 1985. Will Dave Le Grys become the new record holder?

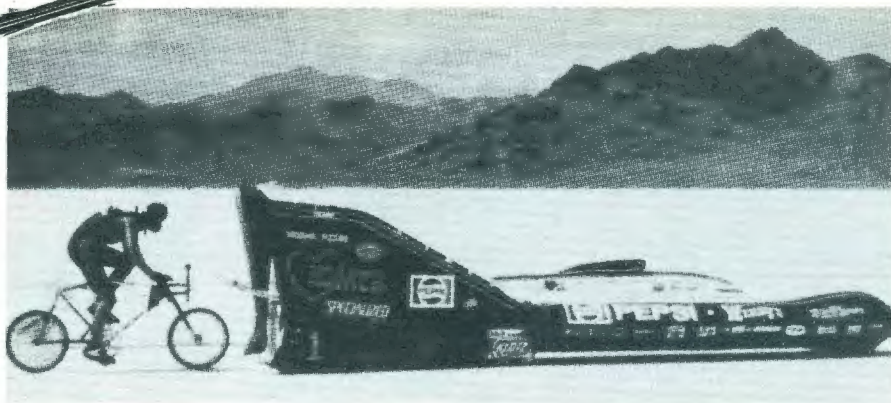
suitable age to tempt the fates with such a crazy record bid. He already holds the World Roller Speed record (126.6 miles per hour) and has gone faster than 90 miles per hour on several occasions during the past seven years he has been preparing for his paced record bid. Dave is the son of prominent former New Zealand rider, Peter Le Grys, still racing at age 57 in England.

It is not generally appreciated that the unavailability of a suitable pacing vehicle (to provide adequate wind shelter) which

was also fast enough, held back paced bicycle world speed record bids.

The Land Speed Record by a motor car (a 1925 model Sunbeam "Tiger" driven by Major — later Sir — Henry Seagrave, on Southport beach, England, in 1926 (too streamlined to give proper shelter to a cyclist) was 152.33 miles per hour (fractionally less than John Howard's 1985 bike record). Even the world motor car track speed record (by Kaye Don, at the Brooklands track) was only 137.58 m.p.h. in 1930 — which is slightly slower than Dr. Alan Abbott's world bicycle paced speed record ride at Bonneville in 1973 (138m.p.h.)

Not only do these infernal petrol-powered monsters run us off the roads; they have also thwarted our progress in



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Remember, a bicycle is the only machine that has never been flat out! (as a wise old man once remarked to me!)

WITH the 1987 World Veteran Championships in Austria having featured 55 starters in the 70-74 years division race, and 40 in the 75 years and over division — including six riders in their eighties — many of whom being touring cyclists seeking a new experience (and many being former champions), the future of veteran cycling, and these prestigious championships, looks extremely bright. Remember, the 3,000 plus male riders aged from 35 years to 85, and female vets aged 30 to 51 years plus, were just those who could afford to make the trip from the 35 countries represented at the 19th staging of the series.

Contrary to what some people may believe, the future of veteran cycling — both touring and racing — is not reflected by the veteran cycling — both touring and racing — is not reflected by the numbers of young riders (juveniles, juniors, seniors) in the sport.

The future is more truly reflected in the large numbers participating in the older divisions — those above 65, 70 and 75 years — many of whom were not competitive cyclists in their youth and entered the sport only in the past 20 years

— who provide the magnificent inspiration for younger veterans to continue participating in strenuous events for their own, and their family's benefit.

There are even races for veterans in Hong Kong and Manila — and it won't be long before they too are represented at the World Veteran Championships, and International Masters Games or Veteran's Olympics.

BEFORE we leave the 1987 World Veteran Cycling Championships (I'll be taking a team of riders and supporters to the 20th Jubilee staging next August, incidentally) a word of sympathy for West German rider Willie Windschatten-fahrens, who competed in the championship for riders aged 45-49 years. Willie's disqualification during the event (112 starters) for allegedly receiving outside pacing assistance was really inevitable, I guess. His surname translates roughly and literally into English as: wind-shadow-bikerider"! Poor Willie!!

THE Australian Veterans' Cycling Council decided at its annual conference in Perth in September to press for riders aged from 35 years to be recognised as veterans, and be permitted to join veteran organisations in the respective states.

And why not, because though the U.C.I. rules now state that 40 years is the young age limit, the World Veteran

Championships continue to include events for riders aged 35-37, and 38-39 (two separate events because of the large numbers wishing to compete), the Hong Kong Cycling Association Vets (and most European vet association members) are aged from 35 years, and four years ago, when the young age limit was 35 years, the United States Cycling Federation obtained U.C.I. sanction to make the young age limit in the U.S. for vets, 30 year! (because of the large numbers of riders aged from 30 years who can no longer hold their own with youngsters!)

IN the "olden days" (pre-1900), officials and spectators who became fed up with the go-slow tactics of riders in match races and scratch races with small fields on the track, did not just sit back and take it.

Officials were finally prevailed upon to ring the Bell for the start of the final lap — no matter where the riders were, at the time, and with the finish being the next time the riders crossed the finish line — when the watch showed that they SHOULD HAVE reached the one-lap-to-go mark. Worked wonders!! Perhaps we should reintroduce the practice in the interests of entertainment and value, for the paying patrons.

Cec Cripps, a UCI Commissaire, journalist, and veteran cyclist and would appreciate receiving interesting non-political, cycling news snippets.



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Seat Pillar: Alloy
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Derailleurs/Gears: Shimano Deore S.I.S. with thumb control levers
Brakes: Shimano front alloy cantilever, rear 'U' brake
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VICTORIA:

BAIRNSDALE WARREN MEADE CYCLES (051) 52 5665 **BALLARAT** NAVAJO CYCLES (053) 31 3185 **BENALLA** SQUIRES SPORTS STORE (057) 62 2519 **BENDIGO** ROSS HARDINGS BICYCLE CENTRE (054) 43 2224, MORONI SPORTS & CYCLES (054) 43 3069 **BENTLEIGH EAST** CENTURION BICYCLE CENTRE 579 4115 **BORONIA** BORONIA CYCLES & FISHING 762 1528 **BOX HILL** ACTION CYCLES 890 1977 **CAULFIELD SOUTH** GRAND PRIX CYCLES 523 5590 **CHELTENHAM** N. & M. DUGGAN 583 2854 **CLIFTON HILL** MELBOURNE BICYCLE CENTRE 489 5569 **COBRAM** ARTAVILLA EMPORIUM (058) 72 1726 **COBURG** SPURWAY CYCLES 386 2930 **CROYDON SOUTH** GOLDCROSS CYCLES 723 2427 **DANDENONG** IAN BROWN CYCLES 791 3439, BICYCLE SUPERSTORE 794 6588 **DONCASTER EAST** TOP GEAR CYCLES 848 9295 **ECHUCA** IVOR LAWTON CYCLES (054) 82 3597 **EPPING** THE BICYCLE DEPOT 401 3938 **FERNTREE GULLY** FERNTREE GULLY CYCLES 758 7514 **FOREST HILL** RAYS BICYCLE CENTRE 877 2311 **FOOTSCRAY** RAYS BICYCLE CENTRE 68 1385 **FRANKSTON** PEDAL POWER 783 4787 **GEELONG** NORTH BIKE POWER (052) 77 0870 **GLEN WAVERLEY** GLEN WAVERLEY CYCLES 560 2178 **GREENSBOROUGH** DIAMOND VALLEY CYCLES 435 1158 **HASTINGS** PEDAL POWER (059) 17 1776 **HAWTHORN** LAWRENCE CYCLES 818 2850 **HAWTHORN EAST** JUNCTION CYCLES 882 4985 **HIGHETT** TERRY HAMMOND BICYCLES 555 8263 **IVANHOE** IVANHOE CYCLE WORKS 49 5209 **KEILOR EAST** CENTREWAY CYCLES 336 2239 **KERANG** BLACKMORE & WOOD (054) 52 1316 **KNOX CITY** THE CYCLE CENTRE **LAVERTON** WESTGATE SPORTS 369 1298 **MAFFRA** ALEXANDER CYCLES & SPORTS (051) 47 2442 **MALVERN EAST** ACTION CYCLES 572 1306 **MIDDLE BRIGHTON** BRIGHTON CYCLES 592 5454 **MILDURA** SUE & PETER HODGSON CYCLES (050) 23 6041 **MOE** VALLEY TOY HOUSE (051) 27 2797 **MOUNT WAVERLEY** WILF'S CYCLERY 543 3293 **MYRTLEFORD** SAM'S SPORTING CENTRE (057) 52 1023 **PRAHRAN** MELBOURNE BICYCLE CENTRE 529 3752 **PRESTON** RAYS BICYCLE CENTRE 478 2064 **RINGWOOD** THE BICYCLE WORKSHOP 879 2883 **SALE** SALE CYCLE CENTRE (051) 44 1477 **SEYMOUR** SEYMOUR SPORTS (057) 92 3699 **SHEPPARTON** MIKRON SPORTS (058) 21 2934 **SUNBURY** SUNBURY CAR SHOP 744 2598 **SWAN HILL** LES O'HALLORAN SPORTS (050) 32 3042 **TOOTGAROOK** FREEWHEELING CYCLES (059) 85 2322 **TRARALGON** KENNEDY'S HARDWARE (051) 74 2233, SPIKES BIKES (051) 74 1997 **WANGARATTA** WOODS CYCLE CENTRE (057) 21 5299 **WARRAGUL** ACTIVE OUTDOOR SPORTS (051) 23 1944 **WARRNAMBOOL** DEGRANDI'S SPORTSGOODS (055) 62 2325 **WERRIBEE** SPORTSGALORE 741 6841 **WODONGA** J.A. MATTHEWS (060) 24 1257 **YARRAWONGA** YARRAWONGA SPORTS (057) 44 1951

QUEENSLAND:

ALSTONVILLE CYCLES 28 5345 **ANERLEY** BURTS CYCLE SERVICE 391 2474 **AYR** CUTTER SPORTS DEPOT 83 2239 **BEENLEIGH** BEENLEIGH CYCLES 287 3588 **BLACKWATER** THREE JAYS SPORTS 82 5054 **BOOVAL** BOOVAL TOYWORLD 82 4066 **BRISBANE** LIFE CYCLE 262 6888 **BUNDABERG** SWIFTS CYCLES 71 4111 **BURANDA** QUALITY CYCLES 393 1342 **BURLEIGH HEADS** BURLEIGH BICYCLE WORLD 35 6518 **CAIRNS** TRINITY CYCLES 51 6380, MANUNDA CYCLES 53 4894 **CALOUNDRA** SUNSHINE COAST CYCLES 91 6141 **CHERMSIDE** BERRETTO BICYCLES 359 4923 **CLONTARF** LEADER CYCLES 284 1333 **COOPAROO** CAVES OF COOPAROO 397 2941 **ENOGGERA** A CYCLE INN 355 4536 **GLADSTONE** SNEEDS CYCLES 57 7926 **GORDONVALE** PYRAMID CYCLES 56 1070 **GYMPIE** OLYMPIA CYCLES 82 1895 **INDOOOROOPILLY** THE BICYCLE SPECIALISTS 378 4887 **INGHAM** WONDERLAND TOYS 76 1888 **INNISFAIL** INNISFAIL CYCLE & SPORTS 61 1416 **IPSWICH** JOHNSON CYCLES 202 4208 **KAWANA WATERS** KAWANA CYCLES 44 3433 **LUTWYCHE** TOM WALLACE CYCLES 857 1685 **MACKAY** MACKAY TOYWORLD 57 5178 **MAREEBA** EDDLESTON MOTORS 92 1517 **MAROOCHYDORE** MULGA BILLS CYCLES 43 3184 **MARYBOROUGH** TARRANTS PTY. LTD. 22 2999 **MIAMI** MIKES BIKES 35 8799 **MOUNT ISA** CURLY DANN SPORTS 43 3691 **MURWILLUMBAH** MURWILLUMBAH CYCLE WORKS 72 1368 **NAMBOUR** NAMBOUR FUNTASTIC 41 1669, TURNBULLS SPORTS 41 2013 **NERANG** NERANG BICYCLE WORLD 96 3432 **OXLEY** OXLEY CYCLES 379 8862 **PALM BEACH** PALM BEACH CYCLES 34 3172 **REDCLIFFE** REDCLIFFE CYCLES 203 4851 **ROCKHAMPTON** ALLENSTOWN CYCLES 27 1249, THOMMO'S BIKES 28 5342, WHITE'S TOYLAND 27 5033 **SOUTHPORT** CYCLE & SURF INN 32 2874, BURLEIGH BICYCLES 32 9811 **STRATHPINE** STRATHPINE CYCLES 205 2447 **TOOWOOMBA** BRIAN PAGE CYCLES 38 2242, KEV OLSEN CYCLES 32 2942 **TOWNSVILLE** CYCLE CITY 71 5800, TOYWORLD TOWNSVILLE 79 0277 **UNDERWOOD** THE BIG BIKE SHOP 341 7444 **WOODRIDGE** THE BICYCLE SPECIALISTS 209 5488 **WYNNUM** BAYSIDE CYCLES 393 5107, GLENN'S CYCLES 396 1594

WESTERN AUSTRALIA:

ALBANY YOUR BIKE & MOPED DEALER 41 6844 **ARMADALE** ARMADALE CYCLE WORLD 399 3370 **BALCATTA** BALCATTA BIKES 344 1656 **BELMONT** BELVIDERE CYCLES 277 3677, THE BICYCLE ENTREPRENEUR 277 9181 **BUNBURY** FITZROYS BUNBURY 21 8600 **BUSSETTON** BUSSETTON AUTO PARTS 52 2887 **CANNINGTON** OLIVERS CYCLELAND 458 7716, SWAN CYCLE MART 458 8302 **CLAREMONT** AVOCET CYCLES 384 8365 **COMO** BICYCLE WORLD 445 3443 **EAST FREMANTLE** OLIVERS CYCLELAND 339 1415, THE CYCLEMAN 339 1520 **FREMANTLE** MERCER CYCLES 335 9536 **GERALDTON** ELMAC CYCLES 21 3279 **GOSNELL** JET CYCLES 398 2359 **INGLEWOOD** STIRLING CYCLES 271 5394 **INNALOO** MORRIS BIKES AND SPORTS 446 4446 **KALAMUNDA** KALAMUNDA CYCLES 293 2115 **KALGOORLIE** HANNAN STREET CYCLES 21 2467, JOHNSTON CYCLES 21 1157 **MANDURAH** CYCLES MANDURAH 35 6490, PUSH 'N' PEDAL 35 5662 **MAYLANDS** SPEEDLITE CYCLES 271 1493 **MIRRAMOOKA** CRYSTAL CYCLES 349 4777 **MORLEY** WARD CYCLES 276 5181 **MUNDARING** CYCLE CARE 295 2042 **MYAREE** NORTHLAKE BIKE & SPORTS 330 6628 **NEWMAN** RONS BIKE SHOP 75 2008 **NOLLAMARA** GEORGES BIKES 344 2393 **NORTHAM** NORTHAM CYCLES 622 2005 **NORTH PERTH** NORTH PERTH CYCLEMART 444 3483, PAL CYCLES 328 7253 **PADBURY** PADBURY BIKE SHOP 401 6877 **PARABURDOO** ASHBURTON INDUSTRIES 89 5226 **PORT HEDLAND** HEDLAND CYCLES 73 1304 **ROCKINGHAM** ANDY'S BIKE & SPORTS CENTRE 27 4060, ROCKINGHAM CYCLES 27 4457 **SAFETY BAY** SAFETY BAY BIKE & BOAT SHOP 27 4846 **VICTORIA PARK** THE PARK CYCLE SHOP 361 4172 **WANGARA** JOHNS BIKE SHOP 409 8224 **WEMBLEY** CAMBRIDGE CYCLES 387 3708 **WILLETTON** BURRENDAL BIKES 332 3698, WILLETTON CYCLE CITY 57 7614

SOUTH AUSTRALIA:

ADELAIDE SUPER ELLIOTS 223 3946, STANDISH CYCLES 212 3363 **BRIGHTON** KELLERS CYCLES 296 8861 **BROADVIEW** BROADVIEW CYCLES 261 2222 **CLEARVIEW** CYCLELAND 262 4288 **COLONNADES** STANDISH CYCLES 384 4704 **DERNANCOURT** DERNANCOURT CYCLES 336 7806 **GLENELG** HOLDFAST CYCLES 294 4537 **INGLEFARM** TRAK CYCLES 265 0357 **KILBURN** J.T. CYCLES 260 6678 **KILKENNY** J.T. CYCLES 268 6404 **KLEMMZIG** STANDISH CYCLES 261 1696 **MOUNT BARKER** ALDGADE CYCLES **MOUNT GAMBIER** BRUCE DOWDELLS CYCLES 25 2953 **MILE END** STANDISH CYCLES 43 5435 **OAKLANDS PARK** STANDISH CYCLES 296 2376 **POORAKA** DISCOUNT CYCLES 260 4365 **PORT PIRIE** WELLINGTON CYCLES 32 1219 **PROSPECT** ADELAIDE CYCLERY 344 6353 **ST. AGNES** ST. AGNES CYCLES 264 7888 **SALISBURY** J.T. CYCLES 250 7100, J.T. CYCLES 258 4074 **STIRLING** ALDGADE CYCLES 339 5954 **TEA TREE PLAZA** TRAK CYCLES 264 6001 **TOORAK GARDENS** BURNSIDE CYCLES 31 0313 **TORRENSVILLE** J.T. CYCLES 43 9914 **UNLEY** STANDISH CYCLES 271 9733 **WARRADALE** BERNIE JONES CYCLES 296 9652 **WESTLAKES** STANDISH CYCLES 356 5492 **WOODVILLE** J.T. CYCLES 268 2019 **WHYALLA** U PEDAL CYCLES 45 8476

TASMANIA:

DEVONPORT NOEL VON BIBRA (004) 24 7778 **LAUNCESTON** KEVIN McBAIN CYCLES (003) 31 9414

NORTHERN TERRITORY:

DARWIN ROSSETTOS SPORTS CENTRE 81 4436 **CASUARINA** SPORTSMART 27 5518

1988 JANUARY

S	M	T	W	T	F	S
31				1	2	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

1988 FEBRUARY

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29					

MONDAY

7

DECEMBER

7.30 → Dayboro

8.00 w/friends

8.30

9.00 ~ 1:45 hrs

9.30 Steady pace - easy

10.00 42x17/16

10.30

11.00 Legs felt recovered from

11.30 yesterday's hard ride.

12.00

12.30 Concentrated on spinning at

1.00 least 90 r.p.m.s.

1.30

2.00

2.30

3.00

3.30

4.00

4.30

5.00

5.30

6.00

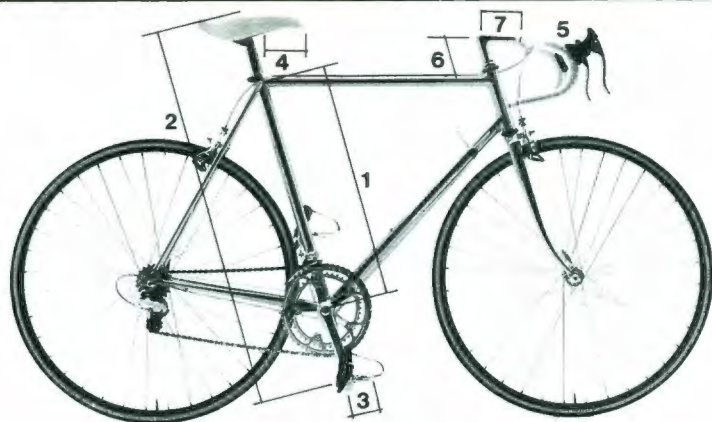
GETTING FIT

ON YOUR BICYCLE

Fitness

1. GOALS, COMMITMENT & COACHING

by CYNDI HOLMES*



Riding position checklist

TAKING THE time to find the perfect riding position is like being measured for a quality business suit. While you could simply accept the given fit of the average suit, anyone who's ever worn a suit knows it's more comfortable and better looking to wear a custom-fitted suit. Likewise, any bicycle racer can tell you the same benefits – and more – are what you'll gain by finding your perfect riding position.

Just like a racer, you want your body to perform and you want your bike to perform. Taking the time to fit the two together can decrease your chance of injury and increase the fitness you attain from your bicycle fitness program.

There are many opinions on how to properly adjust a riding position. (see *Freewheeling* 41, Mar/Apr 1987) The following is a step-by-step checklist for one of the more common methods.

First, gather the tools you'll need to adjust your saddle height, the fore/aft position of your saddle, the height of your handlebar stem and the position of your cleats (if you use cleated cycling shoes).

For measuring, you'll need a tape measure, a one-metre straightedge, and a plumb line (one-metre string with a fishing weight or heavy nut tied on the end). A home-trainer is ideal to hold-up you and your bike, but leaning against a wall will work too.

Now set aside an hour, recruit a helper and get started towards a better riding position by following the checklist in the given order.

1. Frame size

Wearing your riding shorts and shoes, straddle the top tube of your bicycle. You should have between

2.5 and 5 centimetres clearance between your crotch and the top tube.

2. Saddle position

Start by placing the straightedge lengthwise on your saddle. Adjust your saddle so that the straightedge is parallel to your top tube. It's okay to have a slight tilt either up or down, but nothing radical.

Next, standing with your bare feet 15 centimetres apart, hold the tape measure to your crotch and have your helper measure to the floor, midway between your feet.

Multiply this measurement by 1.09. Use this figure to set the distance from the top of your saddle to the centre of your pedal axle, while the crank arm is in line with the seat tube.

FINE TUNING TIP: Long distance tourists and frequent marathon sport riders and racers should adjust their saddles a few millimetres lower than the above figure. This lower position is slightly less powerful, but it reduces stress to the knees.

3. Foot position

With your cycling shoes on ensure that your toe clips allow the ball of your foot to be centred over the pedal axle. If clips are over one centimetre too long, buy new ones. If clips are too short, buy longer ones or build-out your current ones using spacers and longer bolts.

FINE TUNING TIP: For long feet or frequent long distance sport riders or racers, slide your cleat so that the centre of the ball of your foot is just forward of the axle. For small feet, high r.p.m. spinners and track riders, place the ball of your foot slightly behind the pedal axle.

For those who don't wear cleated cycling shoes or toe clips, you can paint a dot on your shoe uppers to indicate the ball of your foot. While riding, you can then look down occasionally to see if the dot is in line with the pedal axle.

For those who wear cleated cycling shoes, rotate the cleat so there is five millimetres clearance from the ankle bone to where it passes the crank arm. This figure may vary depending on whether your

feet are normal, supinated or pronated. Test your cleat adjustment and make any alterations while on rides.

4. Fore/aft position

Sit on your bike on the home trainer or against the wall, and pedal for a while until in your normal riding position. Stop pedalling with the cranks in the 3 and 9 o'clock position. Hold that position. Have helper find the tibial tuberosity (the bump at the top of the shinbone, just below the knee). Then have helper hold the plumb line to the rear of the bump, in line with the shin bone. The plumb line should intersect the pedal axle.

FINE TUNING TIP: For tourists and frequent long distance riders, adjust the saddle so the line is 1-2 centimetres behind the centre of the pedal axle. For track riders and other high r.p.m. spinners, the line should fall 1.5 to 2.5 centimetres forward of the centre of the pedal axle.

Recheck your saddle height. If it has significantly changed, readjust the height, then recheck your fore/aft position. Stay with us now, all of this effort really is worth it!

5. Handlebars

For efficient breathing, your handlebar width should match your shoulder width. Typically, racers position the drops parallel to the ground and recreational riders position the handlebar end to point to the middle of the seat stay, between the seat lug and rear axle. The choice is yours.

6. Stem height

Stem height is a matter of comfort. Experiment. Generally, 2-4 centimetres below the top of the saddle for touring, sport riding and road racing. And as much as 6-8 centimetres below for short races and triathlons.

7. Stem length

Get on your bike, place your hands on the drops with elbows slightly bent. Assume your normal riding position. Now have your helper hold the plumb line to the tip of your nose. The line should fall about 2.5 centimetres behind the handlebars. If it doesn't estimate how much longer or shorter your stem needs to be.

FINE TUNING TIP: Again, comfort is a good indicator here. Your stem length is too long if you experience soreness in your upper arms. It's too short if you have soreness in your neck and shoulders. If you need a stem that's over 12 centimetres, then your top tube is too short; a good reason to buy a new bike!

8. Adjusting to your new position

It takes time, so give it time. It's okay to make minor adjustments until you're comfortable. Then let your body adjust to its new position for a month or more before making further adjustments. Now that you've fitted your bike to your body, you can experience the same type of comfort and performance benefits long experienced by the top racers. But you need to be a racer to appreciate the difference a well-adjusted riding position makes.

Cyndi Holmes

WHEN I HEARD that my home town friend, race-travel buddy and riding partner had just won the U.S. Men's National Criterium Championship, I was happy, but not too surprised.

That evening I rang to congratulate him. He told me, in his always humble way, that he knew he was going to win. Everything went right. He felt right that morning. He got in the right breakaway groups. He attacked at the right time. And he sprinted at the right time.

Jeff had proved, yet again, what winners have been proving since the dawn of competition: it takes the right goals, commitment and coaching to win.

Even if you're not intent on winning races or triathlons, you'll find these three factors at the base of every good fitness program. And just as most of us use equipment proven by the top racers, you can use training techniques proven by the top racers.

Goals

Jeff's goal that season had been to win that championship. But it had also been the goal of the majority of the other 79 riders in the race. Perhaps 40 of them were just hoping to finish or place in the money. Another 20 probably decided the week before the race that they

wanted to win it. (Bike racers can be a fickle lot!)

Like Jeff, the remaining 19 riders may have set the goal of winning this championship several months ago. Jeff was the one who had the right combination of preparation and racing to take home the gold: he had set a realistic goal.

To set your own realistic goals, consider first the factors surrounding how you plan to reach those goals. What is your work or school schedule? How many days each week do you have time to train? How much do you want to train?

You're inviting defeat if you're a new racer who can only train one hour each

day, and maybe a few extra hours on the weekend, and you have the goal of winning a 160 kilometre road race in three weeks. Be realistic. You'd be better off to set a progressive goal of finishing, placing and then winning shorter road races and criteriums.

If your goal is to complete your first century ride (100 kilometres) in less than six hours and you only plan to ride on the weekend, you need to find a way to include at least two one-hour riding sessions in your busy week. Maybe you can commute to work by bicycle, ride early in the morning or during the lunch-hour? Few goals in cycling, whether they be racing, recreational or triathlon oriented, are achieved by weekend warriors – those who only exert themselves on the weekend.

Beginners – those who only exert themselves on the weekend.

Beginning cyclists should look at a minimum of three days of cycling per week, with a rest between, and sessions of at least 30 minutes. A Sunday-Tuesday-Thursday schedule is good for most cyclists. Taking the time to set realistic goals will greatly increase the success of your bicycle fitness program.

Commitment

Jeff had to have been one of the most committed racers in my home town. His commitment to training, come rain or snow, showed in his consistent high placings in races.

Certainly for a top-level racer, riding everyday is about as routine as brushing your teeth. Beginning cyclists may not need or even want to ride everyday, but making a commitment to carry out the program you've planned for yourself is necessary for the success of your program.

Perhaps the best part about making a commitment to a fitness program is the dual feeling of gratification you get when you achieve your fitness goals and keep a commitment you've made to yourself.

Coaching

I wasn't surprised Jeff won the championship because he had, and still has, the best coach – himself. Although he had received guidance from coaches on the national and local level, he placed his ultimate trust in his own knowledge of what his body could, and could not, do.

Regular coaching is a luxury to most top racers, let alone new racers, triathletes or fitness riders. So if you're able to find a coach, definitely listen to him/her. But remember to also listen to yourself; your coach can't always be right by your side.

Pay particular attention to the signs of overtraining such as continued fatigue, continued muscle soreness or low motivation. On the other hand, ensure that you are training hard enough. If you have limited time, don't warm up for 20 minutes when you only need 10 minutes. Be disciplined enough to stick to the work-out you've planned. It's always tempting to test your pedals against a passing racer, but if you ride hard the day before, it's best to continue at an easy, recovery pace.

Another part of a coach's job is to analyze. Start a training diary to record your daily work-outs. Record specifics of your work-outs; any information you can use later to analyse your work-outs. Regular analysing of your training diary can point to changes you may need to make in your program.

Now it's up to you. Decide what goals you feel you are willing and able to make the commitment to, with body and mind, then get started!

IN OUR next issue we will present sample fitness programs and explore the various components of designing your own bicycle fitness program. If you can't wait until next issue – and you certainly shouldn't! – begin by adjusting your riding position as detailed in the box. Then start riding. If you haven't ridden much before, be careful not to overdo it!

* Cyndi Holmes, a competitive racing cyclist originally from Michigan USA, now lives permanently in Brisbane, Queensland.



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HOLIDAYS ON WHEELS

Adventure travel guide

Where to find your next holiday

Holidays in Australia

There are a number of professional operators offering tours within Australia. Some also act as agents for overseas operators so you can book all tours and air travel through them. All operators offer a mailing list service to clients and potential clients so for the latest information and brochures just drop them a line. This list is by no means complete as there are many, many more overseas. We have provided only a sampling and the Aussie operators and their agents will be only too glad to introduce you to more. The *Freewheeling* classifieds is also a listing source for tour operators and adventure travel agents.

Tailwinds Bicycle Touring PO Box 32 O'Connor ACT 2601 (062) 49 6634. Runs trips to exotic overseas locations and also acts as an agent for touring groups offering trips to NZ, Canada,

Adventure travel often means visits to the world's wild places. This picture shows riders organised by Tailwinds Bicycle Travel cycling the 'main' road between Lhasa and Kathmandu in Tibet. Photo: Robert Fletcher.

China, Japan, India, USA, Europe and Australia.

Bogong Jack Adventures PO Box 221, Oxley 3678 (057) 21 2564. Tours through NE Victoria. National Trust towns, Ned Kelly country, fine wines and restaurants. Their most popular tour has been dubbed the 'Gourmet tour of the NE' by enthusiastic clients. Weekend and week long itineraries.

World Expeditions 3rd floor 377 Sussex St. Sydney 2000, (02) 264 3366. World Expeditions give guided tours of both the Hunter Valley and north-eastern Victoria's wineries, Tasmania and

The Atherton Tablelands in North Queensland. These tours have a sag-wagon to carry any 'items' picked up along the way. They also offer tours in India, China and a new tour to the Everest Base Camp. This is probably the highest bicycle trip ever undertaken. Using sturdy mountain bikes participants will cycle from Lhasa to Kathmandu via Everest Base Camp at 5,800 meters, along the highest road in the world. The route into Base Camp involves crossing several high passes. It goes past beautiful high altitude lakes and through ancient towns and villages. Views of the Central Rongbuk Glacier are stunning. There are seracs of ice the size of church steeples tumbling off Everest.

Cycleology WASHop 12a Downs Shopping Centre Bournemouth Cres Wembley Downs WA 6019 (09) 341

6266. Tours through West Australia's beautiful South West.

Bicycle Australia PO Box K499 Haymarket NSW 2000 (046) 27 2186. This group offers a number of low budget supported tours in eastern Australia. Guide books for bicycle routes also available.

Paradise Pedallers c/o Paul Fazacerly, Nubeena Post Office, Nubeena, 7184 Tasmania. Offers tours of Tasmania and New Zealand.

New Zealand

New Zealand Pedaltours PO Box 114 Boronia VIC 3155. Guided tours with sag wagon support, both islands.

Bicycle Tours of New Zealand PO Box 11-296 Auckland 5 NZ. Six major itineraries covering both islands. Special interest tours also arranged.

The Bicycle Touring Company PO Box 23-215 Papatoetoe Auckland NZ. 15 -18 day tours of both islands. Full support. Hotel or camp/cabins option available. Bookings also available through Tailwinds

North America

Bikecentennial PO Box 8308 Missoula MT 59807 USA. Supported and unsupported trips across the USA and into Canada. This group have published numerous touring guides suitable for DIY tours in all areas. Send for free tour

Catalogue and touring guidebook listings

Southwest Oregon Bicycle Tours 31903 Edson Creek Rd Gold Beach, Oregon 97444 USA. Offers a number of short (up to a week) tours of coastal Oregon.

Ride the Rockies Bicycle Touring Ltd PO Box 6866 Stn D Calgary Alberta T2P 2E9 Canada. Guided tours through the Rocky Mountains. Self guided itineraries also available.

American Youth Hostels National Administrative Offices 1332 I St. NW Washington, D.C. 20005 (202) 783-6161. AYH offer tours through most States in the US. For more information write to the head office in Washington, D.C.

Country Cycling Tours 140 W. 83 St. New York, NY 10024; (212) 874-5151. Tours through the east coast of the US and Canada, Europe and China.

Vermont Bicycle Tours PO Box 711-BC, Bristol, VT 05443; (802) 453-4811. Tours through New England (US) with sag-wagons, bike rental and indoor lodging.

Backroads Bicycle Touring PO Box 1626 San Leandro, CA 94577; (415) 895-1783. A range of tours in the Rocky Mt', The West Coast and Canada.

Off the Deep End Travels PO Box 7511TE, Jackson, WY 83001; (800) 223-6833. Tours in the Central West, Rockies, Europe, Canada and China.

Pacific Crest Bicycle Tours 2722 Alki Ave. SW Seattle, WA 98116, (805) 938-3322. Tours of the West coast of the US and of Europe.

Rocky Mt. Cycle Tours PO Box 1978, Canmore, Alb. Canada TOL OMO; (403) 678-6770. Tours in the Canadian Rockies, Europe and Australia/New Zealand.

Europe

Bike Events PO Box 75 Bath Avon BA1 1BX UK. The originators of the London to Brighton Ride and the Great British Bike Rides have a large program of rides both in the UK and mainland Europe. Their Grand Tour of Europe takes you from Paris to Florence over the Alps.

British Tourist Authority has just released a terrific book on cycling in Britain. This free 36 page guide is crammed full of useful information about putting your bike on public transport in the UK, the laws every cyclist must know before setting off on their way through England's green and pleasant land and suggested itineraries that incorporate scenic country lanes and historic villages and towns. You will be able to plan your cycling trip using youth hostels which are marked on the route maps, or 'B&B's' (Bed & Breakfast) which are explained in the accommodation section. There is even a brief explanation of

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road conditions in Britain and of course, a selection of cycle hire companies which are conveniently located near the suggested itineraries. For further information contact the British Tourist Authority, 171 Clarence St., Sydney 2000, tel (02) 29 8627.

Britain is a paradise for Do-It-Yourself cycling trips for example: keen cyclists can now explore a beautiful unspoilt corner of England's West Country with the help of the West Dorset Cycleway. This has been created by the local District Council and covers some 175 km. A free guide gives detailed instructions of how to follow the route. In addition to the complete tour, there are shorter link routes within its perimeter for those who would prefer not to face the full distance. For further information contact Jeanette Knatt, West Dorset District Council, 58 High st. Dorchester, Dorset DT1 1UZ. tel(0305) 65211.

Joyrides: Cycle Holidays in Wales Holidays cover most of Wales, from Snowdonia in the north to Pembrokeshire and the Brecon Beacons to the south, Taking in lesser known but beautiful areas like the vale of Llangollen and the black mountains. Joyrides Holidays don't organise parties or provide leaders but give cycles, maps, routes and touring information and set up accommodation. Address: The Old Station, Machynlleth, Powys, 0658-2109.

Clive Poiwell Mountain Bikes Blaencwm Farm Llanwrthwl, Llandrindod Wells Powys LD1 6NU Wales UK. Phone (0597) 810627. Mountain bike tours in Wales and sunny Spain (during the cooler months). Complete tour packages available including bike hire, accommodation, meals and full back-up support.

French Country Holidays M et F Beilby, Le Fief de la Baziniere, St Maixent de Beugne, 79160 Coulonges-sur-l'Autize, France. Mal and Florence Beilby offer accommodation in their small village near the Loire valley in Eastern France. The Beilbys are ex Sydneysiders and can arrange hire bikes and itineraries in the surrounding districts using their eight bed guest house as a base.

Bicycle Beano Cycling Holidays. Erwood, Bulith Wells, Powys, LD2 3EJ UK. Two-wheeled holidays in Mid Wales and the Welsh Border country. Camping or fixed accommodation available. 10 one-week 'beanos' available.

Mountain Hut Cycling Holidays Glencar, Co Kerry, Ireland. One week fixed-centre tours based on one of the loveliest valleys in Ireland. Tours start in Killarney and visit the Iveragh Peninsula.

A number of US touring operators offer trips in Europe and other exotic

locations. Some organise their own while others act as booking agents for independent locally based operators based in Europe. Write to them for a colour catalogue and price list.

Gerhards Bicycle Odysseys 4949 SW Macadam, Portland OR 97201 USA. Tours in New Zealand, Geneva to Venice, Bavaria, Austria and France.

Euro Bike Tours PO Box 40, DeKalb, IL 60115 USA. Tours in Ireland, France, Germany, Switzerland, Holland, Luxembourg, Italy and England.

Country Cycling Tours 140 West 83rd St, New York NY 10024 USA. Tours in NE USA and Europe visiting France, England, Ireland, Holland, Belgium, Israel, China.

Butterfield & Robinson 70 Bond St, Toronto Ontario, M5B 1X3 Canada. European tours in France, Italy, England, Germany, Scotland, Southern Ireland and Spain.

World on Wheels Inc 650 Onwentsia Ave, Highland Park IL 60035 USA. Tours in England, Ireland, Denmark, Holland, Egypt, Israel, Iceland and Morocco.

China Passage 168 State st. Teaneck, NJ. Offers extensive tours of China and New Zealand.

Bicycle Africa 4247 135th Place Southeast Bellevue, WA 98006. Bicycle Africa offer three major tours through different parts of Africa.

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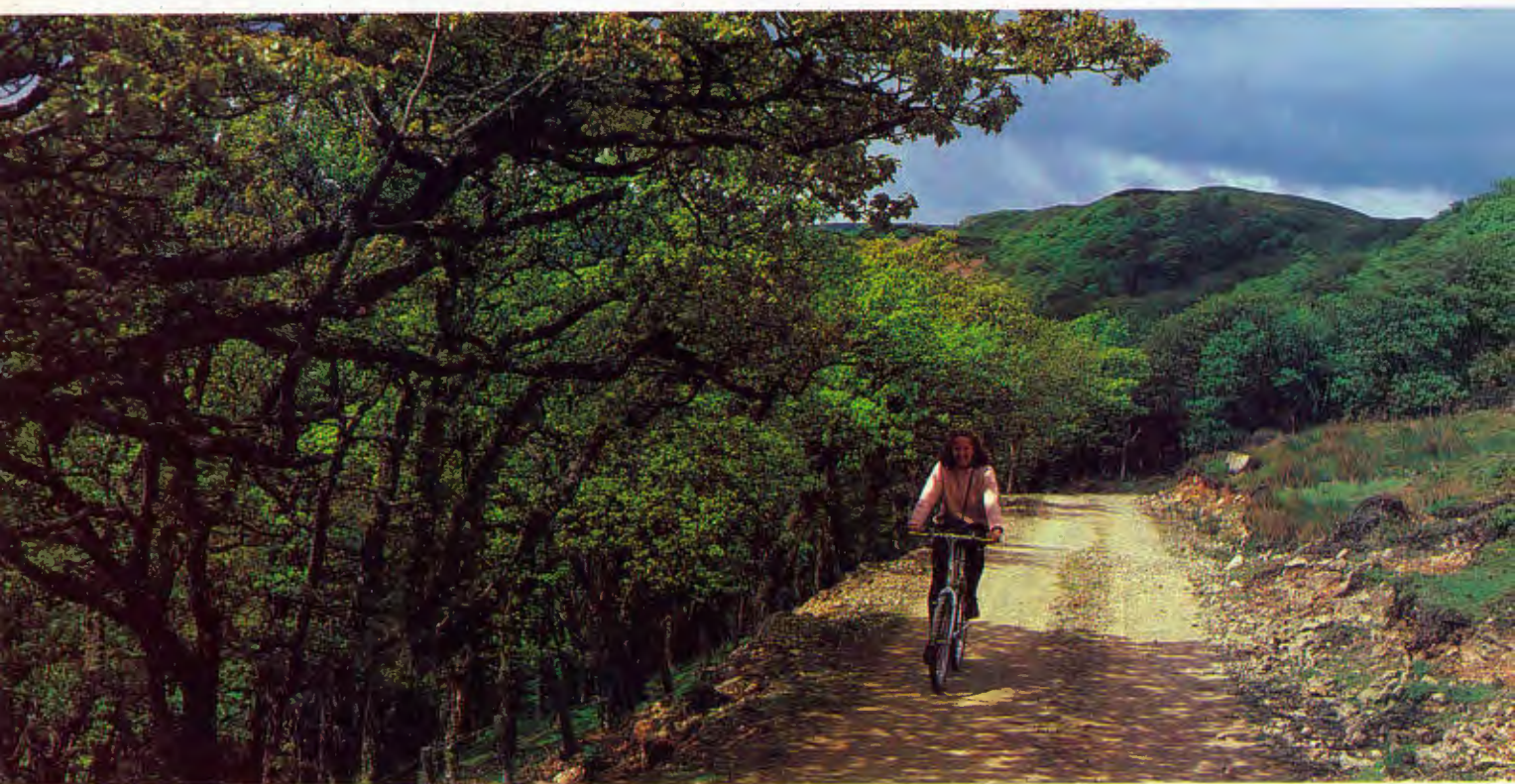


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MOUNTAIN BIKES IN THE WELSH HILLS

Bicycle travel

by ROSEMARY MORROW

I've skied down mountains and climbed back up again, I've even ridden horses on the high tops. I thought I'd exhausted all variations on the mountain theme — until I came across Clive Powell's Mountain Bike Centre in Mid Wales.

Nestled below oak covered hills in the centre of Wales, Blaencwm is a working farm with a difference. Pam Powell, now 63, bought the 150 year old derelict farm a few years ago when she wanted a complete change of lifestyle and scenery. It didn't take long to get it working again. With two of her three sons at home they looked to diversify family interests and started a pony trekking centre which Chris, the youngest son, now runs.

The farm and Centre have become a success, providing a summer base for

Clive Powell who is a ski instructor in Andorra through the northern winters. For years Clive has cycled every summer in these Welsh hills to maintain his fitness and stamina, and just this year has opened a business running cycling holidays based at Blaencwm.

His first season opened with a special course organised for four prospective members of the Olympic Team from the British Nordic Ski Squad. His talents also run to organising courses suitable for the average rider and even for those whose riding skills are a bit rusty!

Clive has a wealth of knowledge of the area and takes rides out on stony tracks, winding sheep paths and secluded country roads. Some of the trails are ancient drovers' and monks' roads, virtually unused for 100 years or more.

He escorted our small group on a half day ride and chose a route that incorporated an enchanted forest and magnificent mountain vistas. As in any worthwhile experience we were subjected to the hard part first — uphill! The daunting prospect was made easier by the bikes' eighteen gears, and with the verdant oaks and moss-covered forest floor on either side of us. There was little concern for flagging fitness.

Clive is a ski instructor and race trainer with 13 years experience behind him. It was good to know that he was keeping a watchful eye on the condition of the riders.

These seemingly undersized bikes are well-suited to the narrow sheep paths that wind through the heather-clad hills. They are lightweight as well as sturdy, and seem to skip through bogs and over rocks with great ease. With a ten-speed bike as experience I had no difficulty in adjusting to the ultra-low gearing of these Muddy Fox Courier mountain bikes.

Another member of our group hadn't been on a bike for years, but with the traffic-free farm roads on which to practise she soon mastered this small machine. Initially we set out along the valley floor on a conveniently tarred road, but almost as a reminder of our whereabouts, a farmer leading his small herd of cows rounded the bend ahead. We stopped to let them pass, watching the cattledog round up the straying cows as we chatted to 'Old Jack', as he was known, and I realised how easy it would be to travel in a country and miss its essence.

I thought of all the people I'd met in my travels who had seen England, Scotland and Wales in the same time it had taken me to discover the delights of South and Mid Wales. Driving through the countryside was fine, but riding along farm roads with the myriad sounds and smells of the woods, animals and flowers is really what travelling is all about.

As we left the bitumen, the gravel road seemed to rise relentlessly. This was the first test and we all appreciated the cool

The faster the bike went the easier it became to glide over the rough terrain. Anticipating the track, feeling at one with this new cycle and the brisk alpine air rushing by was a mixture destined for

As the rest of the group joined us it was easy to see they too were rapidly becoming addicted to this unique mixture of nature, technology and personal skill. In this area of unbounded hill country the only limits to off-road cycling adventure are one's own stamina, and this can

For more information contact Clive Powell, Blaencwm Farm, Llanwrthwl, Llandrindod Wells, Powys LD1 6NU, United Kingdom. Or when in the UK ring Rhayader (0597) 810 627.



ANOTHER VIEW OF CHINA

Bicycle travel

by JAMES KELLY*

WE WERE apprehensive because for the third time our Hong Kong tour operator attempted to get us through the Macao border and into China. This was our last chance today. After this we would have to spend another night in the grotty Portuguese territory and return for another attempt tomorrow. Nobody wanted to do this.

We sat on what appeared to be the only lawn in Macao and waited, wondering what our cycling trip into China would be like. It was the first visit to China for all fifteen of our group.

At last, after what seemed hours, the guide came out and told us to move in and start checking through. He would not be coming with us so this was goodbye till we had finished our journey.

China was going to be full of surprises and new experiences for me and for most of our group. Some we had seen earlier in the day: illegal immigrants being transported back from Macao to China. After we cleared the border station we entered China and met our new guide and bus driver.

"River, is my name," he said "and I am your guide." He gave a talk about the area we were in and how our route had to be changed in various places for one reason or another. When we asked him why it was so hard for us to get into China we saw for the first time one Chinese characteristic that we were to see again and again on our China tour.

"It was not my fault. It was not my responsibility" he burst out in defence, as if we had offending him.

On our first day of riding we rode to a small village for some lunch and back to our hotel, a total distance of about ten kilometres. We were supposedly the first Europeans to visit this village and it was here we had our best meal of the three week tour.

It was also here that we first saw what seemed a most unusual event, rather than us being the inquisitive 'tourists' it was the other way round. We weren't staring at the Chinese, they were staring at us! This was to happen all through our China tour.

One day three companions and I were passed by the rest of our group as we stood and waited for them. We had let one of the Chinese locals ride our bikes while we had a drink and were immediately swamped by about five hundred villagers all wanting to look at us and our 10-speed bikes. The rest of our group had ridden by without seeing us and wondered why the large crowd had gathered.

The Chinese were overall a very nice people and much more tolerant of us the less they had seen of Europeans. In the 'small towns' (a population of less than 100,000) the people were much more inquisitive and friendly. Although we could not speak to them we communicated through signs. People were always wanting to help us or to talk to us.

One of the notable aspects of China was the food. It was not spectacular but there was a lot of it. For every meal that we sat down to (except River's 'picnics') we had Corn and Chicken soup. We all ate this because we knew what it was and roughly what it was made from. But with the other food we could not be sure.

After two weeks with only fifteen people to talk to we were stopped in the street of a smaller town and asked, in

The photos on this page were taken on a recent World Expeditions tour of North Guangdong Province in China. They were taken by tour leader Darryl Chappelow. Top left: The group consisted of Australians, Americans and Canadians. On this trip there were two 'Mother-Daughter' couples. Bottom: Spectacular scenery in Southern China typical of this area.



perfect English, where we were from. This gave us a chance to speak comfortably with a Chinese villager and gave him a chance to practise his English on us. He was the first of two English teachers that we would meet on our trip. The second took us on a tour of her town and school which she had only been teaching at for three days.

At the end of the tour we had a five day visit to Beijing. This was nowhere as interesting as the cycling part of our tour in Guangdong Province as Beijing was very much a tourist 'trap' and seemed to be a land of trinkets. In Guangdong we met the real people of China, whereas in Beijing the people either tried to rip us off or to avoid us.

After our time in Beijing we returned to Hong Kong via a plane with a hole in it and trays that didn't work. We then spent a day and a half plus a small fortune shopping in Hong Kong before returning to Sydney via a nine hour flight which gave us plenty of time to ponder our three and a half week tour of China, Hong Kong, and Macao.

My experiences of China were rather unique, and something that I won't forget in a hurry. If it is possible for me to return I have no doubts that I shall.

* James Kelly, 15, is a student from Sydney who recently completed work experience at the *Freewheeling* office. He recently toured southern China as part of an organised tour with his parents.



Alf Twentyman and his bicycle c. 1890

ALF TWENTYMAN AT THE END OF AN ERA

Cycling history

by RICK BOUWMAN*

A small notebook, its pages neatly covered with copperplate handwriting, has recently come into the Australian Gallery of Sport's cycling collection. On its first page is the title "Alfred Twentyman, Melbourne to London per S.S. John Elder 1894". The remaining pages contain several tables which reveal a great deal about the sport of cycle racing in the age of the *Ordinary* or *Penny Farthing* bicycle.

Its compiler, Alfred Twentyman, was born in 1868 in a cottage in Northcote, Melbourne, built by his parents who had migrated to from Cumberland in England in the late 1850's. He had sailed for England in 1894 to visit his parents who had returned home. It was on this trip that the notebook was compiled.

Twentyman filled the pages of the book with summaries of his financial situation, his expenditure on cycling, his itinerary in England, and most important of all, a detailed listing of all his bicycle races. In this list he records the winner of each race, the position he himself gained, and the prizes he won.

For a period for which little evidence survives about cycle racing apart from newspaper reports and the odd photograph and advertisement, these simple tables offer invaluable information

about a racing cyclist's life and career at a time of profound changes in the sport.

Some excerpts from Twentyman's accounts:

1 Jan 1887, 1.56 in. *British Challenge* No. 16052 10.0.0

1 Oct 1887, 57 in. *Humber racer* 12.0.0
23 Aug 1888, 56 in. *bicycle by Bassett & Co.* 22.0.0

As a keen racer, Twentyman was aware that keeping up with the latest equipment gave him an edge over competitors. He was riding at a time when the *Ordinary* bicycle had reached the peak of its development. Racing bicycles such as the ones purchased by Twentyman were fine works of craftsmanship. High quality steel tubing, expertly tapered and butted, made up the backbone, forks and handlebars. Rims, also steel, were hollowed to save weight, and were encircled by narrow solid rubber tyres which reduced both rolling resistance and weight.

A typical racing Penny Farthing of the late 1880's weighed 9.97 kg (22 lbs) (compared to around 22.68 kg (50 lbs) in the 1870's). A comparison with a modern alloy/steel track bike, 7.25 kg (16 lbs), or road racing bike, 8-9 kg (18-20 lbs), makes it clear that the Penny Farthing was much more than the slightly

humorous Heath Robinsonish machine it is often depicted as today.

Twentyman records his first race in April 1889, (although he bought his first bicycle in 1887), - the Fernside Novices Handicap of one mile (the Fernside Bicycle Club held its first meeting in 1882 and had about seventy members by the early 1890's). In November of that year Twentyman rode to fifth place in the Austral Wheel Race. This was the premier cycling event in Melbourne and carried a first prize of £200. In 1889 it attracted a capacity crowd of 20,000 people to the Melbourne Cricket Ground.

Over the next 3 years, he records 40 more races including club races, subsequent Austral Wheel races, country meetings and Band of Hope and Pont Show races. After his fine performance in the 1889 Austral his form improved to the point that he had become known as the "Fernside Colt", and in the 1891 and 1892 seasons his excellent performances led him to become one of the most fancied riders in Melbourne.

Among the details Twentyman recorded for each race were the winning time and the prize received by the victor. The times reveal that the speed of the *Ordinary* bicycle was considerable - the winner of the 1889 Austral covered the 8

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laps/3.21 km (2 miles) in five minutes forty-nine seconds – an average speed of over 32 km/h (20 mph). This more than matched the speed of the new *Safety* bicycles which were just beginning to be ridden at the end of the 1880's.

Penny Farthing riders could reach high speeds by leaning forward on the handlebars and with their weight lifting the small back wheel off the ground, turning the cycle into a very efficient unicycle. The huge front wheel created considerable momentum as well as giving an excellent ride. High speeds were also made possible by the smooth rolled cinder tracks (or 'paths') then prepared for bicycle races.

Twentyman's meticulous listing of prizes emphasises the importance of money to the riders of the time. Up to the end of 1890, prizes were usually trophies although they were sometimes supplemented with cash. For his fifth place in the 1889 Austral, for instance, he won three pounds and a cruet. However, on New Year's Day 1891, Twentyman records his prize for a Two Mile race as simply "£15 cash".

In late 1890 the Melbourne Bicycle Club, the most senior club in Melbourne and the host of many of the most important races, seceded from the Victorian Cyclists' Union. The club supported cash payment for riders, while the Union wanted the award of trophies to continue.

Cash payment proved to be by far the more popular with the riders. According to the *Australasian's* correspondent on New Year's Day 1891, "The move (towards cash payment) appears to have been such a popular one that before 1891 closes it will be highly improbable that there will be any trophy amateurs on this side of the globe".

Such optimism turned out to be misplaced. What actually happened was the development of separate amateur and professional cycling bodies, the League of Victorian Wheelmen, for professionals only, being formed in 1893. The conflict between Trophy Amateurs and Cash Professionals has persisted and even today, according to many critics, friction between the amateur and professional arms of the sport remains an obstacle to the proper development of Australian cycling.

Twentyman's records finish in 1892, and we know nothing of his activities between then and 1894 when he sailed for England. Why does Twentyman appeared to have retired in 1892, at such a successful stage of his career? A clue to this puzzle lies in his entry for 2nd November 1892 – "New Rapid Pneumatic safety 30.0.0" Although safety bicycles had been in existence since the early 1890's, they were not widely accepted as racing machines because they were no faster than an Ordinary, and with solid

rubber tires they gave a much harsher ride. For a Penny farthing racer, proud of his ability to manoeuvre his machine in a jostling field of up to 30 other riders, their stability and "safety" was a relatively minor consideration.

However in April 1890, on th Melbourne Cricket Ground, the new Dunlop *pneumatic* tyres made their first appearance in Australia – on a safety bicycle. A newspaper correspondent at the scene thought they "gave the wheels the appearance of being encircled by fire-hoses" (*Australasian* 5/4/90). But despite his scepticism, the safety bicycle fitted with pneumatic tyres (Pneumatic Safety) rapidly transformed bicycle racing.


The following year the celebrated Ordinary rider Tom Busst was riding in and winning races on a Safety. Lou Herman, another celebrated Penny Farthing rider also made the change successfully, winning the Austral Wheel Race on a Safety in 1899. In 1893 the Austral Wheel Race was ridden on Safeties for the first time.

The age of the Penny Farthing as a racing machine had ended abruptly and Alf Twentyman's racing career seems to have ended with it.

* Rick Bouwman is Curator/researcher for the Australian Gallery of Sport in Melbourne. The illustrations used in this article have been reproduced from the originals which are part of the Gallery's extensive collection.

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AN AMERICAN IN NEW ZEALAND

Bicycle travel

by *MELISSA JOHNSON*

After a bicycling trip around Australia we were looking forward a vacation in New Zealand. We had images of exceptionally friendly people, beautiful green forests, warm sandy beaches and water and food everywhere. "You did right coming to Australia first," someone told us in Coober Pedy. "If you'd gone to New Zealand first you never would have appreciated Australia!" We heard more than once about the

On the road between Queensland and Glenorchy in glacier country. Mt Barnslaw in the background. Photo by Marc Freedman.

cyclists' paradise of New Zealand.

As soon as we arrived in Auckland we headed north. We developed a riding routine easily and interspersed our motor camp stops with free camps in school yards and paddocks. On our very first night as we were grinding to the top of a

hill a car stopped and waited for us. "Can you come for a cup of tea?", the driver called, "the last right turn before the tar seal stops!" We rode merrily down the hill to our first Kiwi encounter.

Our cup of tea turned into a tour of the farm, a visit with the neighbours and then a tour in the car. We camped in the garden and rolled out early the next morning to encounter the first of many "metal" roads.

Metal roads are unsealed and covered with gravel. The gravel is more like small marbles covering a hard surface and when a two wheeled, human powered vehicle rolls over marbles the effect is something worse than trying to walk up a down escalator.

Our path took us up to Cape Reinga, the very northern tip of the North Island. After the last 20 k's on that route on metal roads and hills that seemed to be one on top of the other, (and cars and buses roaring by throwing up dust and those awful little marbles), I was ready to give up our ride to the tip. It was a profound and awesome moment when, after just cresting a particularly long and arduous hill, I looked up only to see that the uphill continued until it seemed to disappear into a cloud. "When will this stop?" I muttered. I could feel tears of resignation filling my eyes. There was nowhere to camp as the roadsides were too steep. Nothing to do but continue on up.

Eventually my own private torture was over and we plummeted down to the beautiful Tapotupotu Bay campground. The next day we hiked the remaining five kilometres to the Cape. That's where you can see the meeting of the Pacific Ocean and the Tasman Sea. You can also see the Pohutakawa Tree that is the spot where, according to Maori legend, the souls of the dead pause to look back at the living before they dive into the ocean and swim to their final resting place.

After the Cape we turned our bikes south and followed along the east coast of the North Island. We found this to be the most tourist populated part of the North Island. Compared to the western side it was a little more difficult to find free camping. Every inch of the country was fenced, if not for sheep or cows, then for Kiwi fruit farms. More and more we stayed in motor camps.

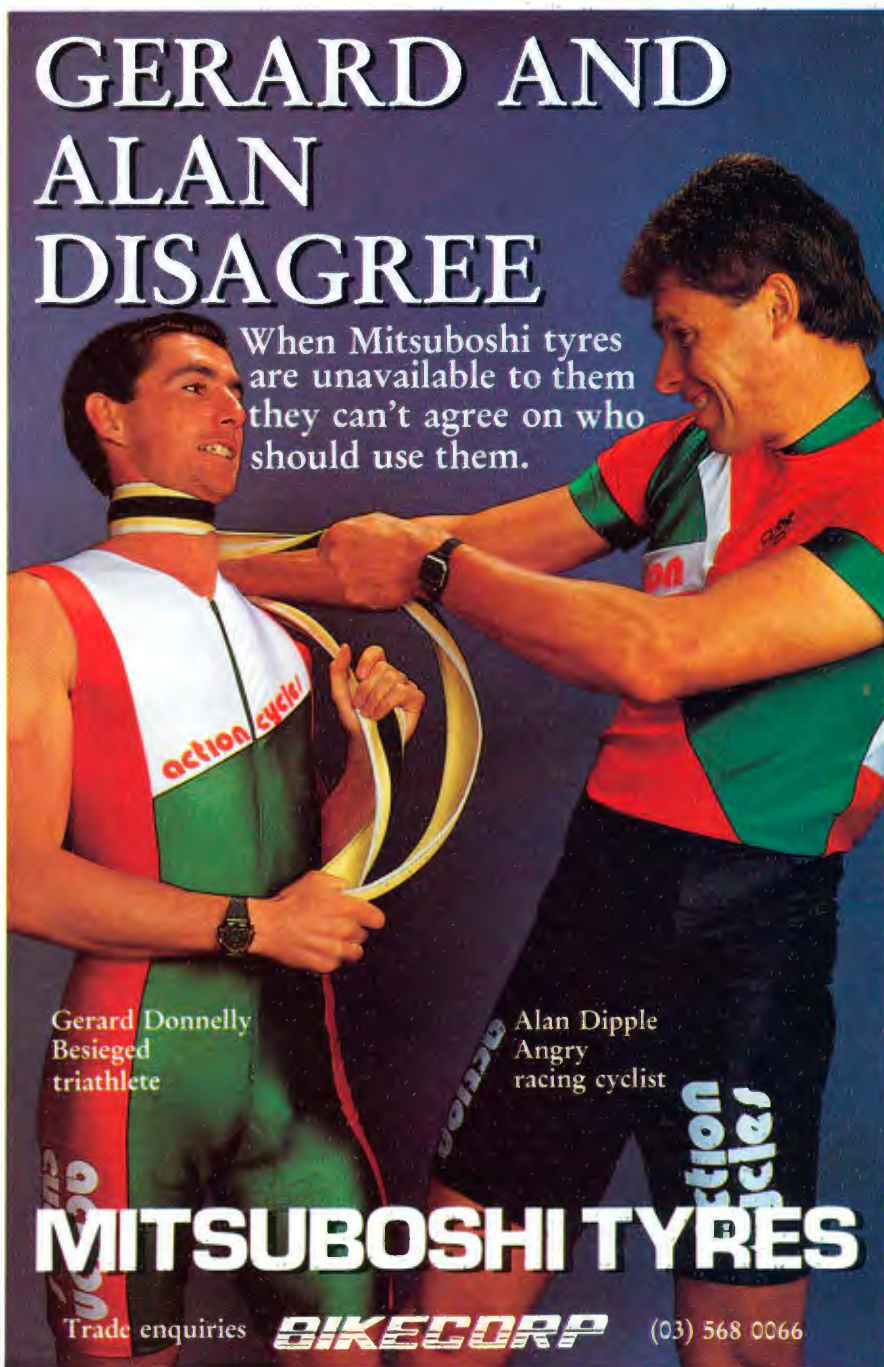
The motor camps in New Zealand are luxurious, especially for those people used to the spartan facilities at Aussie caravan parks. Invariably, the motor camp has group cooking facilities which at the very least, consist of sinks and gas burners, and at best, consist of refrigerators, toasters and ovens and occasionally (in the South Island) microwaves and convection ovens. Often motor camps have a lounge or game room where the lowly camper can watch the tele or have a game of pool instead of sitting in the dark in the tent.

Our travelling on the North Island seemed to progress uneventfully. But from the moment we saw the snow covered peaks and the rolling golden foothills of the South Island from the ferry, we suspected something different was about to happen.

It was to be a day of contrasts. We arrived at the Port of Picton around mid-day and after getting our bearings we lunged out onto the streets and into a most fantastic tail wind. We were averaging speeds only rarely attained on our fat-tired mountain bikes. Climbing the rolling hills on that first windy day was actually fun. You could feel the wind pushing our loaded bikes along and hear it rustling through the grass.

Just south of Blenheim we were cruising along enjoying the sun and wind when I suddenly felt the presence of a vehicle too close for comfort. It was a car full of young men with close cropped hair, laughing and yelling. One of them lobbed a yellow beer can out the window. It rebounded off my rear pannier. "Welcome to the South Island", I thought. Shortly after that incident another car rolled by very close and an arm stretched far out the window, its owner yelling something incoherent.

Later that same day, as we were crossing one of New Zealand's many single-lane bridges, we found ourselves going the wrong way in the face of a line of traf-



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fic that had started across after we were on the bridge. Normally, this is not a worry but when the car opens its door on your side there is little you can do. You can jump off the bridge, leaving your bike to be mangled between the side of the bridge, leaving your bike to be mangled between the side of the bridge and the car door. Or stand there scowling, stupidly unafraid, until the bloody idiot either closes the door or hits you.

It was late in the day and we were lacking any sense of humour by this time. We tried the latter technique and stood boldly until the idiot closed the door and passed us by without injury except for our spirits and our opinion of New Zealand as a cyclist's paradise.

We suffered all of the harassment we ever got in New Zealand in one day. On the very same day we had cans tossed at us, people attacking us and threatening bodily harm, we asked a farmer if we could camp in a paddock. He invited us to stay in his guest house on the farm. When we stayed with New Zealanders, whether we asked them or they invited us, we were always invited in and treated to such hospitality that we felt like we had been good friends.

Our east coast ride down the South Island was a vivid contrast to the North Island. The coastal North Island was covered in tropical forest and exotic pines while much of the South Island was devoid of trees. Close to the east coast the rolling treeless foothills, covered in golden grass, seemed to grow further inland into high peaks that were very often covered with a fine dusting of snow.

We turned to the west at Christchurch and went over Arthur's Pass to the coast. This last section of our riding proved to be our most challenging.

Arthur's Pass is only 924 metres high and from the east side it is not the imposing barrier it must seem to be on the much steeper west side. It's not even the highest pass you must go over. Porter's Pass must be scaled first if you come from the east and it is 10 metres or so higher!

It wasn't the climbing that we found to be intimidating, it was the wind. Because of the narrowness of the pass the wind can get funnelled right down the valley making an otherwise gradual climb torture.

We met our first Keas at our camp spot at Craigieburn just before the pass. A sign in the loo said "Please lock the door after use as Keas like to eat loo paper". I soon found out that Keas are unscrupulous little parrots that must have their big beaks and claws on everything.

A loud screeching, "Kea! Kee-ah!" and a thudding sound on the roof of the shelter brought us eye to eye with one of the Galah sized green parrots. They stayed a watchful arms distance from us and didn't seem too troublesome until dusk and I was in the tent dozing.



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Suddenly I was jolted awake by the screaming, "Kea! Kee-ah!" It sounded like it had flown through the tent. I heard a rustling in the vestibule above my head and there was a huge greyish green Kea fingering my tyre pump with his sharp looking beak. It was fairly certain it couldn't do any damage but when it started dragging it away I decided it was time to do battle. I beat on the mosquito net tent door. It looked up from the pump and started walking nonchalantly towards me. I think it would have walked right into the tent if the net door had been open. I had to think of something quick, it was eyeing my shoes. I grabbed a nearby water bottle and shot a stream of water out at it. That seemed to do the trick. In the morning we had survived the Kea onslaught. They had only mangled our sponge. Other people in the camp had mutilated shoes and clothing.

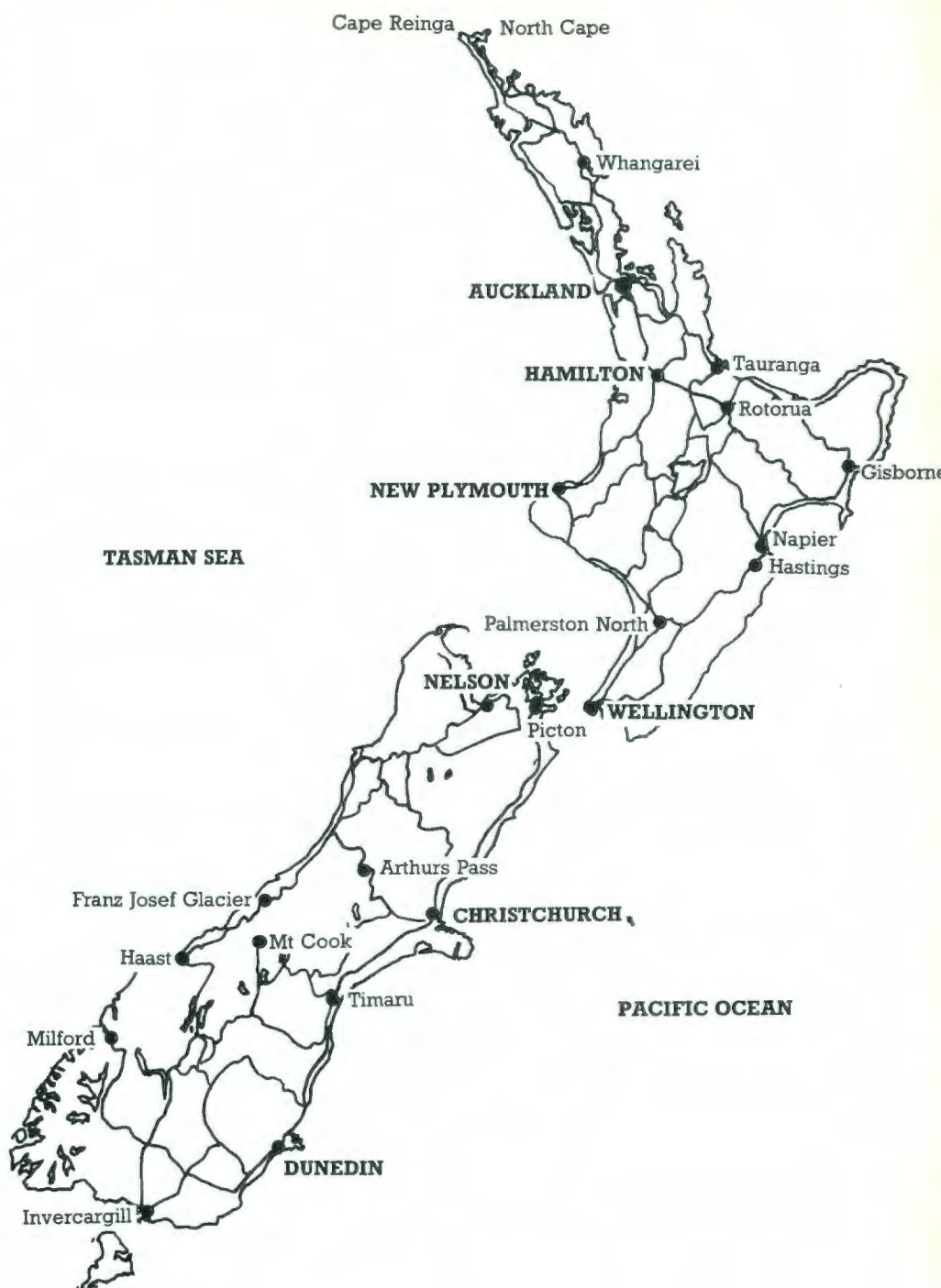
From the moment we arrived at the village of Arthur's Pass, and the pass itself became an attainable goal, we began to understand what the real challenge of biking in New Zealand is. It's not the steepness of the hills (although the hills in the north of the North Island are close); it's not the distances or the people (distance is minimal and the few nasties are far outnumbered by the hospitable); it's not the dangerous animals or insects (there are none, only Keas and sandflies); it's not the rough roads (they aren't fun, but avoidable); it's the weather.

The rain began the day we had planned to go over the pass to the west coast. We found a place to pitch our tent where we could eat in a public shelter with all the conveniences, including a wood pile for the stove. That first night the rain came down in torrents and all the next day the rain came down so hard you couldn't see across the street.

From that day on we seemed to go from one dry spot to the next. "The Westlands" the sign at the pass read — we thought it should say "wet lands". It rained so hard when we were at Franz Josef Glacier that bridges were inundated and the road up the Haast pass was closed.

It wasn't the kind of rain that we wanted to ride in. It was cold and uncomfortable, clammy and impossible to dry things out. We had wanted to see the famous peak of Mt. Cook but the clouds obscured the high peaks and we never did catch a glimpse of it.

Despite the weather we had some wonderful days. There were days when we would see more cyclists in one day than we saw in eight months in Australia. Just outside Haast we stopped at a pub to get out of the rain and soon there were ten cyclists gathered inside. Often the steep sides along the coast and the pass roads were scattered with beautiful waterfalls. Some even splashed right



down onto the road. Occasionally the deep green vegetation of the west was splashed with brilliant red from the blooming southern Prata and its flowers. Once or twice we awoke in a wilderness after a night of wind and rain to find a brilliant blue sky and a new coating of bright white snow on the surrounding foothills. When we finally did catch a view of the high peaks, snow-covered and treeless, I felt it had all been worthwhile. It's on those days that you forget the hassles, the weather and everything else.

On our last day in New Zealand we met a woman who really made me think

about how trivial my hardships on the ride had been. She came up to chat with us as we were dismantling our bikes in front of the airport. "I love bicycling," she said with a twinkle in her elderly eyes. She told us that 50 years ago she and a girl friend were ahead of their time as they toured New Zealand on their single speed push bikes. "In those days", she said, "girls weren't allowed to wear shorts. But we did. We had to stop and put our dresses on at the outskirts of a town before we rode through!" She chuckled as she looked at me in my bright lycra shorts.

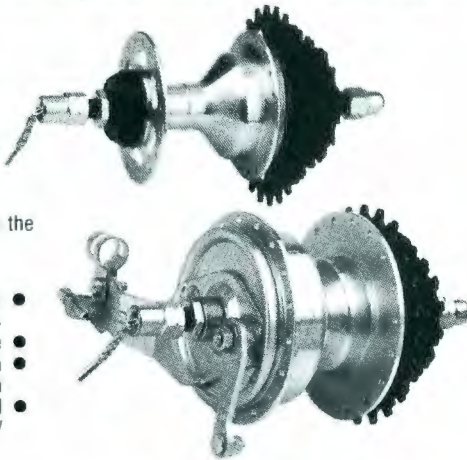
Those were the days, I thought.

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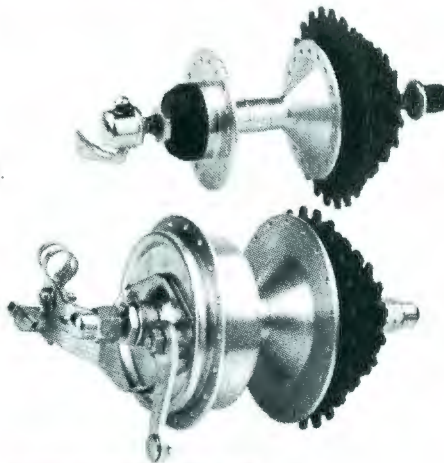
- Spider gear Transmission. Transmission ratio: 1st speed: 1:1 2nd Speed: 1:0.74
- Aluminium sleeve
- Replaces front double chain-wheel, with tooth differential of approx. 13 teeth
- 6-cog sprocket cluster, matching front wheel hub: SACHS Orbit V



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

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- Model with push-in type axle under development.
- 5 or 6-cog sprocket with 11-32 teeth possible. Available at present: 13-28 teeth.
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- Excellent easy pedalling due to hub sleeve running on separate bearings.
- Accurate concentricity of sprockets.

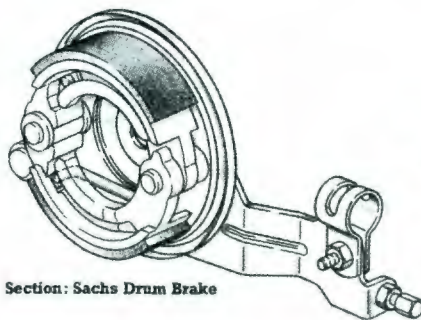
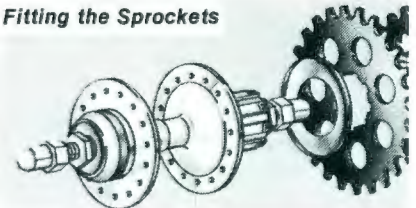


SACHS Galaxie HT. Rear Wheel Drum Brake Hub

SACHS Galaxie Free-Wheel Hub

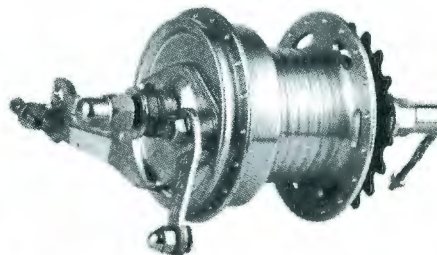
Fast sprocket changing coupled with excellent easy pedalling and a quick-grip device serve to make the SACHS Galaxie the ideal basic sporting element for all types of derailleurs. With its 5 and 6-cog clusters, it is suitable both for the SACHS Commander pre-select system and for conventional gearing systems, even through to the out-and-out racing systems.

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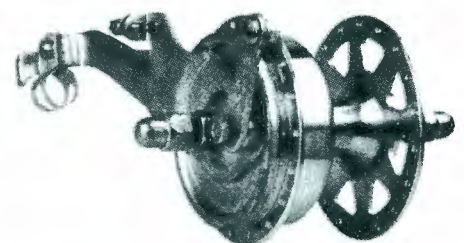
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INSIDE AFRICA

Bicycle travel

A two-wheeled safari through eastern Africa

by PAMELA NEWPORT

AT LAST we had arrived. The flight from Athens to Nairobi via Cairo had seemed endless and we feared for our bikes since we had watched them disappear on a conveyor belt at Athens airport. We waited and waited at the baggage arrival area, and were very relieved to see them once again. They had been knocked about but were more or less in one piece. My odometer was missing so I considered this a small price to pay for seeing my bicycle again.

My two travelling companions, Philip Dawson and Stuart Carter, two New Zealanders, had been planning this trip for a long time, whereas I had met up with them in Greece, while cycling to Turkey. The idea of cycling from Kenya to Zimbabwe, was so appealing that I had abandoned my European travels joined up with them.

Africa was a place I had wanted to travel in for a long time, but I had never quite had enough courage to go it alone.

Nairobi, the capital city of Kenya, is a small city by international standards but it has a reputation for robberies and muggings. We were pleased that the Youth Hostel was well known for its security. They have a permanent night guard, and lockers are available for individuals to secure their valuables. It seemed that nearly every day in Nairobi I met someone who had lost something, bags slashed, bags snatched, purses taken from bags, one friend was mugged in a park and very lucky to get away merely losing her rings and purse. We locked our bikes up inside the hostel, and started gathering snippets of information from other travellers.

The city is a real meeting place for travellers from all over Africa, they come from the north, the south and the west, and everyone has a story to tell. Getting information about roads is very difficult, as vehicle drivers never seem to notice details that would affect a cyclist and can be remarkably vague about roads they have driven over for hours.

Bus travellers seemed to have one story to tell, "The roads are a nightmare, you couldn't cycle on them, no way". However, all 'real' cyclists will know not to listen to anybody in these circumstances, if you did you'd never get anywhere. I was later to spend some time in Tanzania travelling on buses and

if anything the roads are worse by bus than by bike, so I can understand the comments we received.

We did a short day trip to the Ngong Hills just to settle in. As usual people stared at us all the time. It is particularly unusual for them to see a woman on a bicycle (are they really clever enough to ride?) and to see one servicing her own bike is truly amazing! As well there is always the feeling in poorer countries, that you only have a bike because you can't afford a car, and every one knows that white people are rich and can afford anything they want to so what were we doing on bikes? This feeling of utter bewilderment at what we were doing was difficult to overcome, although often the bikes were the one thing that we had in common with the locals, and this was used by us and them to start conversations and extend them.

So, a few days later we set off, heading west towards Nakuru, we were only going for a few weeks on a circular trip, returning to Nairobi before setting off for the coast and then southwards. Nairobi is over 1,500 metres and we climbed slowly and steadily all day. By late afternoon we were on the lip of the huge rift that splits Kenya. What a sight! We could see the plains going on forever, a huge volcano in the middle of the plain and Lake Navaisha to the side of that.

We got down to Navaisha very quickly, but the ride out to the lake was frustrating in that the road had been decaying for years and was mostly sand with chunks of tarmac here and there. We just reached the YMCA campsite as dusk set in and hastily put our tents up and cooked tea. We had heard stories in Nairobi about the hippopotamuses of Lake Navaisha, which apparently upset rowing boats during the day and walk along the lake shore at night. It is all very well to laugh these stories off when one is sitting indoors safe and secure, it is quite another thing when you are sitting alone in your tent in the middle of the night. I am convinced people can die of fear.

Hearing a hippopotamus walking around your tent is a heart-stopping experience. The ground shook and I could hear chewing and grunting noises outside the tent. I wondered if the boys had been squashed flat yet, but no way was I going to utter a sound, then came the almighty din of what sounded like a hundred metal rubbish bins with their lids falling off the top of a cliff.

The locals were getting into their act with their hippopotamus scaring noises. This seemed to work except that now we had hippopotamuses running past the tents instead of walking past. It was like being in a small earthquake!

Next morning, all of this seemed very much in the past. Philip had walked

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down to the water's edge to look around and when I joined him he was looking at the distant form of hippopotamuses in the water, hardly recognisable they were so far away. The bird life in the area was amazing. A pair of beautiful fish eagles were circling overhead and calling out to each other.

We stayed in the area for a few days, and saw quite a lot of animals in the nearby environment park. The day we left was a tough one. Due to incorrect advice we chose to carry on around the

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lake instead of returning to the main road. By doing this we added many kilometres of sandy gravel road to our day and were in suitably bad moods by the time we reached the main road. Luckily a strong tail wind enabled us to reach Nakuru that evening.

We stocked up with more food and headed for the National Park, where we had heard we would be allowed to camp. Sure enough, there was a campsite just inside the gate and although we weren't permitted to cycle through the park, we could camp there. We woke up to a chatter of small monkeys who had learnt the best place for breakfast. One made our day (Phil and I that is) by stealing Stuart's banana that he had been 'saving' and climbing up a nearby tree just out of reach to sit and eat it in full view.

The moral of this story is that however quick you think your reflexes are, you will never beat a monkey with his eye on a banana!

We managed to get a lift around the National Park. It is particularly renowned for its flamingoes, which make the water look pink from a distance. We spent a lovely day watching animals and birds of all descriptions.

Next day saw us heading for a place called Thompson's Falls, which involved climbing a mountain range, and we had

some difficulty deciding on which road to take. One was marked as a good road but the locals made it clear that another road was better, so we finally took their advice and were soon steadily climbing upwards to over 2750 metres above sea level.

The ride would have been fantastic had the weather been on our side. As it was the clouds burst and soon the road dissolved before our eyes. Slippery, sticky mud is all I remember of the rest of the day. We had to break our journey for the night and we camped by a small restaurant, exhausted from pushing and trying to ride bikes thick with mud.

Next day was dry and the road again firm, so we hurried on our way trying not to listen to the protesting noises that our bikes were making. Under these conditions the fact that we also crossed the equator went relatively unnoticed. Once we had reached the falls, we couldn't wait to strip our bikes and clean them up, knowing that with such a long way to go we couldn't afford to neglect them at this early stage.

Shopping in Africa was always easy. Even small villages had some sort of market and although the choice wasn't large, there were always fresh fruit and vegetables. We never left the bicycles on their own and one of us would always stand guard while the other two haggled

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over prices. Invariably the bikes would attract a crowd and it was difficult keeping inquisitive fingers from pressing, pushing and poking at all they could reach. This was frustrating at times but at least we had some contact with the people even though it wasn't always as positive as we would have liked.

Back in Nairobi, we had stories to swap at the hostel, and planning to do for the next stage. We finally decided to see the Kenyan coast before going into Tanzania. We heard wonderful stories about the beaches and a small island off the coast called Lamu. Also stories of lions on the road and so many bandits that the buses take armed escorts! The ride to the coast, Nairobi to Mombassa, was incredibly hard cycling, on a tarmac main road, downhill all the way (1,500 metres to 0) but with a raging head wind to make every metre a struggle.

We were now a bit more concerned about security and stopped off each night at a village police station. They were always happy (although mystified) to let us camp in the compound, so we had water, a shower and some degree of security even though we lost our privacy. Much to our disappointment we saw very little wild life along the way, I guess it had all been run over by the maniac drivers who screamed past us with overloaded buses and trucks.

On arriving in Mombassa food was uppermost in our minds and we seemed to be eating all day. The boys heard about an all you can eat breakfast for the price of \$2, so we began the next day with this challenge, and then, full of sausages, eggs and toast we cycled 25 km up the coast to a small youth hostel on the beach.

It was so wonderful to be away from the strong head wind, and glorious cycling beside coconut palms and lush greenery. We spent a few days relaxing by the beach. This was certainly the life, watching local fishermen with their nets on the seashore, talking with the young children who always appear with the presence of wazungu (Europeans) and chatting to other travellers. We did wonder whether it was worth going any further up the coast, as we had heard a lot about Malindi and Lamu and felt that they would be more touristy and might disappoint after this beautiful place. However, curiosity got the better of us and we soon continued our journey northwards to Malindi.

From there the road was gravel for all of the 260 kilometres to Lamu and we could see no point in cycling this stretch as we would have to backtrack anyway. Also there were 'shifters' from Somali who apparently shoot up the buses from time to time and we weren't sure how they would view bicycles.

So we piled into the local bus and began our long, dusty journey. We had

left our bicycles in the youth hostel at Malindi and it was nice to be able to really concentrate on the scenery and people instead of cycling (is that sacrilege?).

Lamu was a short ferry ride from the mainland and the time taken by the journey is well used by hotel touts, who, for the entire journey, extol the particular virtues of their lodge. We were taken to Dhow lodge upon arrival and we paid \$1.50 a night to sleep on a bed on the roof.

Lamu is paradise. Words cannot do justice to the place, sun drenched beaches, friendly, helpful locals and the call of the mosque five times a day. Graceful dhows (Arabic sailing boats)

wend their way along the channel or out to sea. No television, one car, no hot water. Time has no meaning here, no hurry – there is always tomorrow. "pole, pole," is the catchword for locals to tell travellers in the first few days of their stay – slowly, slowly! Then after the initial culture shock we sink into this peace and the outside world ceases to exist.

This at least was my impression of Lamu. I was tired, my foot still hurt from a fall during our Mt Kenya expedition and I wasn't getting on with the boys. It seemed we wanted very different things from Africa and I felt I couldn't compromise my way of travelling anymore. So I clung onto Lamu and the boys left to head south. □

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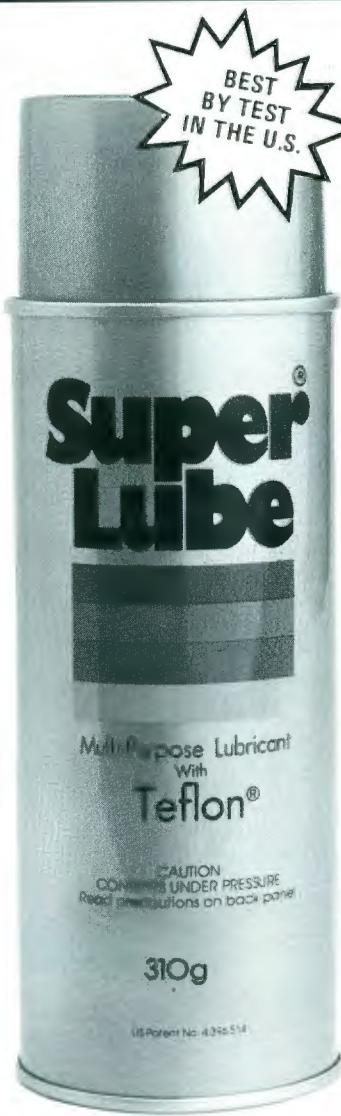
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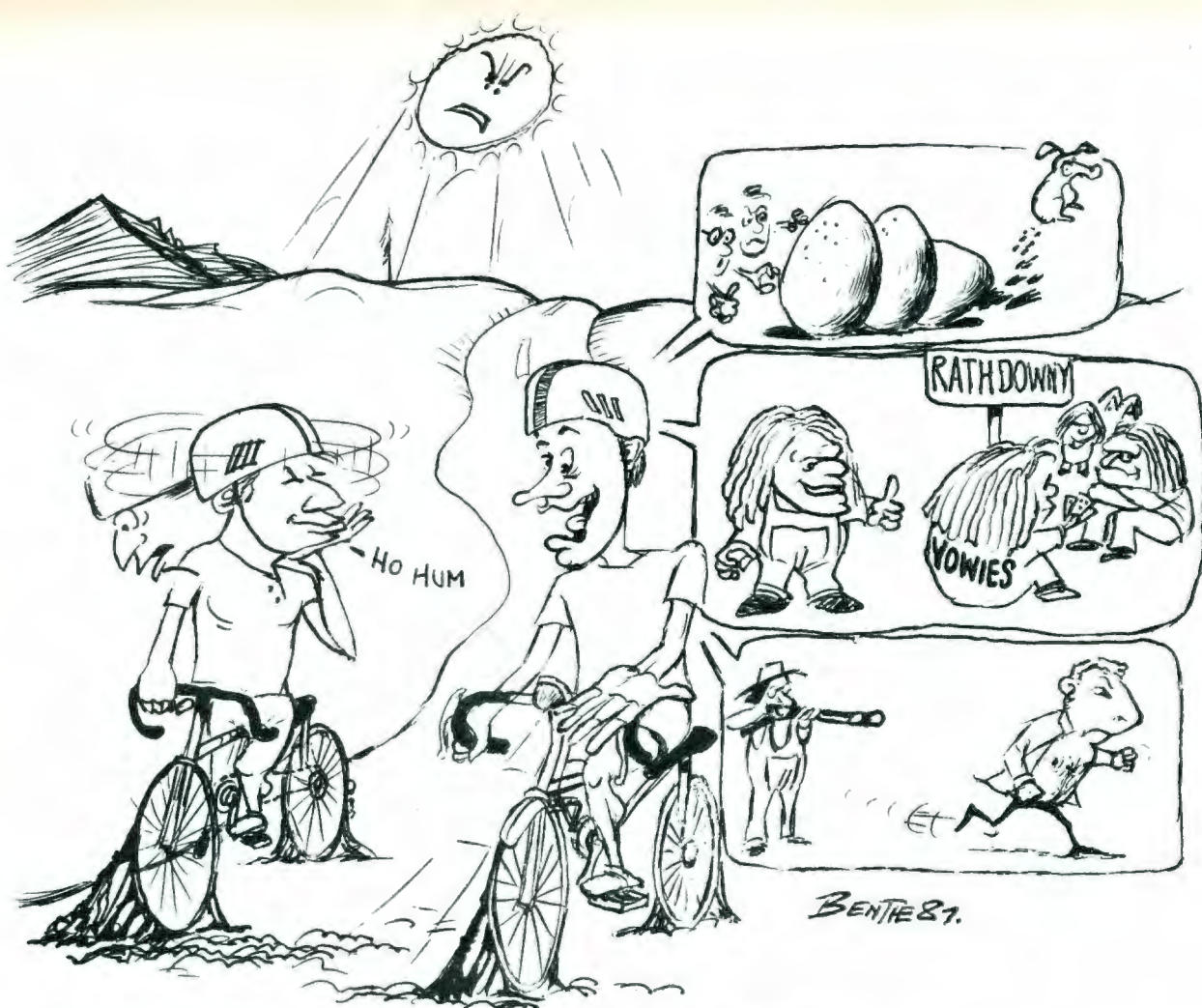


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Bicycle travel

by FRANK RICHARDS

It was a hot summer day. Hot with that claggy North Queensland heat (holiday brochures call it tropical) that glues you to vinyl seats. There's not a lot you can do on days like that. You can go swimming, but you'd have to be a tea-bag to enjoy it, or you can stay home in air-conditioned comfort, if your home is air-conditioned. If not, the best you can do is sweat in front of a fan and watch the telly.

And that was what my nephew Tim and I were doing. The cricket was on and Australia was once again poised to snatch defeat from the jaws of victory.

"I wouldn't be those cricketers for quids," Tim said. "It's so hot."

"Yeah — hot", I replied.

"It's the hottest I can remember. Have you ever been this hot before Uncle Frank?" I thought for a second then replied: "Yes".

"Really? When?" Tim asked.
"Oh, one time when I was cycling. In fact (pause for effect) it was so hot . . . the bitumen boiled."

Tim sighed, "Not another one".

Who can blame him. *I have* filled his head with many cycling yarns (all of them true).

Like the one about the bunyip eggs we tried in Gippsland, "They were as big as footballs and hammer hard." Or the story of the Yowies of Rathdowney. "They were shorter than you would think and covered in more thick orange hair than a legendary mate of mine." Now there's a story in itself; this bloke can not go bare chested in public, having once been shot at by a short sighted farmer who thought him a kangaroo.

Clearly Tim was becoming sceptical, and less eager to believe my cycling yarns. So I looked into his unbelieving little eyes and assured him, "This is true Tim, the bitumen boiled . . .!"

"Oh yeah", he weakened, "well, keep going then."

Right. January 1987. Mary, Andrew and myself were riding the Pacific Bicycle Route. We hoped to travel as far south as Coffs Harbour. The first day out of Ipswich was daunting enough. We mounted our machines on a hilltop and "day one" went downhill from there.

It was agony. We were all unfit and soft where we should be hard. Andrew put it in a Queensland nutshell, when he declared, "We can put a man on the face of the moon, but still can't build a comfortable bloody bicycle seat." Mary and myself agreed.

The second day took us through more rolling countryside to Rathdowney. Here we consulted our excellent guidebook and chatted with locals about the road ahead. One bloke assured us the Lions Road through the McPherson Ranges, would be best. "More scenic and a better surface than the Mt. Lindsay Highway." It still hurts a little whenever we recall the second part of this statement.

The next morning the sun was up and doing its thing. Not notoriously early risers, we struggled into consciousness and by eight were humming along a classic rural lane. Traffic free scenery and merry company held the promise of a fine day's ride. But it was still early and the sun was not fully stoked yet.

The day warmed quickly and we cooled off in the first creek crossing. From here the road turned to gravel as it snaked along the Running Creek valley. With the gravel came the punctures, two apiece, and I was first. A sharp gibber slit my tyre and tube. Then a hundred metres on, it happened again. For Andrew and Mary the story was the same. Along one horror stretch we averaged a few hundred metres an hour. And all this pedalling,

patching and profanity in the unrelenting heat of the sun.

We nearly died during the climb/walk/crawl up the Richmond Gap to the N.S.W. — Qld border. I staggered ahead with no water in my cracked too-bloody-small-anyway water bottle. By the top, the roof of my mouth was parched and peeling, and the flakes were falling and catching in my throat when I swallowed. I croaked at the border officer and drank a long, luxurious draught from his water tank.

After lunch, we careered downhill filled with renewed vigour. "This is the payoff", I thought, "It's racy descents like this that brings tin-horse-jockeys like us out of retirement." This particular decline overlooks the famous spiral railway loop. However there were no trains negotiating it when we passed. Once at the bottom, we had a choice of two roads. We decided on the scenic route with its many fords and popular waterholes.

In hindsight we should have spent a night at the Cougal Camping Area with its rock pool and fireflies. Instead, over the gravel sections, we stopped only briefly to cool off. I ritually soaked my shirt and cap here, and at every splash crossing, but in minutes they were bone dry again. Besides these cool, wet rests, there was one other brief moment of joy. A south bound passenger train full of mad wavers, steamed by. For a moment, the romance of it all touched us and it was three swagmen, straight from history, who acknowledged the passengers' waves. But in five minutes those passengers were still sipping cold beers in cool comfort, and we were still cycling in the sun.

As we rolled through the afternoon the sun slowly lost its sting. It was then that we realised just how hot it had been. A strange regular clicking was coming from our revolving tyres. It could have been gravel caught in our treads. But it wasn't. We stopped to investigate at a place ironically called "The Risk". There, at our feet, the bitumen was pock-marked with craters. The clicking sound was the tacky black much sticking to our tyres.

"And that, nephew Tim," I concluded with satisfaction, "is the day the bitumen boiled."

"Geez, Unc. that's a bit of a tame one."

"Tame but true", I retorted and secretly wondered if sump oil and Kodak camera might be able to manufacture some photographic proof.

"Rubbish!" Tim shouted with a tone of finality that belied his size. But I was not beaten. Later that hot summer day I noticed Tim on the road outside our home. He kneeled and intensely studied the road's surface, prodding at it with a stick.

Now, hardly a hot day goes by without Tim passing at least a cursory glance over the bitumen's hot black surface.

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KANGAROO ISLAND

Bicycle touring

Ideal bicycling territory close to Adelaide

by Sandra Morton

Kangaroo Island lies at the entrance of St Vincent's Gulf, to the south west of Adelaide and is 145kms long and 60kms wide. From the main town of Kingscote, a sealed road leads inland beyond the rural township of Parn-dana, while another good road heads off to Penneshaw in the east with a branch to American River. Many of the unsealed roads are surfaced with round ironstone gravel which makes them dusty in summer and prone to corrugation. They are not very suitable for cycling and you need

Kangaroo Island – the other extreme. This rocky road is typical of the dirt roads to be found on the island. The photograph by Stan Sawiki shows the Remarkable Rocks formation at the western end of the island and comes from an article run in issue two of the now defunct touring magazine *Trochos*.

wide tyres to cope with the gravel and the sand.

In fact, if you intend going off the bitumen, it's a good idea to check your

route beforehand with a local person to find out about conditions. On our first visit, we set out for Seal Bay (to see the sea lions) along an unsealed road but had to turn back because of the gravel and long hills.

The island has a population of just over 3,000 and its economy is based on agriculture and tourism. There are two ways of reaching it by sea. A passenger and car ferry, the *Troubridge*, links Port Adelaide (which is a fairly flat 14km ride from the centre of Adelaide) with Kingscote on the island. The 140km sea crossing takes about 6½ hours and costs \$24.00 one way (\$2.30 for a bicycle). A newer route is on the *Philanderer* which leaves from Cape Jervis (about 110kms south of Adelaide) and does about three return trips a day. Fares for the 16km journey are an expensive \$20 one way (bicycles \$2.50). Both ferries have student discounts.

We caught the 10 am ferry from Cape Jervis across Backstairs Passage and in the fresh south-easterly of 10 knots, enjoyed fine views of the rolling hills of the mainland and the Cape Jervis lighthouse.

Penneshaw is a neat Cornish-style town set on Hog Bay with a folk museum which is worth seeing in the old primary school. A long uphill climb takes you out of town on the Kingscote road. "Not much further," a young girl tells us cheerfully as we push our loaded bicycles up this endless hill.

The roadside is lined with wild oats beyond which are wheatfields and rolling hills. Further along the vegetation changes to poorer quality with scrub and narrow-leaved mallee trees.

The Pennington Bay turn-off is 26kms along this road and soon after the cycling doldrums set in, the Eastern Cove Winery appears, with a tiny stone tasting room set well back from the road. Its emblem is the Cape Barren Goose because, as the owner explains in a brochure, he is having a go at "the experts who view the venture as a wild goose chase." Its speciality is mead made from the honey of the gentle Ligurian bee, originally brought from Italy by a German called August Fiebig. The bees were introduced last century and because they have never cross-bred, they are now such a valuable genetic pool, the government passed a law in 1931 banning the import of bees and bee-keeping equipment to the island.

After a one kilometre ride from the main road along a sand track to the spectacular south coast, we put up the tent in the sandhills among low bushes. Backed by mottled red standstone, Pennington Bay is 2.4 kilometres-long and divided in two by a 300 metre reef. On the sand is very little driftwood, only a few pure white cuttlefish. The sea is beautifully clean and a translucent green, like jade.

INVESTIGATOR STRAIT



There is a wild beauty about the south coast of this island: oddly eroded sandstone cliffs with a thin covering of green and turbulent seas with waves that come from the Antarctic, redolent of shipwrecks and early whalers.

Pennington Bay was named after Joseph Pennington who died in 1855, while exploring the bay. Today, there is a sign warning people of the dangerous undertow and the drownings there. Between 1853 and 1906, three ships were wrecked at D'Estrees, the next bay to the west.

Because the day trippers in cars go home in the late afternoon, cycling on Kangaroo Island gives you the opportunity to camp at secluded spots. That night, we drank the bottle of moselle bought from the Eastern Cove Winery in a cave which had the feel of aboriginal dreamtime about it and watched the long lines of breakers from the Antarctic peeling off on to fine white sand.

The island is short of water so it is necessary to carry some if you are camping. Empty wine casks are a good way of storing it and these can double as pillows at night. We relied on swimming in the sea for washing ourselves and the dishes, and cooked on a small French "international camping gaz" stove (on the beach because of the fire ban).

For me, the beauty of cycle touring is the sense of vibrant fitness I get from being outdoors all day; the body soon toughens through days of sun and exercise. Food is the only expense, the only luxury as in bushwalking, and meals are enjoyed to the full.

Be careful of sand blowing on to your bikes and wash the hubs and chain with kerosene and when you get home to get rid of the sand and prevent rusting. We had no trouble with the three-corner jacks (bindies) which are often a problem in dry rural areas. In summer, the island is 6 to 8

degrees cooler than the mainland so even in January, heat isn't a great problem.

Next morning, we leave the panniers and tent at Pennington Bay and ride 10km along a flat road bordering Pelican Lagoon to the small township of American River. Below us on the right are the yellows and greens of a salt-water swamp, then the blue of the lagoon with black swans on it. Some yachts are out sailing. American River is actually an inland arm of the sea that opens into a lagoon.

As we cycle along this road, big empty gypsum trucks thunder past us raising the dust. The gypsum is quarried near Salt Lake to the west of Pennington Bay, then stock-piled at the deep sea port of Ballast Head and loaded on to freighters.

American River is a tourist resort and centre for fishing trips. It has two stores: one sells take-away food if you don't feel like cooking; the other has groceries, papers and books about the island. The local Island Press is a prolific publisher of books on the history and wildlife of the island. Post cards of the island on sale at the local post office are better than the ones on sale in Adelaide.

There are no foxes, dingoes or rabbits on the island. The only native animals we come across on this route are dead ones — a possum, kangaroo and wallaby killed by the cars whizzing past. It's a bit sad seeing a lizard perfect except for a squashed head.

The road follows the coast so it is easy to find little secluded bays to stop for lunch or later in the evening put up a tent. The local people are relaxed and friendly and even though the island is becoming more of a holiday resort, there is the feeling that tourism is still in its infancy. Nothing has altered much and no-one seems out to make a fast buck.

We ride back to Penneshaw and, as we stop at the top of the hill, looking down

on the magnificent view and savouring the downhill ride, the ferry we were expecting to catch left the wharf and set out across the strait. I had not checked the timetable since the first day and had got the departure times wrong.

After a counter tea at the Penneshaw pub, we camp on the other side of Hog Bay, just out of Penneshaw, beyond Frenchman's Rock which is covered with a white dome. This marks the spot where Nicholas Baudin came ashore to fill his water casks after meeting Matthew Flinders, the explorer in Encounter Bay near Victor Harbour.

At night, the moon shines on the sea and in the morning, the sun comes up from behind the hills as dolphins curve out of the water and later, fishing boats set out for the catch.

We ride to the dock which was built as a creditable joint venture between the Department of Tourism, the local council, the Department of Marine and Harbours and the ferry owners, and watch the cars and campervans backing on until they are six across. There are a few German and Japanese tourists. Again, we are the only cyclists; most people take cars which cost about \$50 one way. Men with single ear-rings prepare the ferry and the crossing is windier than before, but the sea is a pleasanter blue.



I always regret not allowing more time for the island — three days is far too short. It's long enough however, for the peace, beauty and remoteness of this island to have a lasting effect. Discovering it by bicycle seems to suit it.

For further information:

Contact the South Australian Government Travel Centre, 18 King William St, Adelaide SA 5000. Phone: 08-212 1644.

Pausing for a photo break above Pennington Bay. Photo: Sandra Morton.

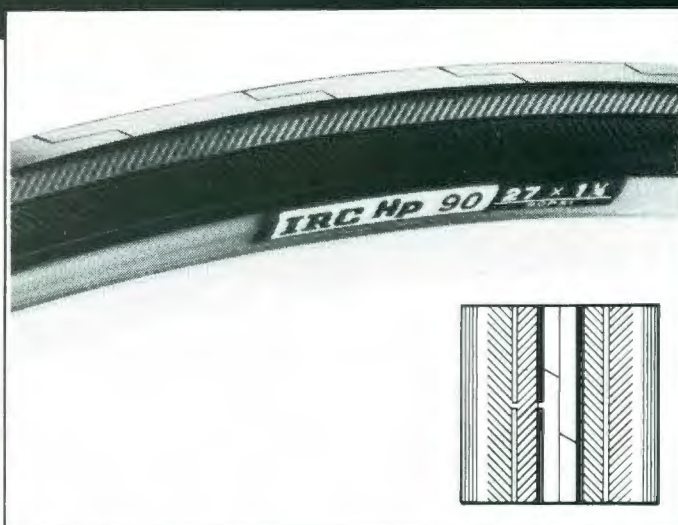
They have a detailed brochure called "Kangaroo Island: nature's pleasure island". For information about the ferry services: M.V. Troubridge phone 08-47 5577; M.V. Philanderer II phone 0848-31001.

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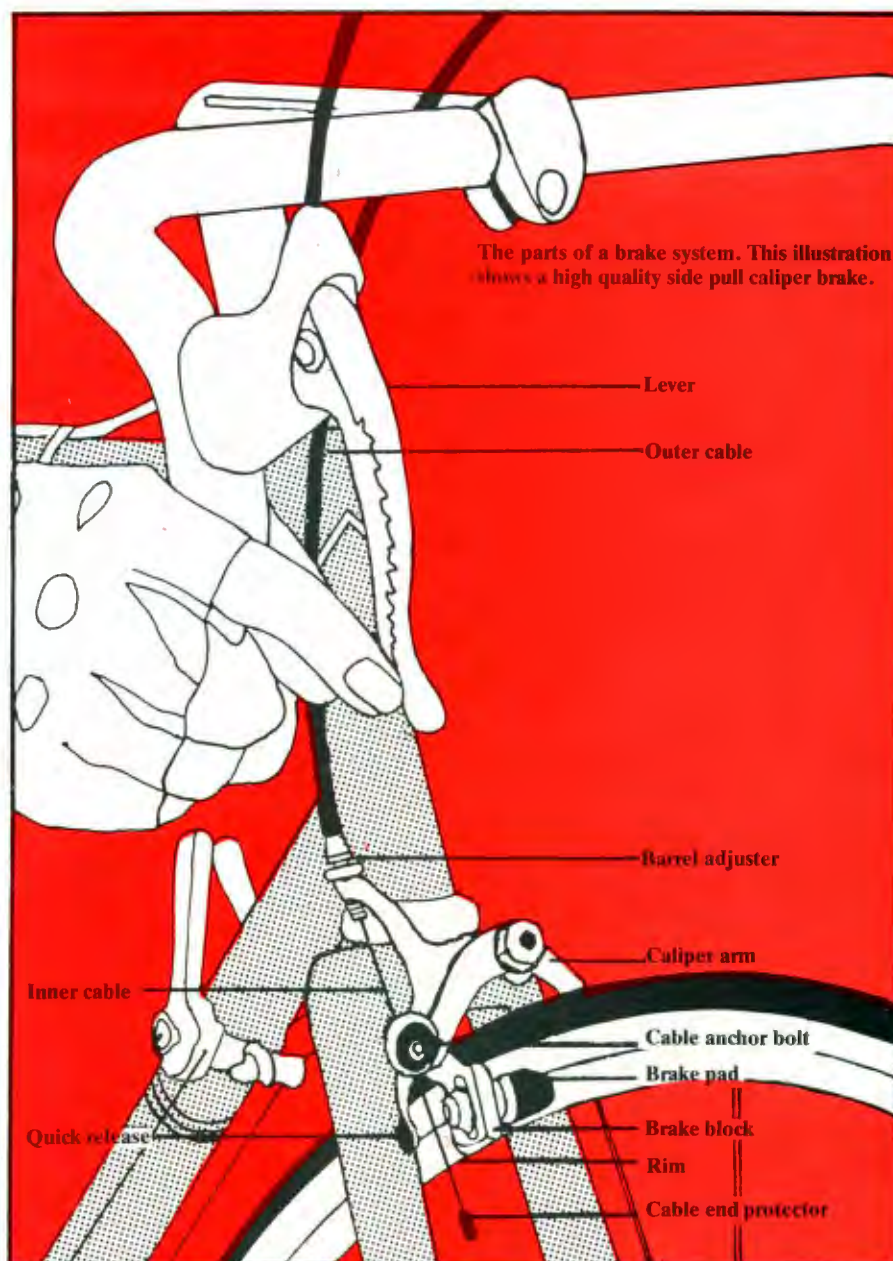


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ALL ABOUT BRAKES

Mechanics and maintenance

A practical guide to brake adjustment and maintenance

by WARREN SALOMON

IF IT'S possible to go fast on a bike then it's important to be able to slow down safely. Throwing out an anchor is impractical so bicycle designers have invented other ways of bringing you and your machine to a halt. There are two main types of brakes used on bikes: rim brakes which apply stopping pressure to the wheel rims and hub brakes which apply the pressure to the inside of the wheel hub or an external disk.

Rim brakes are the most widely used and are easy to adjust and maintain. In this maintenance guide I will be dealing only with this type of braking system. Hub brakes (both disk and drum types) have more complicated mechanisms and need the specialist attention of your local bicycle dealer.

Rim brakes can be divided into two broad types: side-pull or caliper and centre-pull (which also includes cantilever, roller-cam cantilever and U type cantilever).

The most commonly used type (and the easiest to maintain and repair) is the side-pull caliper brake. A caliper brake has two arms which cross over at a single pivot point similar to a pair of scissors. Squeezing the caliper arms together at one end closes the other end. The side-pull caliper has a control cable attached to one end of the calipers while the brake pads, which apply pressure to the rim are bolted to the other end.

The calipers are usually held in the open position by a spring which provides the tension you feel when you pull on the brake lever. The caliper arms and the spring are fixed to a pivot axle and this in turn is bolted to the bicycle (for front brakes it is fixed through the fork crown while the back brake is bolted to the rear brake bridge between the seat stays). The cable of course is connected to the brake lever located on the handlebars.

All brake cables consist of two important components: the inner wire and the

The different types of brakes. Top to bottom: Side-pull caliper; centre-pull caliper; cantilever; U-type cantilever; roller cam cantilever. The cantilever brakes all have their pivot points directly welded to the frame.

outer cable casing. When you pull back on the brake lever the inner wire is pulled through the outer sleeve which is anchored at both the brake lever and the brake itself. At the brake the outer is fixed to one arm while the inner wire is fixed to the other. Pulling back on the lever pulls the caliper arms together and like the pair of scissors draws the other ends of the calipers (with pads attached) into the rim.

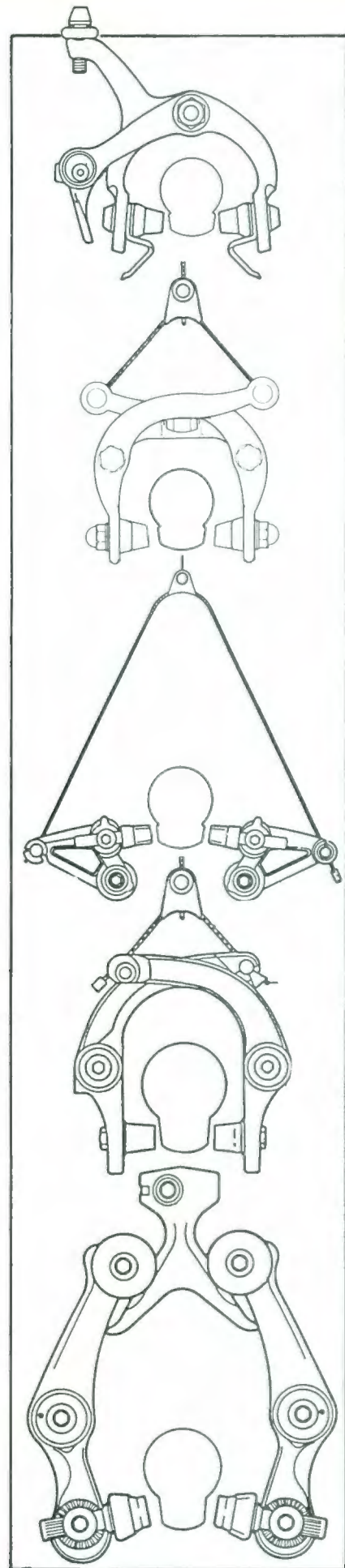
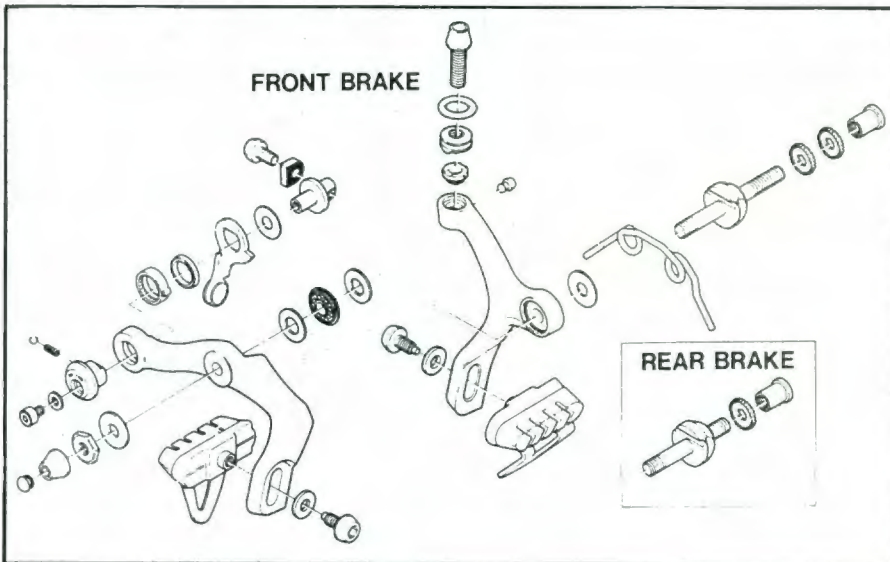
Side-pull (caliper) brake adjustment

There are two types of adjustment on side-pull brakes: cable tension adjustment and centering. The two are quite separate operations. Let's take the cable adjustment first.

When you squeeze your brake lever there should be a certain amount of movement before you feel the pads connect with the rim. On well adjusted brakes a small amount of this 'take-up' movement is normal and can vary according to personal preference. If there is too much take-up movement, your lever will bottom out on the handlebar before full pressure can be applied to the rims. Aim to have about 1-2 mm between the pads (1.5 to 2 on mountain bikes) if your rims are running true.

If the rims aren't true you will need to have more space between the pads to allow for the wheel wobble. However, a

Exploded view of a top-of-the-line Shimano Dura Ace brake. This type of brake has a cam operating quick release and fixing bolt assembly. Note the different length pivot bolts for front and rear. The Dura Ace brake has recessed allen keyed fixing nuts to bolt the brake pivot to the frame.

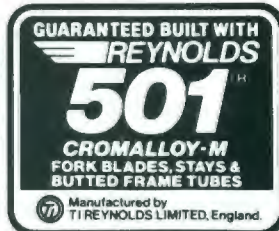
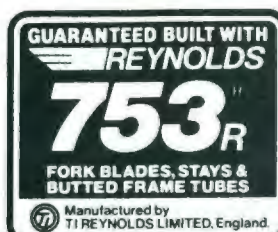


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larger take-up in the cable will lessen the effectiveness of the brake so you should get your wheel(s) trued before proceeding further.

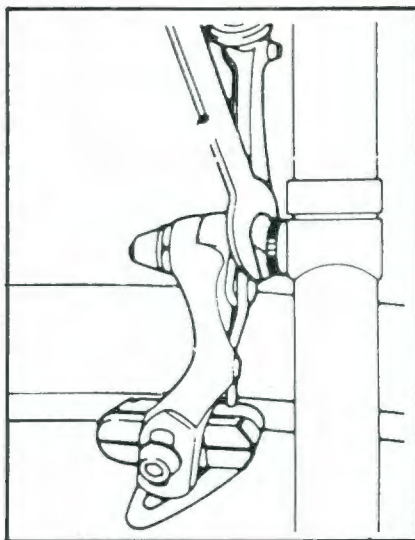
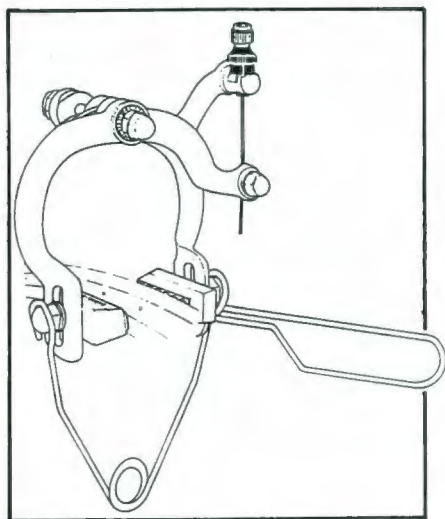
On most side-pull caliper brakes the cable outer fits into an adjusting barrel on the top lever arm. The purpose of this device is to allow fine adjustments once the brake cables have been installed. When installing a new cable or re-adjusting the brake assembly begin by screwing the main barrel fully down into the caliper arm. Then wind the main barrel back two turns and lock it by screwing its locknut down onto the caliper.

The inner wire passes through the outer cable adjusting barrel and bolts to the bottom caliper arm. On all top-of-the-range brake sets this fixing bolt (or anchor bolt as it is often called) is usually located on a cam lever which acts as a quick release device.

Quick release mechanisms can be fitted to the brake lever, the outer cable adjusting barrel or the inner cable anchor bolt. Their purpose is to release the cable a small amount so that the wheel can be removed from the bike frame without having to deflate the tyre or loosen the inner cable. Before you begin brake adjustments locate the quick release and make sure it is in the on or closed position (that is with the cable not released).

TO ADJUST your brakes begin first by loosening the inner cable anchor nut which will allow the calipers to spring open. With one hand grip the calipers from underneath and squeeze them together so that the brake pads are hard up against the rims. With the other hand pull the free end of the inner cable taught. At this point you should make sure that the cable outer is properly seated at both ends and the

The third hand tool can be used to hold the pads up against the rim while the cable is adjusted.



This Shimano side-pull caliper brake is easy to centre with an open-ended spanner.

nipple on the lever end of the inner wire is slotted into its housing inside the lever arm.

With the same hand finger-tighten the anchor nut so that the cable is held in position. Check the cable again to make sure it is still tight. Then with the correct size open-end or ring spanner finally tighten the anchor nut.

As it is impossible with this method to fully tighten the cable, when you release your grip from the brake pads the calipers should spring open slightly to give the correct clearance between pad and rim. With a little practice this method is the quickest and easiest way of adjusting simple side-pull calipers.

If you have small hands you may not be able to hold the calipers to the rim. In this case a 'third hand' tool can be used instead. With your first hand free to hold other things you should resist the temptation to use pliers to pull the cable tight. Pliers will often damage the cable and cause it to fray (unravel).

When installing a new cable always leave enough to grip with your hand before cutting off the excess. A cable cap should then be fitted and lightly crimped (squeezed with pliers) to keep it in place. This will prevent cable fray.

Once the cable has been installed squeeze the brake lever once and release. You should then check both pad clearances to see if the calipers are centered.

Brake centering has nothing to do with the nuts on the front of the brake pivot bolt. Their purpose is to hold the caliper arms in place and should not be undone as their correct factory settings will be disturbed. Brake centering is influenced by the pivot bolt fixing nut usually located at the back of the forks.

When the brake is installed on the frame (or forks) this nut is tightened and the whole brake assembly tends to turn

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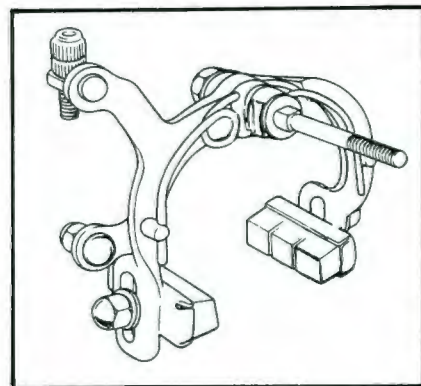
in the same direction as the tightening force. More recent designs allow for a thin spanner to be inserted onto the pivot bolt spring assembly to hold the brake in position while the fixing nut is tightened. The lack of this feature on lower priced side-pulls has given this type of brake a bad reputation for adjustment.

Bike shop mechanics have worked out a few 'tricks of the trade' to overcome the problem. Here are two:

Find an open ended spanner which will hook into the spring coil at the back of the caliper arm. Use the brake bridge or top of the forks as a leverage point to restrain the brake spring as you tighten the fixing nut. This method may damage paint on the fork or brake bridge so you should use some cloth padding under the spanner. You should also avoid applying excess pressure to the caliper spring to ensure it does not distort. You may have to try this trick a few times before you master the technique. Always squeeze the brake lever arm and release after each attempt to make sure the calipers return to their proper at-rest position.

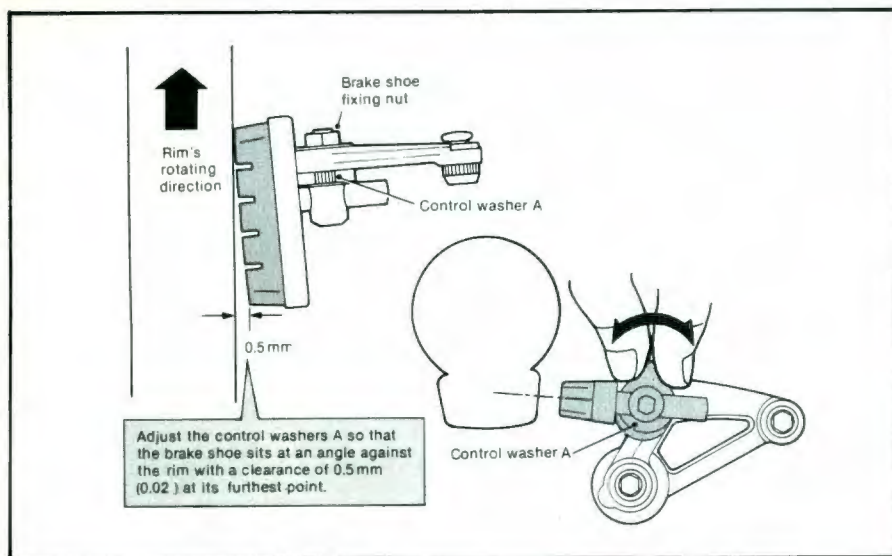
The second method is less reliable than the first and requires a fair degree of sensitivity. With one hand grip the full brake assembly while tightening the pivot bolt fixing nut with the other. When you have almost fully tightened the nut loosen it about an eighth of a turn and at the same time rotate the entire brake assembly. This technique should only be used if the fixing nut is a self locking type as a normal nut will tend to loosen if it is not fully tight.

Rear view of a side-pull caliper brake. The spring is part of the pivot bolt assembly. This brake has slots cut into the spring housing to allow brake centering using a thin spanner. The ends of the springs only provide tension to the small pegs on the caliper arms and are not fastened to the arms.



Centre-pull (cantilever) adjustment

There is a myth in the bike trade that the manufacturers hate bicycle mechanics so much that they invented the centre-pull brake. This type of brake differs



Follow the manufacturer's instructions for adjusting brake blocks on cantilever brakes. This Shimano brake has a cammed control washer which is rotated to achieve the correct angle.

from the side-pull in that the main brake cable does not connect directly to the brake arms. Instead it hooks over a shorter cable, called a straddle cable which applies the braking pressure to the brake arms. It is the finicky adjustment of the main cable hook on the straddle

plus the lack of an efficient quick release mechanism built into the brake which accounts for its poor reputation among mechanics. However there can be no doubting the power and efficiency of this type of brake. Cantilever brakes (and their cousins U- brakes and roller cams) are the most powerful and rigid rim brakes made and are now fitted almost exclusively to mountain bikes.

There are a number of variations of the centre-pull theme. The centre-pull caliper (which is not really a caliper

brake at all) mounts in a similar fashion to the side-pull (bolted to the frame with one centre bolt) but its twin arm pivot points are connected to a built in bridge which in turn fixes to the bike frame. This type of brake was very popular ten years ago but is seldom used nowadays having been replaced by the easier to adjust side-pull.

U-brakes and roller cam cantilevers are a variation of the basic cantilever design and all mount directly to the frame. Each brake arm has its own rigid pivot point and return spring.

The brake arms are connected by a fixed length straddle cable though the newer and better designs allow some length adjustment. The main brake cable outer is not fixed directly to the brake and terminates in a frame mounted bracket (with barrel adjuster) directly above it. The inner wire is bolted into a hook which pulls up on the straddle when the brake lever is squeezed tight.

With so much cable in the system it is hard to get accurate adjustment with the first try. On all types of centre-pulls the outer cable barrel adjusters are used for final adjustment. Mountain bikes also have barrel adjusters fitted to the brake levers either to supplement or replace the cable-end type.

To adjust centre-pull brakes you will need a third hand tool to hold the brake



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pads against the rims. You will also need an additional spanner to bolt the main cable into the straddle hook assembly.

Place the third hand tool on the brake unit so that the pads are firmly against the rim. If you are installing a new cable, thread the end through the anchor bolt in the straddle hook and tighten the bolt 'finger-tight'. If you are re-adjusting an existing stretched cable loosen off the anchor bolt on the straddle hook.

Because the straddle hook is not connected to any fixed point on the bike it is often difficult to tighten using two spanners. If you prefer, vise grips can be used to clamp onto the anchor bolt head and thus make your work a lot easier.

Next, screw the outer cable barrel adjuster in fully to its housing and then back it off two full turns. This should give you enough margin for adjustment later on. Then, pull the main cable through the anchor bolt on the straddle hook and tighten with a spanner. An octopus could do this job better and it takes practice to get it right using only two hands.

When this stage has been completed remove the third hand tool and complete the fine adjustments using the outer cable barrel adjusters. If you have pulled the cable too tight you will have to screw the adjuster into its housing. If it's too loose screw it out. Once the ad-

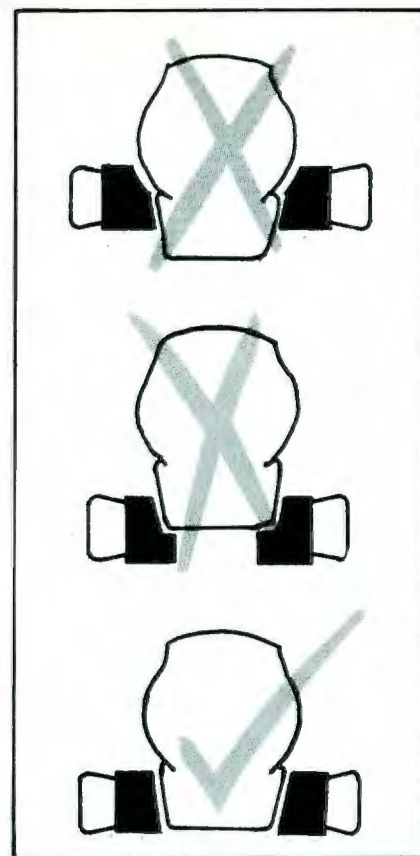
Adjust the pad position so that the pad hits the rim with clearance above and below. If the pad is adjusted to high it will rub against the tyre; not good. Brake pads are sold as complete assemblies these days. The pad is either moulded or crimped into its shoe which bolts to the brake arm.

juster has been set lock it in place with its lock nut or (lock ring).

Centre-pulls fitted with straddle cable adjustment bolts make the work a lot easier. In this case you roughly wire up the brake for size and then bolt the straddle hook to the main inner cable at the optimum location. Then you only need to pull one end of the straddle through its fixing bolt and tighten when the correct clearance has been achieved. Some further adjustment of the outer barrel will be necessary to compensate for cable stretch.

Brake pad adjustment

Once the cables have been installed the pads have to be aligned onto the rim and set at the right angle. The optimum position for the brake pads is centered on the rim and parallel to the outer edge when viewed from the side. The pads should also be toed-in. This means that they must be set so that, when viewed from above, the leading edge (the toe) hits the rim before the trailing edge (the heel).



This has to be done because there is a small amount of flex in even the most

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When toeing-in ordinary centre-pulls or side-pulls make sure the shifting spanner is close to the pads and its jaws are fully tightened.

rigid brake arms. The forward motion of the rim tends to make the brake pad twist so that the heel of the pad bites into the rim with a greater force. If the toe hits first the full length of the pad will connect evenly with the rim and minimise vibration.

That nerve wrenching squeal heard on new bikes can usually be eliminated simply by toeing-in the pads. To do this on side-pulls you should place a shifting spanner on the caliper arm nearest the pad, tighten its jaws onto the caliper



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arm and gently twist it in the right direction. Do this in small increments checking the pad clearance in between to make sure you do not over do it. If you go too far twist it back again but be careful too much pressure can damage your brake set.

Cantilever brakes and their ilk have rigid arms and do not respond to the technique described above. They usually have toe-in adjustment built into the pad bolt arrangement and can differ between manufacturers and models.

Maintenance and cabling

Once your brakes have been carefully adjusted they should operate efficiently and should only require periodic adjustment (every three months or so depending on use) provided your cables are in good condition and are well lubricated.

Worn, rusty and poorly lubricated cabling can often drastically reduce braking performance by adding more friction. You should test the operation of your brakes by slowly pulling back on the lever using only one finger. If it is difficult to do this then quite probably your cables are worn (or damaged) or the entire system is in need of lubrication.

Some cables have plastic or nylon liners to help the inner wire slide inside the outer casing. Even this type of cabling can wear out and eventually lubricating oil should be used. Light oil, or better still one of the modern bicycle lubricants, should be run into the cables. To do this it may be best to loosen the cable so that the outer casing can be eased out of its barrel adjuster and lever housings. Then prop your bike up so that you can run the oil down the inner cable assisted by gravity. Move the inner wire up and down so that the oil penetrates the length of the cable.

Part of your periodic maintenance should be to check the full length of the brake cable for kinks and buckles. Often the outer cable gets bent at the brake lever housing and this type of damage can also occur at the frame guides and the brake itself. Sharp buckles and bends should be removed either by replacing the cable outer or cutting off the kink with sharp side cutters. When cutting cable outer take care to see that the cut is clean and that the end is square. Any burring of the outer will restrict the smooth operation of the inner wire.

Most alloy brakes have nylon or teflon inserts in their pivot bearings and should not require lubrication. However you should always check to be sure. Grip the brake arms with one hand and close the jaws onto the rim. If there is any apparent stiffness (discounting the effect of the cable) you should run a few drops of light oil or teflon based lubricant into the pivot(s) of the brake arms.

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THE STRUGGLE FOR THE MELBOURNE BIKEPLAN

1975/1987

Velo politics

by ALAN A PARKER

BY HIS own reckoning 1976 was the most memorable year of Alan Parker's first ten years as Australia's outstanding bicycle campaigner. During that year Alan translated his vision and plans into a book for bicycle activists called *Safe Cycling*. The book contained a strategy plan for urban areas with specific proposals for Melbourne. It was an ambitious undertaking because up until then no city of that size had ever been planned for bicycle use. Alan's message was that it could be done and that it *should* be done. For the first time Melbourne's embattled cycling population had a blueprint. Now it could be done.

NO MATTER what its faults may be is a miracle that the Melbourne Bikeplan exists at all. The fact that it has been copied in other cities makes the twelve years of my life spent making it happen seem worthwhile. I hope others involved feel the same.

The 1976 Melbourne Bikeway Plan and the origin of the THREE E's

The key concepts behind bicycle planning in Australia did not originate with the Geelong Bikeplan but much earlier as a response to the 1976 Melbourne

Bikeway Plan by Jeremy Pike of Melbourne University for the Department of Youth Sport and Recreation.

In *Safe Cycling* I developed proposals for an arterial bicycle route network, route maps and behavioral programs. In a critical review of the Plan published in the town planning journal *Polis* during December 1976 I outlined the need for a wider approach to safer cycling:

The studies done so far in Australia have ignored major issues such as safety, education and enforcement of good riding behaviour and concentrated unduly on engineering solutions such as bikeways... There are three basic elements in solutions to the bicycle safety problem. They are engineering, education and enforcement and they must be applied in a balanced fashion... Another safety aspect not covered in the plan is the effect of introducing bicycle paths without parallel safety and education programmes...

*There is nothing new in the 'Three E's'. I can remember being told by a retired engineer in 1974 that the 40 year old method of teaching traffic safety was based on the three basic principles of engineering, education and enforcement. After I had written the *Polis* article I came across the work of Munn who confirmed my views, he wrote,*

In the early days of motoring, traffic safety experts identified what they called,

"The Three E's". These were education, enforcement and engineering. The principles embodied in the three E's apply not only to motor vehicle operation but also to bicycle riding, as well as to nearly every other form of activity...

Despite the current attempt to introduce compulsory helmet wearing without adequate enforcement, the principles of the three E's still applies and Munn also saw that building bicycle paths without education and enforcement was not the best way to save lives.

In summary, proposals that call for large expenditures on bikeways in an attempt to solve behavioural problems should be viewed as skepticism. It is highly probable that education/enforcement efforts will be more effective in reducing accidents than costly engineering measures. (Munn 1974)

The Geelong Bikeplan (1976) and its implementation (1978/79)

The Victorian government decided to prepare a bikeplan for Geelong as a model for Melbourne which would not commit them to anything if the experiment did not work out. The first study brief for the Geelong plan was prepared by the State Bicycle Committee (SBC) as a bikepath plan that ignored the behavioural component of in road safety

because the SBC at the time believed that bicycles should not be on the road.

At a meeting with Minister Brian Dixon, journalist, Keith Dunstan and I persuaded him that a proper bicycle plan was required and he agreed to the following:

- Bicycle education programs for schools
- A bicycle law enforcement program
- An experimental 40 km/h residential speed limit trial
- Involvement of cyclists on the study team

The Minister directed that the study brief be changed and when the Geelong Bikeplan was completed the outcome was most favourable for cyclists as it recommended a bikeplan for Melbourne as well as most of the other programs asked for.

As Study Researcher I prepared papers on education, enforcement and theft prevention. At that time there were only a few bicycle planning studies on the shelves of six Melbourne academic institutions I searched. These were the mostly obsolete works that created confrontations between cyclists and planners in the USA during the early seventies.

In one important respect I was not just the study researcher but the gatekeeper who filtered out the rubbish and made direct contacts overseas with the best people. I also spread the word interstate and worked with the local cyclists in Newcastle establishing the contacts to aid the setting up of a model bikeplan there.

Looking back on those days it seems that in order get a bikeplan for Melbourne we achieved the impossible, a bikeplan for Sydney still calls for a miracle.

The most important conclusion of the Geelong Bikeplan was that preparing a bikeplan for Melbourne was technically feasible and was a cost effective proposal. The SBC took on the task of preparing a brief for consultants but certain trials had to be undertaken in Geelong to develop specific programs that were of statewide significance.

The three main programs undergoing further trials and development where the Bike Ed bicycle education program for 8-11 year olds, the Police system of cautioning young bike riders for bicycle offences now known as the Bicycle Offence Report (BOR) system and the 40 km/h residential speed limit in Corio.

An election promise

Support for the Bikeplan was slowly built up. Several community groups were in favour of the plan and wrote to the Premier in support. There was along and favourable review in *The Age* and a

successful presentation made to the Premier by members of the State Bicycle Committee.

The Premier as a former Minister for Planning had a very keen interest in this type of innovative planning scheme and his support could be counted upon in any future conflicts about implementing the bikeplan.

The Victorian cabinet had approved the Bikeplan but it took a long time to get an important statement of the government's commitment to complete it. That came in a pre-election speech at the Malvern Town Hall (17/4/79). The Liberal Premier, Rupert Hamer, promised that the Melbourne Bikeplan would be completed by 1981. Though several attempts were made to sabotage the Bikeplan by transport department bureaucrats, the Bikeplan went ahead because the Premier kept his promise.

Bike Ed

When the Road Safety and Traffic Authority (ROSTA) was first approached for its approval of the education programs by Minister Brian Dixon

it gave its general approval to develop education programs in principle, but a year later when it saw detailed written proposals it strongly opposed education programmes for all age groups of children and was extremely unhappy about trying to do anything that would benefit nearly all the children in Victoria. Departmental officers at the time tried intimidation and threatened the Bicycle Institute that it would get no governmental assistance if it pushed for its demands. On this important point we held firm as Bike Ed was a vital part of the Bikeplan.

The matter was resolved when the Geelong took over the effective leadership of the SBC and developed the Bike Ed program in their area as part of their work on the Bikeplan.

The Bicycle Offence Report System

The system that was developed in Geelong was a non-punitive way of dealing with juvenile offenders by cautioning them and involving their parents. It was not designed as a system for dealing with adult offenders. The BOR system



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achieved its limited objectives and was a success because of the enthusiastic local Police who cautioned 2000 cyclists and issued 120 traffic infringement notices to motorists who offended in a way that endangered cyclists.

The BOR system was adopted for use statewide and was a success in many country areas where it suited country lifestyles, including that of the local policeman. However, it has been a dismal failure in metropolitan Melbourne.

The 40 km/h speed trial

The 40 km/h (25 mph) trial in Corio compared two matched areas, one with speed limit signs and the other without (as the control area) for a 12 month period. The study revealed an overall increase in traffic speeds above normal limits and a 6 km/h speed increase took place in the control area. In the area with the 40 km/h signs only a 1 km/h decline in speeds was recorded resulting in a total speed difference of 7 km/h. This may not seem much, but the latest

research data indicates that this would result in an increase of fatalities of 33%.

The Melbourne Bikeplan

In 1978 the State Bicycle Committee, in accordance with the recommendations of the Geelong Bikeplan, was transferred to the Ministry of Transport, and instead of the Minister (who was also the BIV patron) being its chairman, a bureaucrat took the job. This broke the direct link between committee and cabinet which only comes from having a Minister in the chair. Just how dangerous this loss of direct communication would be was not recognised until one year later.

Meanwhile the State Bicycle Committee had decided that Melbourne was too big a place to plan properly in one hit, so the decision was made to prepare the plan in three stages.

The stage 1 consultants, Loder and Bayly, started work early in 1979, and the plan covering the bayside areas was complete in November 1979. At the time

it looked like the Premier's promise to finish all three stages of the Bikeplan by 1981 was going to be met.

But the Transport Department Directorate had its own view and had decided that some way should be found to terminate the project after Stage 1 was completed. The bureaucrats' tactic for letting the Bikeplan die was to pretend to the key members of the SBC that funds for Stage 2 were in the State budget so that when the budget was finally released the committee would be faced with the fait-accompli of a budget with no funds.

The public servants on the SBC could not handle that kind of duplicity so it was not long before I began to sense that something was wrong. It was very difficult gathering information to find out what they were up to but once I had put together all the pieces I was left with only one option: to publicly resign from the SBC before the budget was released.

To force the Transport Directorate officials to tell the SBC a direct lie I moved a motion of no confidence in the Ministry and called on them to give a guarantee that would be broken in an undeniable way. Within minutes of losing my no confidence motion I resigned and went out to deliver my media releases. The battle for the Bikeplan was now out in the open.

The press releases brought news coverage and radio broadcasts. During September, the Premier and Transport Minister McClelland were inundated with protest letters from important community groups (such as the Australian Conservation Foundation and town planning bodies) and three local councils. Tom Roper, a Labor Shadow Minister tabled awkward questions in Parliament. Brian Dixon applied pressure in Cabinet and even the State Bicycle Committee appointed its own acting chairman and secretary and finally approached up to McClelland with positive suggestions.

In October 1979 the Minister resolved the situation by funding the Bikeplan out of his own special projects fund. In a meeting with members of the State Bicycle Committee on December 18 it was agreed to appoint a neutral and independent chairman of the State Bicycle Committee, thus providing a direct link between the SBC and Cabinet.

Within days of Minister McClelland making it clear to the Transport Directorate that he was going to upgrade the status of the bicycle committee the SBC was given access to transport research funds as well as funding for bicycle planning. These funds were used to research bicycle law, bicycle safety products, dual mode transport, bicycle accidents and the joint use of facilities by bicycles and mopeds.

This episode clearly demonstrated the need to have the support of other com-

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munity groups to lobby government ministers and the opposition in times of crisis.

The Melbourne bike route maps

Though bikeplans of the Geelong type were being conducted in other cities it was important that these new plans include innovations that for political reasons had not been included in the Geelong Bikeplan. I was most impressed with the route maps produced by the Philadelphia Bicycle Coalition and John Dowlin.

The initial Bikeplan consultants brief completely ignored the bike map issue so magazine articles were written and protests were made but it was not until Stage 1 was finished that a commitment was made to produce maps for the whole of Melbourne.

A little later, in Newcastle, route maps were being produced by Richard Fleming for that city's bikeplan. Richard was also the senior project manager on Stage 2 of the Melbourne Bikeplan and the person who first worked out how best to prepare the route maps we have today. These maps are possibly the best of their kind in the world.

In all the smaller skirmishes to ensure a completed Bikeplan this campaign was one of the most satisfying because it showed beyond any reasonable doubt that cyclists must control the direction of bicycle planning in this country. The transport bureaucrats and several private consultants were all opposed to the maps.

Bicycle advocates should never go empty handed when lobbying because Ministers in particular are fed such a diet of verbal 'junk food' that they appreciate being entertained. When the BIV delegation called on our Minister I gave copies of the US maps and explained how cyclists would use them to avoid heavy traffic and select safe routes. At the end of the presentation the question was posed: "Why can't your people make these things for us?"

Unfortunately the 'Sir Humphrey's' of this world will usually advise their ministers that what they think they want is impractical. A real working example proves it *can* be done.

Labor Comes to Power 1982-1983

In 1982 the ALP defeated the Liberals and won government in Victoria and the time consuming process of educating a new batch of politicians started all over again.

The message that bicycles are legitimate road vehicles and are not going to be removed from the roads was very difficult for car oriented politicians to understand. However, the process was easier this time because the previous government had approved the Melbourne Bikeplan and made the promise

of providing \$1 million each year. This could be used as a negotiating point when dealing with the new government.

By this time more adult cyclists were visible on the streets and a few more Labor politicians receptive to new ideas. Unfortunately, the new Minister for Transport was committed to downgrading the State Bicycle Committee making it responsible to a public servant, three levels down in the bureaucracy. This would have effectively destroyed its influence in the Ministry.

Lobbying efforts within the Labor party policy committee and at branch level were backed in by a newspaper letter writing campaign. The end result was that the million dollar per year funding level was preserved. But most importantly the Minister did not dump the SBC into the clutches of the Road Traffic Authority of Victoria.

The attempt to keep the SBC within the Ministry of Transport had succeeded, but the Minister often chose to take his advice from other sources, so the power of the SBC was in fact eroded. This tended to demoralise the SBC and its officers. This is the reason why the SBC failed to take advantage of Federal government employment creation funding opportunities two years later and around \$5 million that could have been used to build bicycle facilities was not secured.

If the SBC missed out on funding others did not. The Minister for Planning and Environment set up a \$2 million CEP bikeway construction project in suburban Melbourne and local councils did the rest. But the flow of Federal funds for bike path projects also caused the bicycling purists to publicly state their prejudices. One prominent bicycle advocate of the time even wrote letters to government objecting to the scheme.

The Campaign to Get More Funds

Having failed to get the SBC to use employment creation funds in 1983/4, the committee was persuaded to put a \$1.8 million budget up to the Minister in 1985, which provided for six extra Bike Ed coordinators. Both the engineering and education programs were a long way behind schedule at this time and the law enforcement program was almost non-existent in metropolitan Melbourne.

A political campaign was launched through radio, newspapers and specialist publications and after much activity the funds were provided. The success of this outcome can be seen in the recent progress with the Bike-Ed program.

In more recent times Steve Crabb was replaced as Minister by Tom Roper, who when in opposition had helped the BIV by questioning the Liberal Minister about his actions in Parliament. After a

couple of initial skirmishes in the media he has proved to be understanding of the needs of Victoria's growing cycling population.

When the Final Report of the Melbourne Bikeplan was finalised in June 1986 the new budget for the completion of the plan was \$2.6 million. It was estimated that with matching funds by local government the total level of funding would be lifted to \$4 million per year. This final report, overcomes the great weakness of previous Bikeplan Reports, which all ignored the task of defining exactly how the transport departments should cooperate and act as a team for the benefit of cyclists.

What makes the final report unique, is that it translates a realistic multi-disciplinary planning philosophy into a practical multi-agency plan, that will make cycling safer, more enjoyable and a practical transport option. The report states what needs to be done, and why it needs to be done, so that the funding estimates are more accurate than ever before.

The future – living on the razors edge

When I wrote *Safe Cycling* in 1975 my ultimate objective was to see a bikeplan prepared for Melbourne. This has now been achieved but good planning is really an ongoing process and not a static record on paper. There is now a great need to revise and update the plan. The most serious deficiency to date has been the lack of provision for cyclists on main roads and in particular the use of free-way brake-down lanes to avoid some of the worst major road routes. Up till now freeway short cuts have been built for motorists but the cyclist has been excluded for mostly irrational reasons.

On the political level the only thing the Melbourne Bikeplan has going for it in the future is the enthusiasm and support of the present Minister Tom Roper. His support is vital because all of the agencies who are responsible for main roads, traffic management, Bike Ed and the rail system report directly to him. Should he be replaced then it is possible that the Bikeplan could be dropped by the new Minister because the top level transport bureaucrats are not at all interested or committed. They would probably get rid of the SBC as well if they knew there would not be a public outcry.

It is important to realise that the SBC is still only an advisory committee to the Minister – it has no permanency. Unlike the well entrenched motorist oriented government departments the cyclists live on a razors edge. Much has been achieved but unless the state based and growing number of local bicycle advocate groups maintain their vigilance all of the hard won gains of the last 12 years could be wiped out overnight. □

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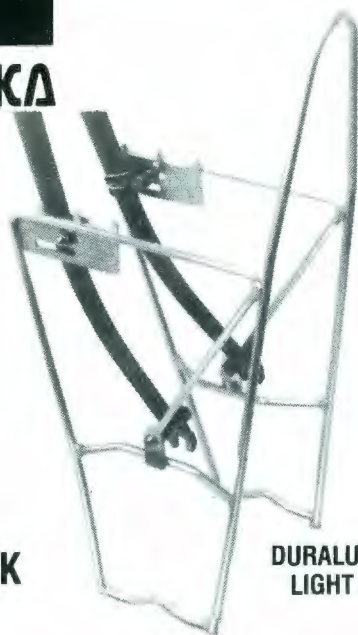




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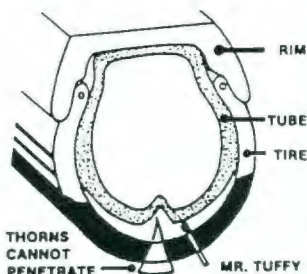


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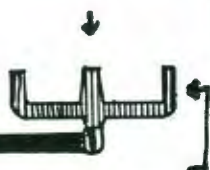
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National Calendar

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. Send your copy to PO Box K26 Haymarket NSW 2000 or phone it through on (02) 264 8544.

COMPETITIVE EVENTS

1987

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.

Sunday 17 Repco Cycles Victorian Summer Triathlon Series. 1.5 km swim, 43 km cycle and a 10 km run. Frankston to Albert Park, Melbourne. Contact Tri Sports Promotions PO Box 22 Kew East VIC 3012. Telephone (03) 862 2689.

FEBRUARY

Sunday 7 Repco Cycles Victorian Summer Triathlon Series. 1 km swim, 45 km cycle and a 12 km run. Held in Ballarat VIC. Contact Tri Sports Promotions PO Box 22 Kew East VIC 3012. Telephone (03) 862 2689.

Wednesday 24 - Sunday 28 Centenary of Cycling. In 1988 the Australian Cycling Federation celebrates 100 years of competitive cycling with five days of events held in Brisbane in conjunction with Expo 88. The opening ceremony starts on Thursday at 10:30 in King George Square and is followed by: 11:00 am Start of the Brisbane to the Gold Coast Cycle Race (finishing at Jupiters Casino at 1:00 pm); 11:15 am BMX freestyle demonstrations also in the Square. Thursday: Triathlon to be based at the Chandler Sports Complex. Friday: 10:00 am Centenary Mountain Bike Classic, Time Trials held at Lake Manchester; 2:00 Centenary Observed Trials also at Lake Manchester; 7:00 Centenary Track Carnival held at Chandler Velodrome. Saturday: 1:00 pm Centenary Criterium 45 km city centre; 2:00 Cycle ball demonstration city centre; 3:00 Centenary Mountain Bike Classic, Enduro/Expert, Novice categories at Lake Manchester; 7:00 pm Centenary of Cycling Dinner, Grand Ballroom, Sheraton Hotel. Sunday: 10:00 am BMX racing; 12:00 noon Brisbane Cyclethon fund-raising fun ride for the Olympic team. **Contacts: BMX events, Barry Ransom (075) 522 374; Mountain Bike, Mike Roberts, (07) 359 1244; Triathlon, Tom Creevey (07) 262**

6176; Artistic cycling and Cycle ball, Vern Crawford (07) 390 1489; Criterium and Track Carnival, Mike Victor (07) 390 1489; Brisbane to Gold Coast Race, Mike Porter (07) 253 3333; Centenary of Cycling Chairman, Martin Whiteley (02) 27 2977.

MARCH

Sunday 27 Bicentennial Veterans Tour de Canobolas A \$4000 race for veterans aged over 35 years. To be held near Orange NSW over a fairly tough 50 km course. This event will be part of the Apple Country Fair. For details contact Cec Cripps, 19 Stayner Street, Chelsea 3196 Victoria, enclosing address, number of accompanying persons, and their own birth date.

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

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) 650 2334.

Saturday 5 Audax 20 km Randonnee. This ride through the Victorian goldfields area starts at the Bendigo PO. Contact Alan Walker (054) 477 407.

Saturday 12 Audax 400 km Randonnee. A longer ride in the Canberra region. Contact Nick Payne (062) 47 3137.

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

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.



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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 Bicentenary cyclists will ride en masse from Melbourne to Sydney. Full support. Organised by the people who bring you the Caltex Bike Ride. Enquiries: (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. **South Australian** Touring Cyclists Association (08) 272 6406 (08) 388 8331. **Sydney** region bicycling clubs can be contacted through the Bicycle Institute of NSW (02) 212 5628. **Tandem Club of Australia** (03) 241 4453. **Cycle Touring Association of West Australia** (09) 330 3659. **Darwin** Huffers & Puffers (089) 81 2141. **Wagga** Bicycle Touring Group (069) 21 6787. **Vintage Cycle clubs** Vintage Cycle Club of Victoria (03) 527 5759. **Southern Veterans** (Sydney Vintage Cycle Club) (02) 587 8017.

Organised by the Melbourne Bicycle Touring Club. 100 km and 45 km courses; **Saturday 16 Melbourne City Bicycle Parade.** Come and join in. Criterium 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

Contact Ron Jamieson (02) 872 3000 for entry forms.

Saturday 12 to Monday 14. Strzelecki Ranges of Eastern Victoria. A 135 km ride over the Victorian long weekend. Easy daily distances and superb views. Contact Bicycle Australia (046) 27 2186

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. Easterbike 88. A four-day rally held over Easter in central Victorian town of Castlemaine and organised by Bicycle Victoria (formerly known as the Bicycle Institute). 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).

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When my friends and I get together for a week-end ride, the variety of riding styles always amazes me. But from racers to tourers, and even mountain bike riders, there's one thing we have in common. We all wear Bell helmets. V1-Pros. TourLites. We've even got our kids wearing L'il Bell Shells.

The more I ride, the more, I'm convinced that cyclists just can't take helmets for granted. There are a lot of people out there—on bikes and in cars—who aren't even looking out for their own safety, never mind yours. That's why I always wear my Bell helmet when I ride.

All Bell bicycle helmets meet the strictest helmet performance standards.

You know, there are a lot of options available to today's cyclist. Different kinds of bikes for different kinds of riding. Stylish riding gear and accessories. But there's one thing that should never be considered optional—a good helmet. I consider a Bell helmet standard equipment. And so should you. Whenever you ride.

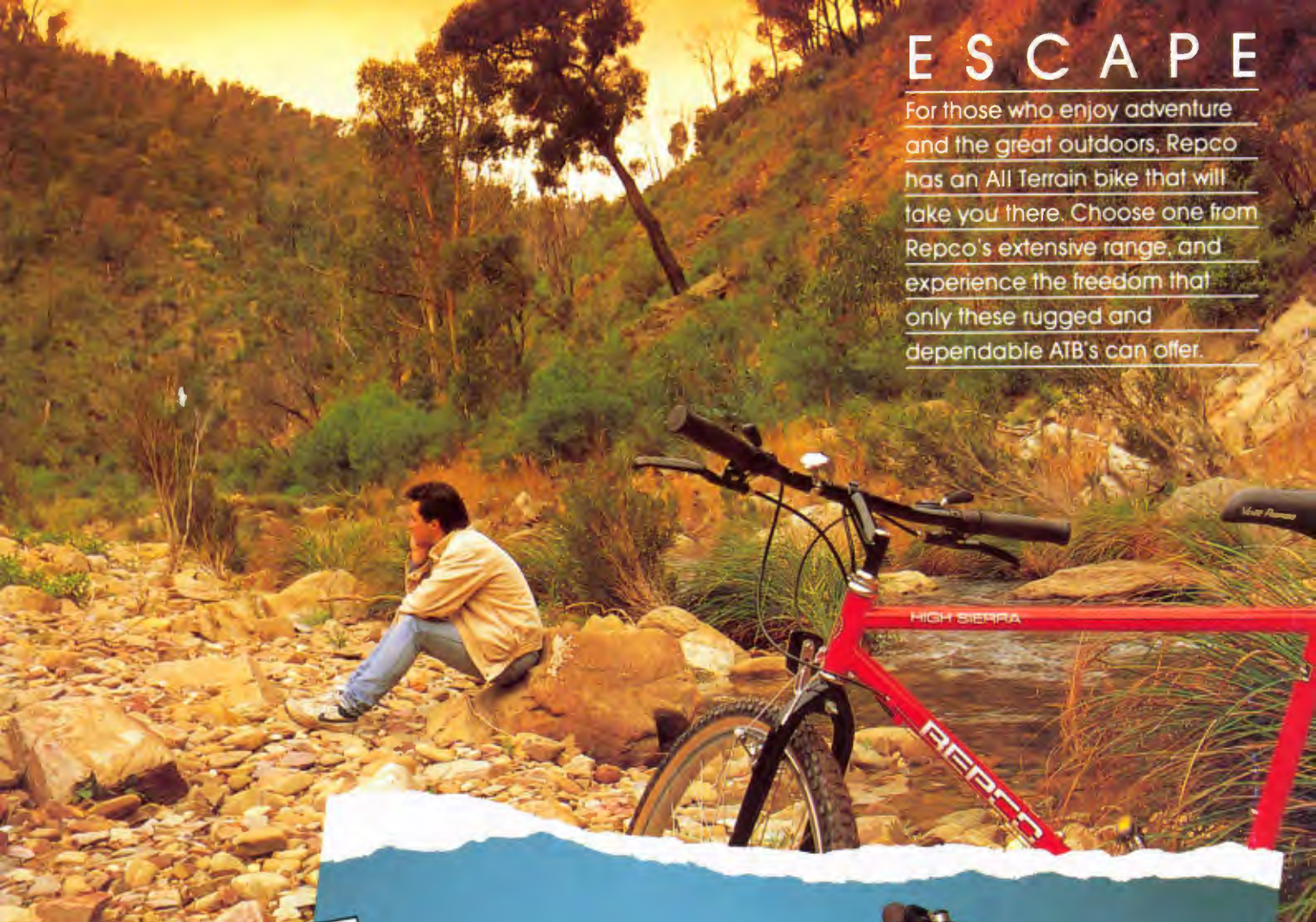


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