

# Freewheeling

Issue 51 September/October 1988 \$3.00

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clothing,  
equipment,  
destinations

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# Freewheeling

Number 51 September/October 1988

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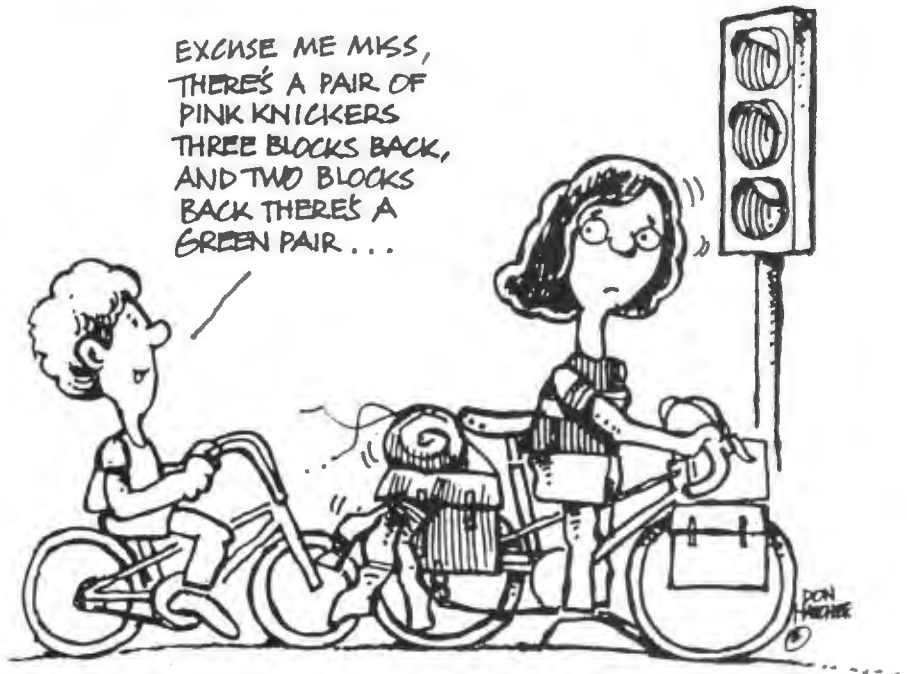
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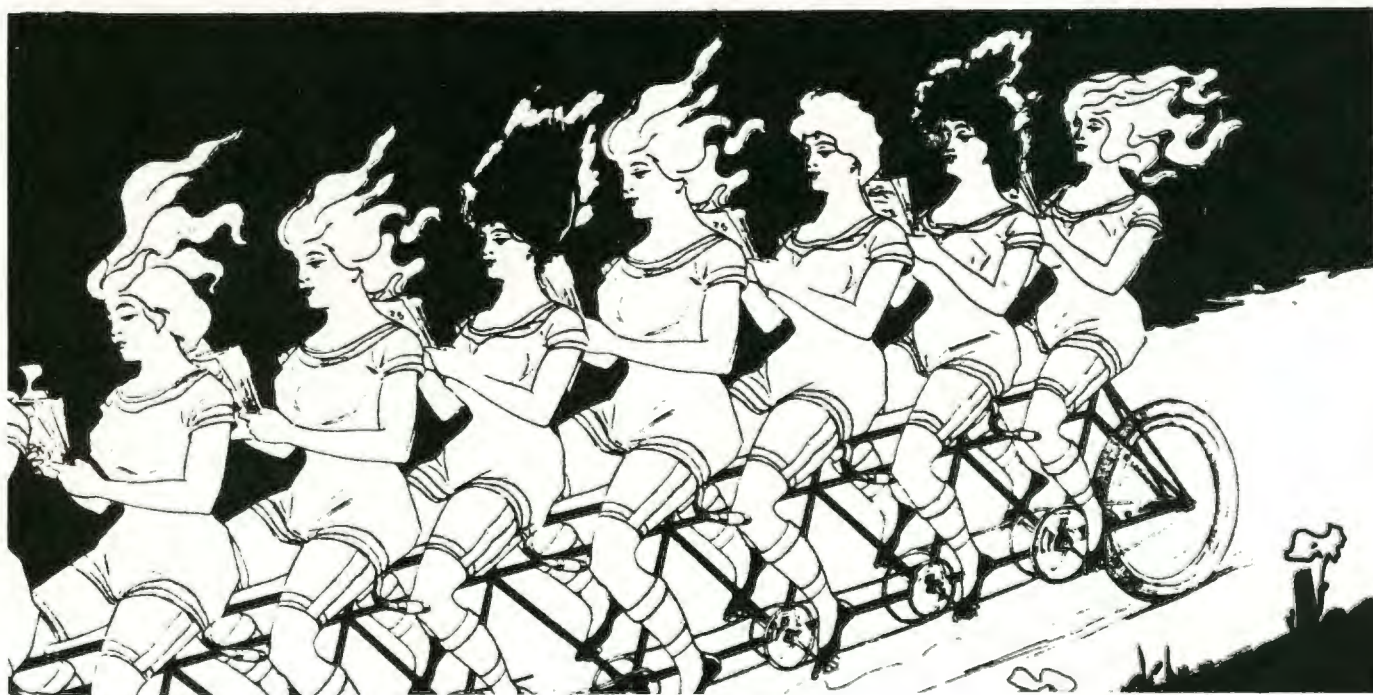
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*The training program to  
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# BIKE RIDERS READ

## Freewheeling



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# Compulsory helmets proposed for New South Wales

*An off the cuff remark from a new Minister starts a new public debate*

EARLIER ON in the year there was a change of government in the state of New South Wales. The Labor party which had ruled the state for over a decade lost power to the Liberal and National parties. So NSW now has a conservative government. Wrong!

NSW now has a radical right wing government. Conservatism is about **not** changing things. It's about maintaining the status quo. For a true conservative government in the mould of Menzies and his British idols its about governing and maintaining government.

That's what is so different about so-called conservative parties these days? They want to do more than govern — they want to change things. In NSW the first few months of the Greiner government are being compared with the start of the Whitlam government where rapid change set the political agenda and government was supposedly reformed overnight.

We all know by now that huge government institutions, many who have been around and used to operating in their own way for decades, can not be 'reformed' overnight. Bringing about change on a government level is usually a slow and ponderous process. And so it should be if the public and the institutions are to be happy with that change.

The Australian people, it is often said, are a conservative bunch. We don't like lots of changes foisted upon us too quickly. We need time and argument to bring us a point where most of us will agree to large scale change in a major institution.

So why do many new governments (even the so-called conservatives) indulge themselves in an orgy of change as soon as they attain office?

When a political party wins government after a long time in opposition it takes a while before they settle down and realise what being the Government is all about. For a while they still think like an Opposition even though they are

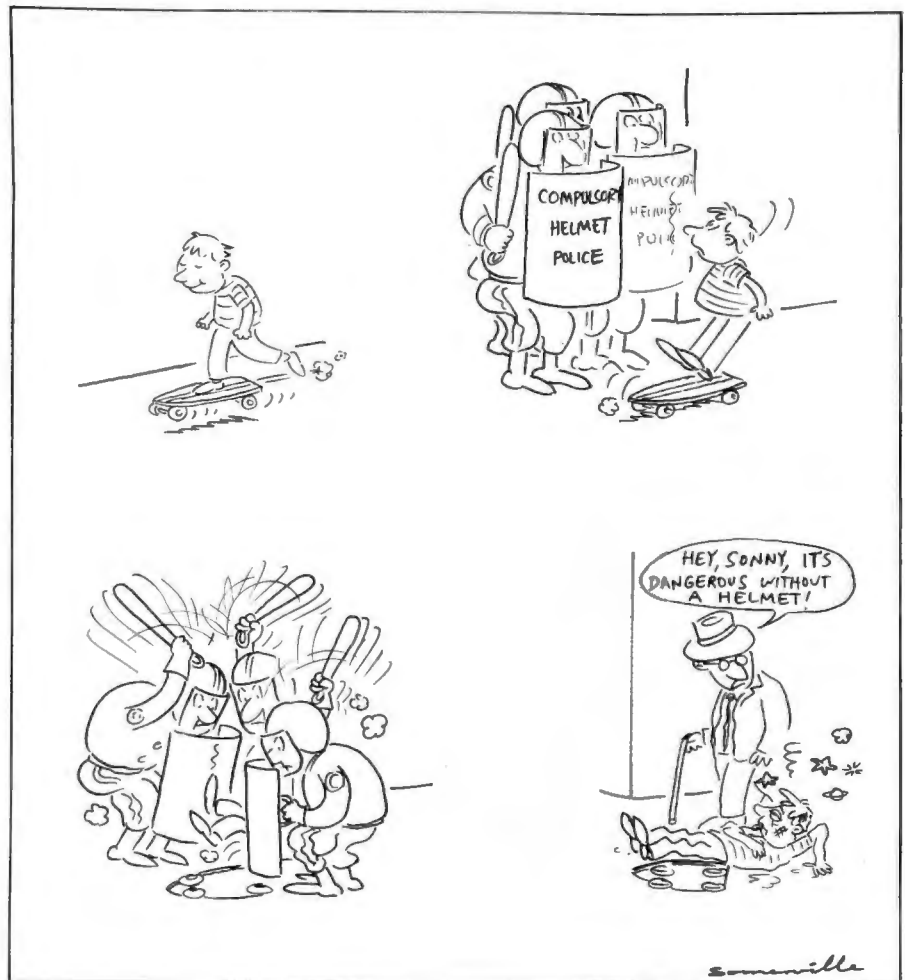
now able to make the real decisions. Suddenly they are able to say yes or no and have their wishes carried out. No more talking, no more arguing, no more persuading; one flick of the pen and a thousand bureaucrats are required to do their bidding.

The length of time it takes a political parliamentary party to stop thinking like an opposition and acting like a government often is a major determining factor in whether they end up a one-term government or stay long enough to found a

political dynasty. The Wran Labor government managed the transition and in the end it grew tired as all dynasties do — now it's the Greiner government's turn.

One of the latest decisions to be announced by the Greiner Government in a great flurry of change is that helmet wearing for bicyclists and skateboard riders is to be made compulsory sometime next year.

The new transport minister Bruce Baird announced his decision out of the





blue at the launch of a new helmet hire scheme for children. No written statement was issued and the Minister's words were carried only on radio. Commenting on the number of kids injured a result of skateboard or bicycle riding accidents the Minister says that he plans to put an end to it.

Certainly the compulsory helmet requirement will put an end to skateboarding as a popular youth activity; it could well put an end to the current upsurge in the popularity of cycling too.

It is significant that the minister made his decision at a hospital. He was probably chatted up by a couple of surgeons beforehand who convinced him that he could be seen to be saving lives if he made cyclists and skateboarders wear helmets. If only it were that simple.

There are a lot of cyclists out there. And there are a lot of parked cars too. Crazy, you say, what have parked cars got to do with cyclists wearing helmets? The common ground is enforcement.

In NSW they have Parking Police to patrol the streets and book errant motorists who do not park where the signs tell them to. Admittedly the Parking Police perform an important revenue raising function (you almost need a bank loan to pay off a parking fine in Sydney these days) but the fact remains that we have to have separate parking

police if the laws are to be upheld. The Police themselves give a low priority to parking offenses so if we did not have Parking Police the streets and footpaths would be overrun with illegally parked vehicles and the government would loose a lot of revenue.

You may think I'm totally off the planet but the only way that helmet legislation is to work is to do as cartoonist Phil Somerville suggests and have Compulsory Helmet Police.

Now we all know that some of these kids hooning around dangerously on their bikes and skateboards are a menace to pedestrians, motorists, why, even themselves; so a little corporal punishment would bring them to their senses more effectively than a fine (which their parents would have to pay anyway). I am sure that there are a couple of warhorses in the National party that would advocate these kinds of measures along with caning in schools and capital punishment.

The biggest problem with making helmets compulsory is enforcing the unenforceable. Bicycles and skateboards don't have numberplates so how can you trace the owner? It's easy to give a false name and address if the offence is popularly considered unjust or unworkable.

In the end it is the Rule of Law which suffers.

The surgeons may support compulsory helmet legislation (without considering how to make it work) but who else does? The helmet makers do – say no more. In Victoria where compulsory helmet moves have been put on ice is has been revealed that the bicycle industry, parts of the bureaucracy, the Police and the bicycle groups themselves all oppose the legislation.

Many of these interest groups would agree to compulsion if the Government would present a better case and satisfy their concerns on a number of important issues. However, the minister there thinks it's a good idea too and that's that. End of argument.

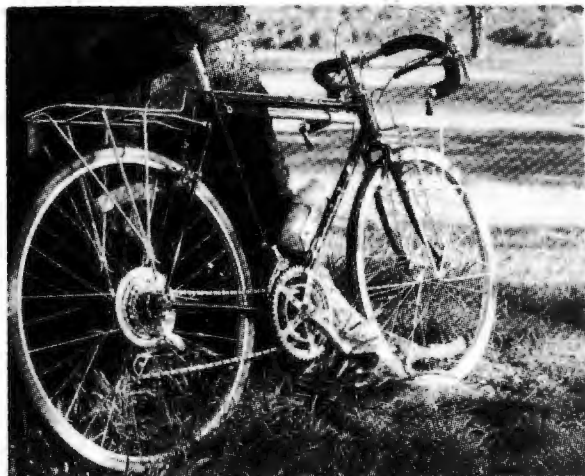
Spectacular results have been achieved in Victoria through public awareness campaigns to encourage helmet use. In NSW and other states the process has only begun and wearing rates are still very low. Compulsion is an attractive option to a government minister because it is seen as a clear cut decision. You must wear a helmet for your own protection. No ifs ands or buts; final; done! The ultimate quick fix.

If it were only that simple. The compulsory helmet issue is a Pandora's Box which unfortunately the NSW Minister in his haste to make some quick changes to the old way of doing things has unwittingly opened.



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# John Drummond

## The big show

*On the 24th Olympic Games and this year's Tour de France winners*

On the 17th September this year the finest youth of the civilised world gathered in Seoul, the capital city of South Korea to contest the 24th modern Olympics.

Despite almost constant pressure and student led uprisings demanding co-sponsorship with North Korea, the International Olympic Committee has stood firm in its determination that Pyongyang shall not be awarded co-host status.

But despite some ambivalence in high places, with only six small nations not returning the invitation to compete, there appears to be no reason why the Seoul Olympics will not be regarded by history as the biggest and best so far.

The Korean government spent \$AUS4.28 billion on the facilities. The Olympic Park's gleaming stadiums and arenas, surrounded by immaculate lawns and flower beds, are superb.

The Games are the measuring stick of a nations worth and the greatest spectacle on earth. No other sporting event so fascinates and inspires a nation's youth. No other sporting event can motivate business around the world with so much symbolism or has the power to attract political attention. And no other sporting event can capture a bigger audience. (With the aid of television it is estimated that up to 3000 million people either viewed, or heard the action at any given time).

Channel Ten bought the Australian television and radio rights from the IOC and sold the radio rights to the ABC, thus allowing the National broadcaster to continue a tradition of Olympic Games broadcasting which has lasted since 1956.

Mike Gibson, who splendidly directed Channel 10's Winter Olympics cover from Calgary, Canada, is the anchor man for Australian television. An added bonus is that Australia is on the same time slot as Korea.

Australia is represented by some 350 odd of our finest young men and women with their managers selected not only for their ability, but also for their ambassadorial capacity.

How easy it is to criticise and generalise on the preoccupation of today's youth with trivia, as opposed to the unquestioned merits of sport, organised or otherwise, in character building and physical fitness without considering in whose interests this conformity is imposed.



Karyn Brown, a sports science graduate has 'the world in her hands' as she massages the aching muscles of the current World Time Trial champion Martin Vinnicombe. Martin represents our best chance of Olympic Gold in Seoul.

Unfortunately, we adults are responsible for the attitudes of young people and before we condemn we should consider our judgement, and give thought to the enormous amount of pressure that a dubious advertising industry is imposing on the most vulnerable group in our society with money to spend. Society has at times been neither wise or generous to our youth, and that is a matter for regret.

The Olympic Games represents a return to the true worth of youth, a gathering of young people from most parts of the world, differing in language, culture, and a way of life with deep convictions that convey a certain image of what our world is really like with its human riches, tolerances and values.

The value of sporting competition is well founded, things like development of physical possibilities, respect for opponents and partners, fair competition, self discipline, allegiance of sports ethics and satisfaction with sports achievement.

It is in satisfaction of these things that some athletes and their officials surrender almost the whole of their social life.

That image is epitomised in the Olym-

pic Games without doubt the sporting event of 1988.

*"The important thing in the Olympic Games is not to win, but to take part. The important thing in life is not the triumph, but the struggle. The essential thing is not to have conquered, but to have fought well. To spread these precepts, is to build up a stronger and more valiant, and above all, a more scrupulous and more generous humanity."*

### Paris crowd forgives Spanish hero

Spanish cyclist Pedro Delgado easily won the 75th version of the famous Tour de France from Dutchman Stevan Rooks, who also took the Mountain title and led the winning team. Columbian Fabio Parra was third and Canadian Steve Bauer was fourth thus emphasising the truly International nature of modern day Tours.

Any misgivings about Delgado's worthiness as the Tour winner were dispelled by the welcome extended by the French when the cyclists rode down the Champs Elysees in Paris. Memories of the positive test that revealed Delgado had taken a drug banned by the International Olympic Committee, but not by the Union Cyclists Internationale, were banished as the Spanish Anthem rang out and the banners proclaimed "Delgado Vencedor".

But the mishandling of the test announcement, and the rumours that surrounded it, did cast a shadow and sub-



due the victory, when compared to that of the irresistible Irishman, Stephen Roche, last year.

Delgado took the overall lead from a position of 1 min 52 sec. off lead in stage 12 (ironically on Bastille Day) on the mountain climb from Morzine to l'Alpe-D'Huez that saw the demise of French hope Jean-Francois Bernard. Out of contention, too, went Irish star, Sean Kelly, Switzerland's Urs Zimmermann, Holland's Eric Breukink and Italy's Roberto Visentini all favoured to win.

Subsequent stages saw the indefatigable Spaniard consolidate his advantage all the way to Paris. It was a remarkable ride by a great climber.

Australians would have missed the

presence of Phil Anderson whose Dutch based TVM Team failed to secure a berth in a reduced Tour field.

The International body Federation International Cyclists Professional imposed a maximum of 200 riders on the promoters of the Tour in an attempt to get more riders to the finish and this lead to the allocation of team invitations. Accordingly only three teams were permitted by the Netherlands and Panasonic, Super Confex and PDM won the places.

It was a bitter blow to a twice Yellow Jersey holder, but nevertheless accepted. Anderson had been having a good season in an attempt to get his young team selected.

### Aussie girls to the fore in Tour de France Feminin

The Australian Women's Team of Elizabeth Hepple (QLD), Kathleen Shannon (NSW), Donna Gould (SA), Robyn Battinson (VIC), Marissa Gori (QLD) and Donna Rae (SA) finished a creditable third in the Tour De France Feminin teams section.

Elizabeth Hepple also finished third in the Tour overall to winner Jeannie Longo of France. Maria Canins of Italy at 1 min 20 secs was second placed with Hepple at 13 minutes third. The remainder all finished within an hour of the winning time.

It was a great performance by the Australian girls who defeated some top cycling nations including Russia, Great Britain and the USA and said much for some medal success in the forthcoming Olympic Games and World championships.



Liz Hepple

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# Phil Somerville **The joys of bicycle commuting**





# The World Awheel

## Bicycle Week NSW

October is the month when NSW cyclists take to the streets to celebrate Bicycle Week. This year the State Bicycle Committee will continue with its program of activities designed to encourage school children and local community groups to become involved.

One of the newer events will be the Northside Bicycle Expo to be held from Thursday 20 to Saturday 22 at the Lemon Grove shopping centre, Chatswood, on Sydney's north shore. The Northside Expo will feature displays of bicycle and accessories, roller sprint competitions on the machines used to select the Safe n Sound school cycling champions, Police displays, a Racermate Compu trainer with its video display that lets you race the computer or your previous best time, BMX freestyle demos and displays by local councils of their plans for cycling in the area.

The Expo is a unique promotion as it is the result of local councils, the Police, bicycle industry, cycling clubs and education experts.

Constable Jeff Conly, Bicycle Safety Liaison Officer and co-ordinator for the event said that: "It is important for the region and for Bicycle Week as it is the first time that representatives from so many different areas of expertise have joined together to promote bicycle safety.



## Marathon riders push on

The Bikes for Bibles Cycle 'Round Australia Marathon (CYCRAM) riders after three months on the road have passed through the Top End covering an average distance of 150 km per day.

Despite her love of cycling, assistant Team Road Captain, Wendy Copeland, a veteran of three year's participation in the Bike For Bibles program said:

"There are often days when I just don't feel like getting on the bike, but we have to keep going and I use the long boring stretches of the highway to pray".

Sue Kennedy, a newcomer to the program, has found it hard going to keep up with the veteran riders. Sue is the representative of her Aboriginal people in the team. She gave up her job in Victoria as a microbiologist so that she could make the five month marathon ride.

The team aims to raise some of this years Bike for Bibles target of \$500,000 towards easy reader booklets for the Bible Society's Aboriginal Support Program.

The round Australia riders will join others on Saturday October 8th and ride into Canberra for the big finale at the new parliament House. If you want to join them on the day phone (008 (51 389 toll free or (02) 267 6862 (in Sydney) for details.

## BINSW Bicycle Week events

The Bicycle Institute of NSW's big event during NSW Bicycle Week will be its annual Spring Cycle a 35 km ride from Observatory Hill near the southern end of the Harbour Bridge to Parramatta Park via Lane Cove National Park. The \$8.00 entry fee gets you morning tea along the way, information brochure and cloth patch to the first 3000 entrants. Entertainment will be provided in Parramatta Park at the conclusion of the ride.

The Spring Cycle will be preceded by one of Sydney's longest running century type rides: the Green Valley Twin Century. This is a fitness oriented event where participants can choose from 50, 100, 150 or 200 km courses. Refreshments are included in the \$8.00 entry fee. Contact the Bicycle Institute for details of both events on (02) 212 5628.

## The Valleys Tour

The annual South Australian Touring Cyclists Association tour will start and finish this year in Heathfield in the Adelaide Hills and offer participants 600 km of enjoyable cycling along quiet roads and scenic countryside. The tour is open to everyone and starts on the 1st of October and finishing on the 9th. The ride is the third annual event and follows on from the very successful annual tours run by the association over the past few years. For details phone: (08) 339 3613.



## Good Year Triathlon

In a radical departure from its synonymous association with motor racing, Good Year Tyre and Rubber Co, has taken up sponsorship in the burgeoning sport of triathlon.

In announcing the sponsorship deal for Wollongong based athlete, Peter Thomas, Good Year's Corporate Advertising Manager, Phil Keefe, said his company had taken the unusual step out side the normal field of motor sport because of its commitment to Australian youth and the benefits to be gained by directly supporting a sport which had not fallen into the trap of being over commercialised and priced out of reach of a large section of Australian youth.

32 year old Peter, a building surveyor, started in the sport two years ago competing in the sprint, long course and ultra distance events on a punishing seven day a week training schedule. With his sponsorship Peter will now be able to compete at all the major events on the Australian triathlon calendar.

## Bike Expo 88

Bike Expo concluded in Melbourne after four successful days run at the Ex-



# The World Awheel

hibition buildings. Crowds were up on all previous events and a large number of wholesalers and distributors took part. A free trip to Paris offered as the main door prize was won by 26 year old Lori Cameron from Albert Park.

Also at Expo the Retail Cycle Traders announced its Bike of the Year awards for 1988. Winner for this year was Holstar Cycles for their 12-speed Pro Ace a Shimano 105 equipped model which retails for \$772. Other category winners were: Apollo - 16" BMX; Philips Mountain Bike - 20" Boys or Girls; Repco Freestyle - BMX Freestyle; Apollo - Family model; Repco Olympic 12 - Under \$600 Sports; Gemini Club Ultegra - Under \$1,300 Sports; Orion - Under \$250 Open; Shogun Sport - Ladies or unisex model; Shogun Trail Breaker 1 - Under \$500 MTB; Repco High Sierra - Under \$1000 MTB.

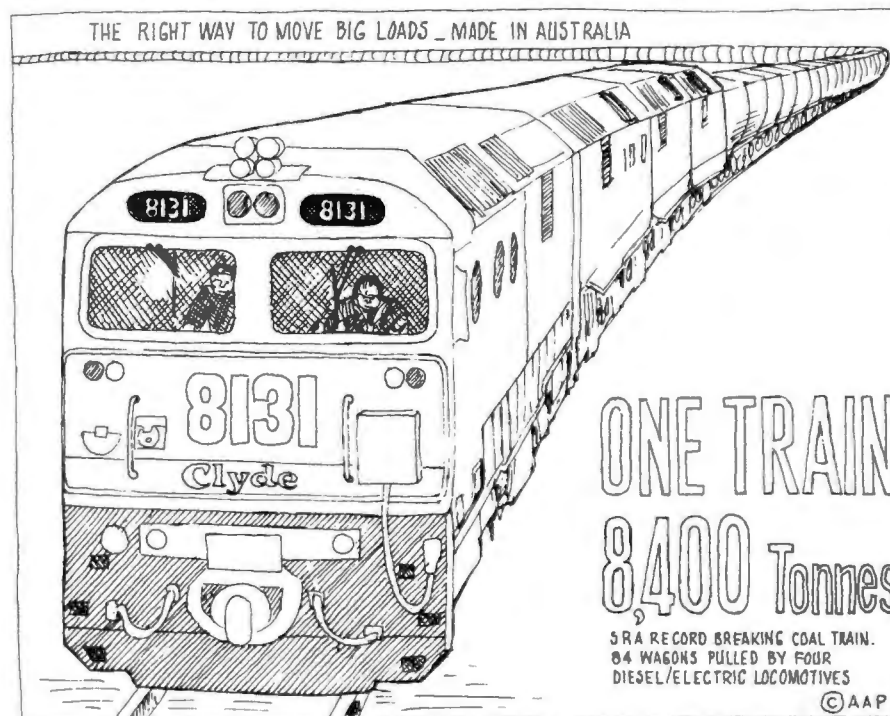
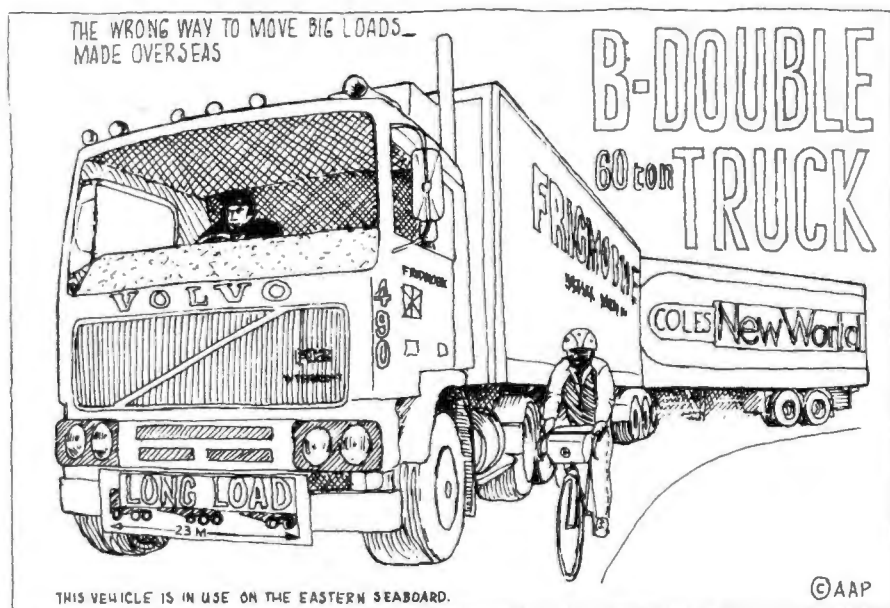
has progressed to the State finals and finalists in the two age groups for boys and girls will compete in the finals to be held in Parramatta Park on November 6 as part of the national heart foundation's Pedal for Heart.

The four state finalists each receive a Sprinter helmet and a Puma tracksuit. They will all be flown to Sydney for the finals and compete on custom made turbo rollers which incorporate a digital timer. The championships are being conducted by the Australian Cycling federation through its state branches and is sponsored by Safe n sound, Malvern

star, Puma, Westfield McDonalds, Parramatta, the Australian sports Commission and Australian airlines.

## Double trouble

Following on from last issues coverage of the proposed introduction of B-Double trucks in Australia Alan Parker has sent this example of the right and wrong ways to carry large loads. With the depletion of Bass Strait oil stocks less than a decade away we are living in a fool's paradise if we believe that increased truck capacity is way to increase transportation efficiency and productivity.



## New adventure booklet

The North Eastern Victoria Tourism Commission recently released its Adventure Unlimited guide book to travel and tours in its region. The 28 page colour booklet details the attractions, tours and operators within the region which includes some of the country's most spectacular scenery. Cycling trips are offered through Bogong Jack Adventures who have a wide variety of trips including a mountain bike adventure on the Bogong High Plains. Copies of the booklet can be obtained free from any Victour office.

## School titles

Competition in the safe n sound National Schools Cycling Championships



The problems for cyclists is that the trains keep to their tracks while the trucks will use the urban road networks. Ugh!

## Aussie Attack

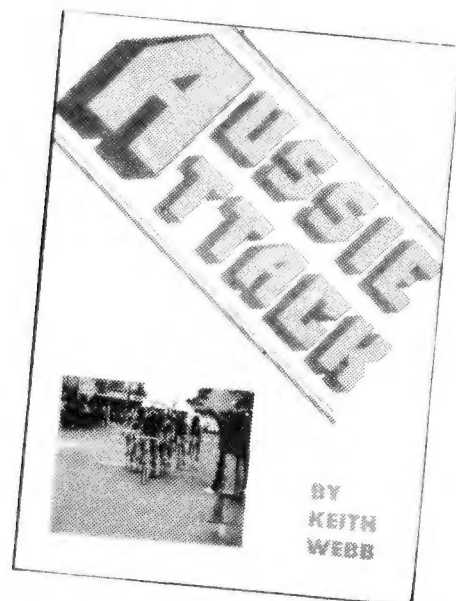
This eighty two page magazine format training manual is a welcome addition to the sparse collection of fitness/training manuals available to the serious cyclist. You have to be serious about your riding to take veteran racer Keith Webb's advice but if you do you will find it of immeasurable benefit.

Webb's book covers most aspects of the sport and is written for the triathlete and fitness oriented rider as well as the straight cycling competitor. Competitive

riding issues such as tactics and race psychology are given a good coverage along with important physiological issues.

*Aussie Attack* is most importantly a practical training manual for people who want to get the most out of their competitive cycling. It is a refreshing sign that training techniques are becoming more scientific in their approach. In the past training within the cycling world was based on an oral history. Advice was passed by word of mouth from generation to generation. Unfortunately a lot of myth and stupid ideas were mistakenly passed on as well.

Putting ideas and advice into print allows others to read and adopt a more



critical approach. This scrutiny means that we are better able to get to the essential truth of the subject and therefore improve on the body of knowledge available to the sport.

It takes a lot of effort and even courage to put thoughts and ideas into print. Thankfully Keith Webb has given us the benefit of his training and experience with this book. It can only add to the improvement of the sport in this country. *Aussie Attack* is available from the Bicycle Institute of NSW's mail order service for \$17.30 post paid and a few dollars less from selected cycle retailers and book shops. For further ordering information contact the publisher *Australasian Cycling* (02) 569 9170.

## Bike thief executed

Xiao Guoqi, a 29 year old resident of the southern China province of Guangdong, was recently convicted of stealing 74 bicycles on his own and 37 with an accomplice. For his crime the court sentenced him death saying that he had "violated the legitimate property of others and had jeopardised the social order". His accomplice was sentenced to 13½ years jail.

According to the official New China News agency crime is rising rapidly in that country. Executions of murderers, rapists, and armed robbers are common but capital punishment for bicycle thieves is rare.

The value of the cycles was \$A 9096 but as the bicycle is the main means of personal transport in China a direct exchange rate conversion is not appropriate. So, if you are travelling in Guangdong province on one of those China By Bicycle tours, be careful when that shadowy figure approaches asking if you want to buy a cheap bicycle. You could get 13 1/2 years for accepting stolen property.

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Weight: 430 g

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## High tech helmet wrangle

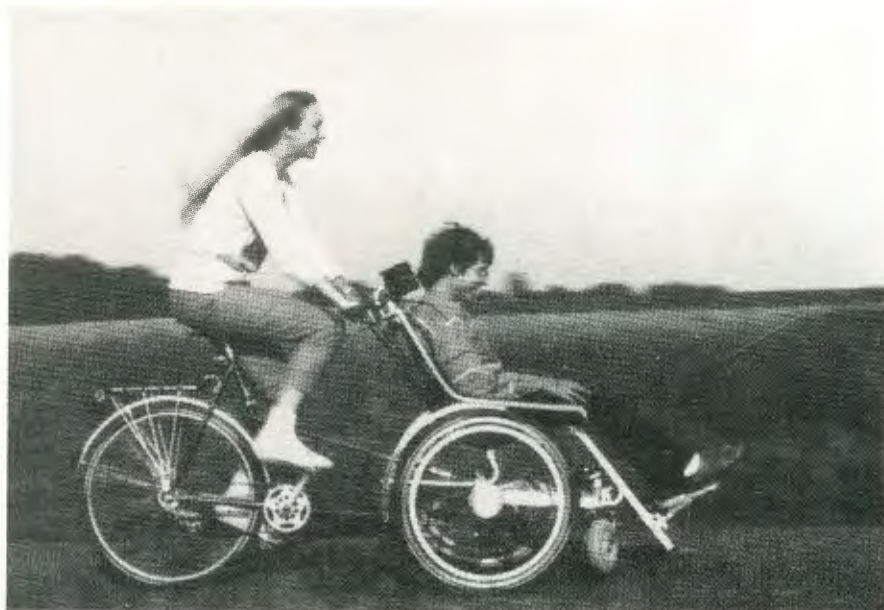
In an amazing incident which often characterises the world of amateur sport officialdom in Australia the Melbourne based helmet manufacturer Davies Craig has had to scrap production and an expensive publicity campaign for a new aerodynamic racing helmet prior to its release. The helmet was originally designed in conjunction with the CSIRO as a result of negotiations with the Australian Olympic Federation for use by the Australian Cycling team at the Seoul Olympics.

Unbeknown to Davies Craig and the CSIRO the Australian Cycling Federation had pushed ahead with the development of its own helmet designed and manufactured by AeroSpace Technologies and this helmet was launched in Melbourne late in August.

Without the endorsement of the Olympic team Davies Craig was forced to abandon the project due to the small size of the market for track racing headgear.

## Good news for the disabled

The West Germans have come up with a marvellous device called the Rollfields



which combines a wheelchair with a bicycle to give friends of disabled people a chance to do a bit of the work. The bike section can be detached so that the chair can be used on its own. No details are currently available other than its approximate price of \$4200.

## Transport study

The Victorian government's new policy document the *MetPlan Draft Strategy* is

a good example of what you can do with a word processor. The 38 page desk-top-published document reads as if its authors set their computer on a search and destroy mission to eradicate any mention of bicycles or bicycling.

As such, the report is a big disappointment to the people in and out of government who have been trying to push the idea of a bicycle/rail co-operative effort to make full use of the beleaguered pub-

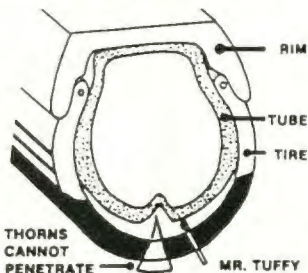


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lic transport system. Bicycle/rail dual mode transportation, as it is called in the planners jargon, is a big hit in Japan where millions of commuters daily spend the first part of their commuter journey cycling to the local rail station.

Bicycle parking lots are provided and are so popular that the local authorities can not keep up with demand.

Back home where the Victorian Railways Department (what is it called this week?) has half heartedly provided lock up facilities at some of its stations which, in the main, have proved more popular to the bicycle thieves than the commuters. Now, its policy develop-



## Worlds best mail order catalogue

Without fully exploring the US mail order scene we have to admit that the latest **Freewheel bicycle mail order catalogue** is the best we've seen anywhere to date. This full colour square bound A4 format glossy has more than

200 pages packed full of the slickest photography and informative text to describe a host of products that will make any gear freak and bike lover drool with delight. A lot of the equipment like the Shimano gear is already available here but items like the some of the bikes, almost all of the clothing and a few accessories definitely aren't.

You can even order from the catalogue and the organisation behind it (which also runs a small number of retail stores in Britain is very efficient with delivery. However with the exchange rate still going against the Oz Dollar you might be paying a premium for the privilege. Still, you can have the catalogue to feast on. It costs 1.75 British Pounds plus the same amount again if you want it sent by air. You can alternatively quote Visa or Mastercard numbers for quick hassle free despatch. Highly recommended.

Freewheel PO Box 740 London NW2 7JQ

## South of Sydney club

A new club has been formed in the Heathcote/Menai area of Sydney to cater for a broad range of cycling interests. The Southern Cross Cycle Club's program will include mountain biking, track racing, road racing and touring activities for all age groups. Inaugural club members all have expertise in the above areas. For more information contact: Paul (02) 520 8910 or Tony on (02) 520 4600.

## Formula One

F-1 bikes are the latest development of the BMX sector of the international bicycle market. These machines have five speed rear indexed gears and racing mountain bike style handlebars and controls. The concept was pioneered in





Japan and the USA by Diamond Back who have now released their chrome moly framed F-1 model into Oz. The bike has a front caliper brake slick type tyres and disk spoke covers. Hot stuff!

#### Cyclists are nocturnal lawbreakers in Newcastle

In their third day/night cyclist behaviour survey the Newcastle Cycleways Movement has found that only 2% of 296 adults (70% adults) observed rode within the Law – a fall from the 6% measured last year.

39% of riders cycled through red traffic lights and only 2 of the 120 cyclists observed during the nighttime portion

of the study had lights fitted to their machines. Helmet use was the same as the last survey – 7%. During the day-time half of the study some 56% of cyclists were seen obeying the road rules.

#### Maximum effort

Roley Simms an energetic 66 year old recently completed an incredible journey between Perth and Sydney raising \$5000 for the Royal Blind Society. The trip is all the more amazing considering that Roley is blind in one eye and has partial sight in the other. He plans to take part in this year's epic two week Caltex Bike Ride between Melbourne and Sydney during November/December.



Peter James Randall

#### Bicyclette Dansante . . .

. . . a two-wheeled improvisation by Kathryn Ricketts, a performing member of TIDE (Toronto Independent Dance Enterprise). Kathryn improvised her way across Canada recently in different attire, as a "real" cyclist, and her adventures en route served to inspire subsequent choreographic works.

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## Brisbane's Blasters

The Blasters are a new women's racing team which has been recently formed in Brisbane. The team recently concluded sponsorship arrangements with Centurion bicycle and Bell helmets. The women will ride Centurion's Triathlon Master bikes equipped with the latest Shimano 600 Ultegra componentry. The team's coach John Whip said that he was pleased that Centurion had recognised the potential for women's cycling in Australia by backing the team.

The Blasters have already wowed competitors and spectators alike at events with their matching skin suits and Bell Ovation helmets. The team's captain is Anita Crossley who represented Australia in the 1986 Worlds.

## Chamois out!

Australian cycle clothing manufacturers might take a tip from overseas makers; the use of real leather chamois in cycle shorts is out. Sure, some of the purists

will object but the new flow of triathletes, women and recreational cyclists will praise such a change.

Have you been into a bicycle shop recently to try to explain to a new cyclist just why all of the shorts have a chamois lining? This writer has and it's not an easy task. It's hard to sell a lining that looks suspiciously like leather – and is. One that takes forever to dry, then when it does feels like sandpaper until you start sweating. Then it stays uncomfortably soaked.

If these practical reasons don't convince, how about a word from a company with \$3 million in annual sales? In a recent issue of *Bicycle Dealer Showcase*, a US trade magazine, Sandy Pogue of Descende said: "All liners are synthetic. The manufacturer that sells real chamois is in the Dark Ages. Most racers – the entire 7-Eleven and US cycling teams – race in synthetics like Ultrasuede".

In other clothing news black shorts still sell four to one. Jerseys are virtually made from synthetic materials with basic colours being the big sellers rather than "billboard" jerseys. For mountain biking jerseys with padded shoulders, shorts with thick side panels and knicker length padded shorts have been introduced.

From Nike which is just entering the cycle clothing scene a warning for deal-

ers: with all the various makes and models of clothing now available the customer could easily be confused and will shop where he or she receives the most help. Do you have a clean change room and full length mirror?



## Helmet product standard now in force

The Minister for Consumer Affairs, Senator Nick Bolkus, says that now cyclists will receive greater protection from injury because of the new safety standard for helmets which is now in force. Helmets from now onwards have to

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comply with the impact energy attenuation test of the current Australian helmet Standard AS2063.

Impact energy attenuation measures the extent to which a helmet is able to absorb a blow to the head without transmitting forces which might fracture the skull or cause brain damage. Senator Bolkus said that the standard also contained a number of other requirements which cover construction, penetration by sharp objects, retention systems, ventilation openings and markings.

The consumer product standard was declared by a notice in the Commonwealth Gazette of 14 January 1988. It will apply to pedal cyclists' helmets manufactured in Australia or imported into Australia on or after 1 July 1988. It is proposed that the standard be extended from about 1 July 1989 to cover all helmets regardless of the date of import or manufacture. Thus suppliers will have about 12 months in which to dispose of stock in hand as at July 1988 which do not comply with the standard.

All corporations (and in some cases, individuals) supplying pedal cyclists' helmets in Australia are required to comply with the standard, at all levels of the supply chain. This includes manufacturers, importers, distributors, wholesalers and retailers. The term "supply" includes sale, hire purchase, hire and "give-away" transactions (for example, where helmets are given as prizes in a competition). Penalties for failure to comply are substantial – fines of up to \$100,000 for corporations or \$20,000 for individual persons.

The Federal Bureau of Consumer Affairs will be responsible for monitoring compliance with the standard.

At this stage there are several types of helmets which are not required to comply with the standard. These fall into the following categories.

(1) Helmets which are too small to be fitted into the size A headform which is specified as part of the test equipment for measuring impact energy attenuation. These helmets are too small to be tested to AS 2063.1. Generally, such helmets would fit head sized below about 48 cm.

(2) Helmets for competitive racing, PROVIDED they are marked "WARNING: Racing headgear only – inadequate impact protection for normal road use." This group would include headgear for racing cyclists, such as leather "hairnet" styles, and also helmets marketed for BMX racing. The intention is to permit the continued use of traditional or specialised types of helmets for competitive racing while discouraging the use of helmets with inadequate protection for normal road cycling. Some specialised forms of headgear, including "hairnets", do not meet the impact attenuation requirement of AS 2063.

Any racing helmet which meets the impact energy attenuation requirement of AS 2063.1 is not required to be marked with the above warning.

(3) Toy helmets fall into two groups: those which are likely to be mistaken for protective helmets and those which are not. For toy helmets which are not likely to be reasonably mistaken for protective helmets, there is no marking requirement as they are exempted from the standard. These would include toy "police" helmets and similar items consisting of a relatively thin plastic shell and intended for small children. However, toy helmets which are reasonably likely to be mistaken for helmets which

provide significant impact protection are only exempt from the standard if they are marked "WARNING: Toy helmet only – do not use as safety headgear."

In each case where a warning marking is required, it must be carried both on the helmet itself (or on a label or swing tag attached to the helmet when supplied) and on the principal display face of any packaging. It must be clear, legible and in a conspicuous position.

## Bicycle dealers fined

A Perth company, Suregold Pty Ltd and its two directors have been fined a total

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of \$15,000 for selling bicycles which did not comply with the bicycle product safety standard.

The company bought 1,200 BMX style bicycles which had been imported from China. Bicycles which were tested in Perth had an average braking distance of 12 metres as against the requirement of 5.5 metres. Over a one kilometre ride both cranks fell off. Seat adjustment clamps were also unable to secure seats in a stable position as required by the Standard.

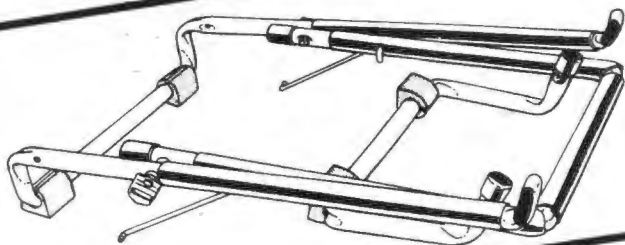
\*tests conducted for the Trade Practices Commission showed the bicycles to be defective in their brakes, brake cables, reflector assembly, handling and lacking the required manuals.

Bicycles supplied in Australia must comply with the relevant product safety standard.

## Post Office trials new bike designs

Australia Post is currently trialling a new design post bike prior to full manufacture and issue throughout the country. The new design is a hybrid mountain bike design and has a smaller front wheel to allow for the basket which supports the mail sack. The new bikes will have drum front brakes rear single speed coaster brake hub, longer top tube and high rider handlebars,

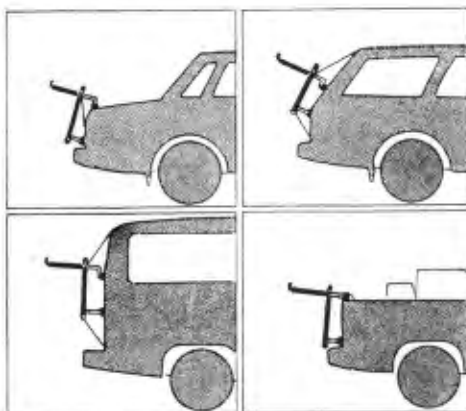
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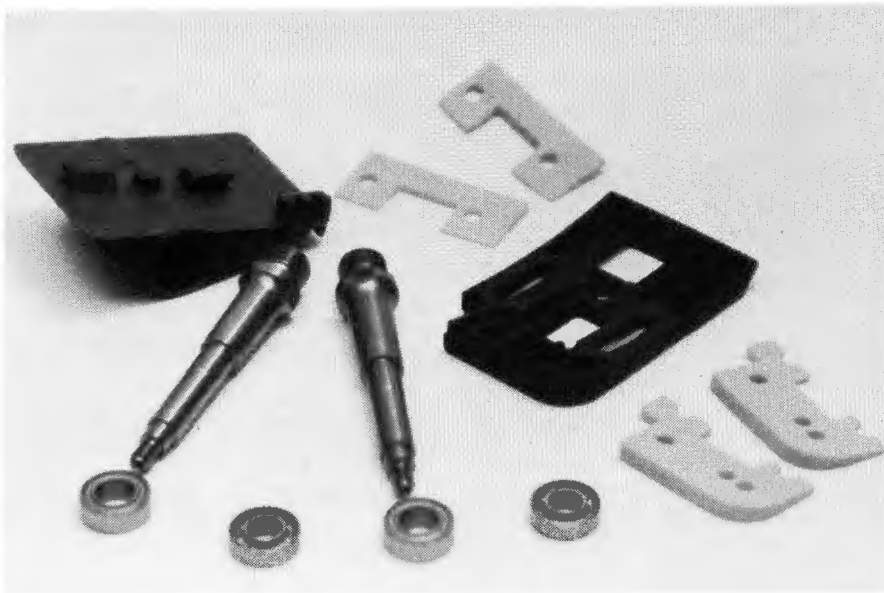
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# New Products and Ideas



## Keywin Spares

They're the lightest and best priced clipless pedal available but they also have other good things going for them. The Keywin Speed Pedal now offers full adjustability and replaceability of its component parts.

Lateral (side to side) cleat adjustment has always been a problem with clipless shoes since the shoe is bolted firmly into one position. Another problem often encountered with so many shoe makers in the market place is that the sole profile of the shoe does not often match the cleat. It is not good enough to tighten up the cleat onto the shoe as the resultant distortion often means that it will not fit correctly into the pedal.

Keywin has been quick to provide back up products to solve any problems its users may encounter so that its pedals remain one of the most universal fitting systems available.

Differing length axles (in the same high quality chrome moly material) are now available for lateral adjustment to place the foot out wide of the crank. Axle sizes are standard (90mm), Plus three (93mm) and Plus Six (96 mm).

Shoe plate rubber wedge packs are also sold to build up the base of the shoe to fit the standard curvature on the cleat. These wedges will enable the Keywin cleat to be fitted to almost any pre drilled shoe.

A full range of spares is also available including inner and outer sealed bearings, pedal body, screw kits, end caps and of course the cleats themselves. If it is part of the pedal then a replacement part can be obtained.

The Keywin type pedal system offers one of the firmest non sloppy fits of all the new breed of clip less pedals. Whereas the European types tend to owe their design to ski boot bindings the Keywin has been designed from scratch as a high performance bicycle pedal. They are almost half the weight of the others and are easily released with an outward movement of the heel.



## Mechanics clothing

The giant European sporting ware manufacturer Arena has entered the cycling clothing market this season with a stunning range of cycle and triathlon ware released under its own name and two subsidiary labels: Mechanics and Running Bare. The Arena brand range will feature swim ware and triathlon ware, Mechanics will concentrate on cycle wear (with bright fluorescent col-

ours as the new season accents) while Running Bare is Arena's range of aerobics clothing.

In our picture the models show off aerobics and cycle outfits in one of the new season African inspired lycra print fabrics. Wholesale enquiries for all Arena labels: GAAP Pty Ltd (02) 319 2722.



## Bags work well wet

Wet weather is always a problem for the travelling cyclist. No matter how carefully personal equipment is packed into bags water has a way of getting in and spoiling a good journey. A wet sleeping bag is like the proverbial wet blanket. What a dampener to your spirits!

The big problem with traditional down bags is that they do not perform at all well when they are wet. The down and feathers tend to matt, do not retain the insulating air and take ages to dry. Synthetic filled bags do not suffer these problems but up until the present this type of bag has not been able to match the performance of a good dry down bag. Now things are changing. Dupont has recently started marketing its new fibre called Comforel and the Australian sleeping bag maker Roman has used it in its new series of four seasons bags.

For the first time Roman feel that they have a synthetic bag which comes close to the performance of their range of down bags with the added advantage of working when wet.

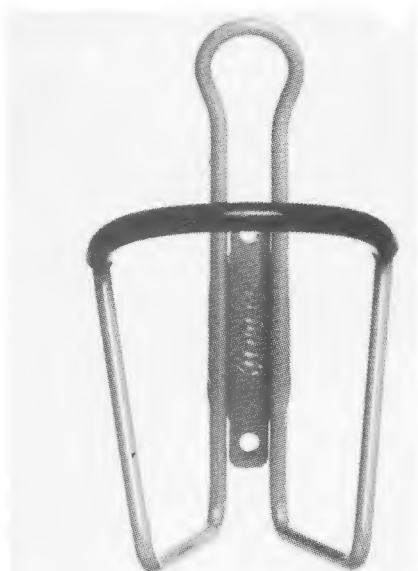
Now, they don't expect you to be lax about keeping you bag well protected but should you accidentally get the bag wet you will still be able to get warm inside it. In some circumstances this can mean the difference between a bearable clammy night and a freezing dreadful evening.

The Roman Wilderness Four Seasons range is available in seven models. The



# New Products and Ideas

basic bags are rated minus 5 or minus 10 and the seven models are variations on this pair offering hoods, extra length or greater width. They can also be adapted for warmer temperatures by simply shaking the synthetic filling into the side of the bag you will be sleeping on. Roman bags are available from outdoor equipment shops across the country.



## Caged in

The VeloCage is a waterbottle cage made from 6000 series aluminum available in seven bright colours. The cage can accommodate all standard diameter bottles and has a nylon covered section to prevent the bottle from jumping out on rough roads. The Velo cage sells for around \$12 and is made by Velocity Specialties a small company which aims to locally manufacture a range of quality bicycle accessories. Distribution: Velocity (07) 289 9262.

## Kryptonite wins another design award

Late last year the Kryptonite lock was awarded a 'Good Design' mark by the Japan Industrial Design and Promotion Organisation (JIDPO). G-Mark entries are judged by a committee of prominent designers and experts using five different product selection criteria: overall appearance, function, quality, safety and reasonable price.

In addition to being selected for the G-Mark and a Special Good Design Prize, the Kryptonite lock was one of only eleven foreign products to receive a

Good Design for Foreign Products award. This is not the first time Kryptonite has been so awarded. They have been honoured many times in the past by institutions such as the Museum of Modern Art in New York, the National Endowment for the Arts in Washington DC and the State Museum of Munich, West Germany.

## Safety band

The stretch reflex band is an elegant reflective band for use at night by joggers, cyclists and pedestrians. It can be used as a sweat band and can be easily laundered. It can also be adjusted and fitted comfortably to arms legs or head. Stretch Reflex comes in seven different colours and at night reflects light back over a distance of up to 140 metres. Distributed by Front Line Centre (07) 841 1457.



## Cyclometer

Car and truck instrument specialist VDO has released a new multi function



computerised electronic bicycle speedometer with a liquid crystal display. The VDO Tour features a clock, odometer, trip meter, countdown timer, and a conversion function that can give a read out in either miles or kilometres. The meter is easily removed from the bicycle for security storage.

The VDO Tour sells for \$85 and is available from bicycle dealers. Enquiries to VDO in Sydney or Melbourne.

## Bike Expo releases

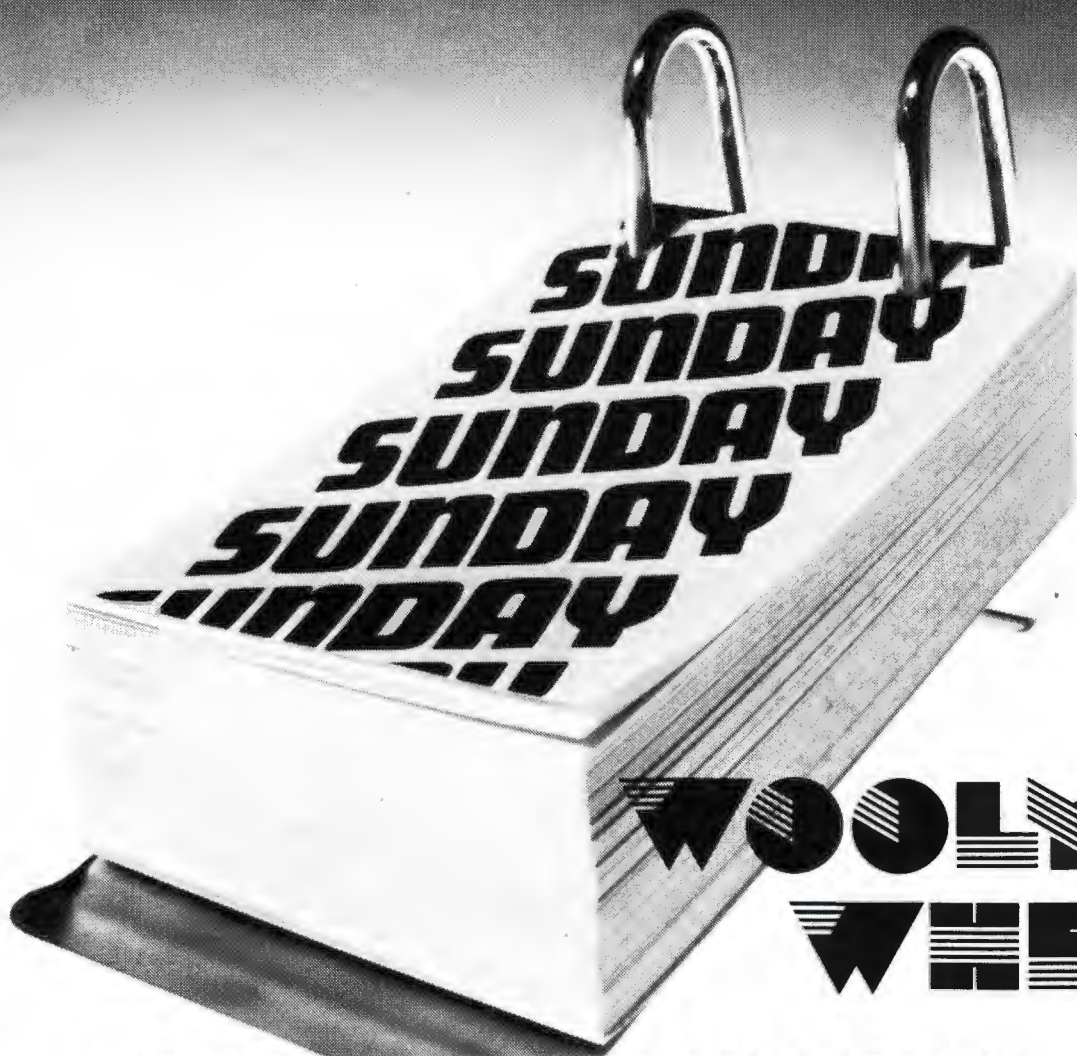


## Reynolds tubing

British International Trading has released its new Reynolds tubing sets for racing and mountain bike use. The new range includes the following Reynolds tubing: 753 All Terrain Bike – lighter and stronger than 531 ATB and complete with Unicrown forks; 700 Classic – a new racing set – not butted but with specially designed bores for extra strength and lateral stiffness; 531 Oval – offering an oval tube set and lugless construction; 531 Low Profile – Already shaped top and seat tubes for low profile frames; 525 Triathlon – A specialist set

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## Specialized bikes

A full range of US designed Specialized bikes was released at Bike Expo by the Australian distributor Atom Imports. Five models of mountain bike and a range of sport touring bikes are now available. Specialized is the US's largest selling brand of mountain bike. Prices range from \$650 to \$1400.



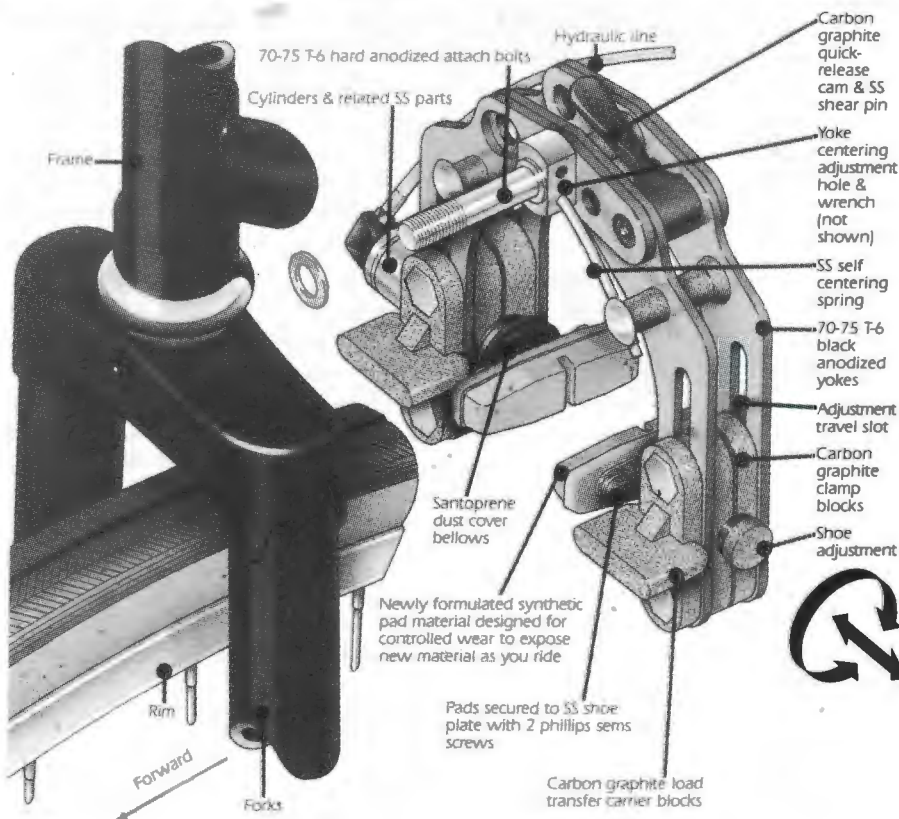
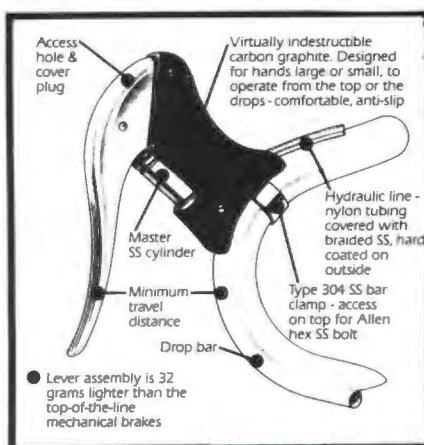
## Computrainer

The remarkable Computrainer previewed in our issue 49 is now available in Australia and sells for a price slightly higher than we predicted (\$1300). The Computrainer is no ordinary indoor trainer. For a start it hooks up to your IBM or Commodore compatible personal computer and gives an arcade game style screen display that sets you racing against another rider or your own best times. The heart of the device is an electronically controlled load simulator which creates the effect of hills, head and tail winds. The basic electronic controls are mounted in a Brain Box which mounts on the handlebars so instant adjustment is possible. The distributors Biketech are currently demonstrating the amazing machine to dealers. Participants in this year's Sydney to the Gong ride will be able to see one in action at the Gong Ride Carnival at Wolongong. Contact Biketech: 049 52 4403.

## Hydraulic brakes

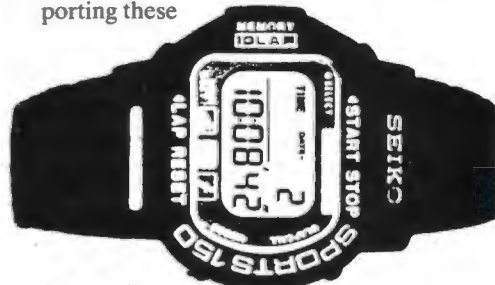
Though the Mathausser hydraulic brake set has been demonstrated at overseas trade shows local wholesalers have no plans to import them mainly because of the high price of this sophisticated unit. Possibly the only set to be imported into this country is currently being studied in Sydney by the *Freewheeling* editor. The complete (and boxed) set is, we under-

stand, for sale. Interested gear freaks should phone the *Freewheeling* office for details.



## Shifter grips

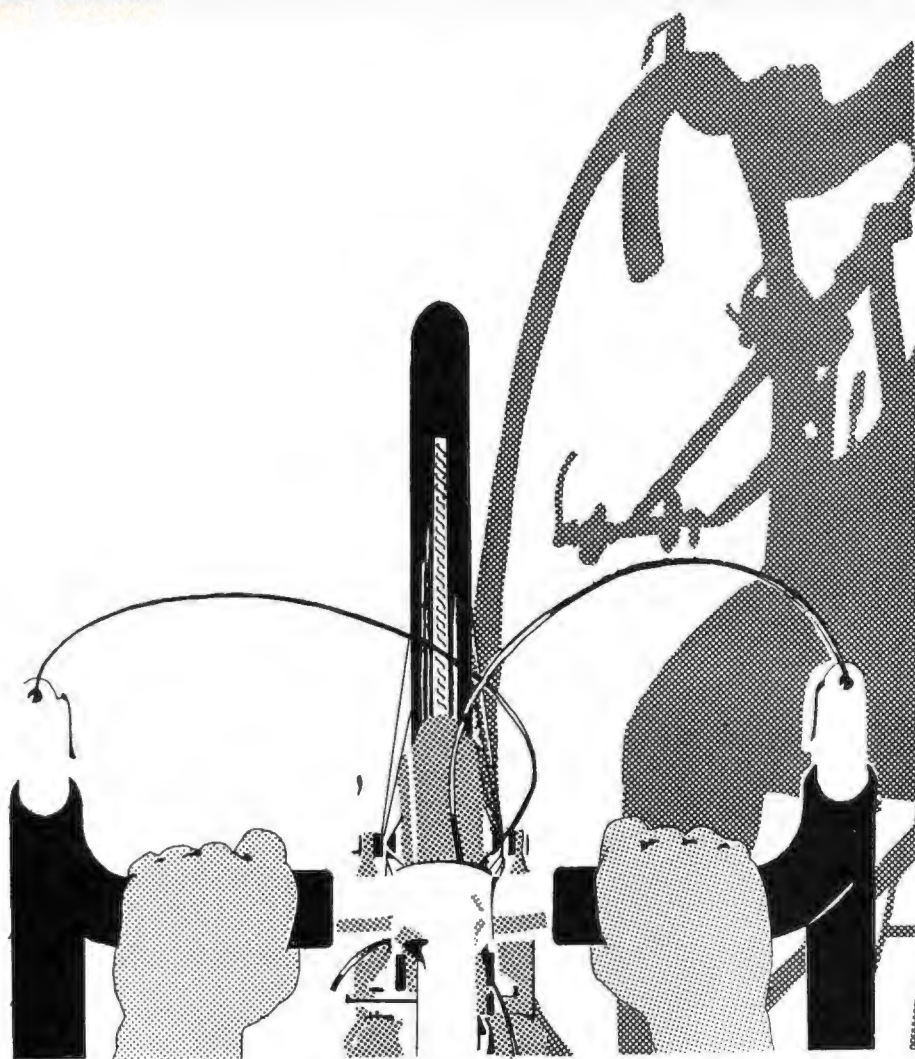
Though not yet available in Oz we thought that this product looked so good it deserved a mention. The Grip Shift is an indexed gear lever which fits on the ends of drop handlebars and operates like the twist grip accelerator control on motorbikes. The package includes two Grip Shift controllers, custom Japanese standard dimension handlebars, compressionless cable casing, index compatible gear cables and cable stops/adjusters. Interesting. We will let you know if we hear of a wholesaler importing these



## Hi-tech time for triathletes

Watch makers Seiko have produced a watch which gives serious competitors lap times to one hundredth of a second at the press of a button. The Seiko Triathlete is also water resistant to 150 metres depth, lightweight and features a lap memory, night light and digital read-out. The watch retails for \$150 and is available from jewellery and department stores.





# PATHWAYS TO ADVENTURE

**A Freewheeling guide to the wonderful world of two-wheeled travel**

**I**F YOU HAVE NEVER pedalled your bike along a quiet country road you have been missing one of life's truly great experiences. The sounds, the smells and the colours of the countryside all take on a special intensity when you are *out there* and pedalling your bike.

Bicycle touring is for anyone who can ride a bike, but beware; it does require a little effort. And, if you are to travel in

style, it also requires a bit of thoughtful preparation. For instance not just any bike or carry bag will do. The longer you plan to spend on the road the more that specialised touring equipment will be worth its often high purchase price. On the following pages we have outlined our suggestions for the planning, equipping and provisioning of your trip. We hope you have as much fun in the wide wonderful world as we have.

## ORGANISING YOUR NEXT GRAND TOUR

**BY WARREN SALOMON**

**I**F THE JOURNEY of a thousand miles begins with the first step then the first important decision you have to make is to decide to go. Perhaps your need to travel comes from a deeper desire to see a very special part of the country. It usually works this way for me.

Okay you have decided to go cycling in early Summer with a few friends. (It's a good time to travel as the traffic can be a nuisance even on back roads during the school holiday times). You plan on a two week trip to visit one of Australia's premier cycling areas (see box).

The way you travel is up to you and your friends. You may prefer to travel ultralight and stay in hotels and other accommodation (change-of-clothing-and-a-credit-card travel as it is often described) or you may choose a sag wagon type tour where each member of the group takes turns to drive your support vehicle for a day. Or you may prefer to camp out only hitting town to restock your travelling larder. It's up to you.

Not all of your trip will be spent travelling. Some of the time will be spent off the bike walking, exploring, and lazing around and a day or more will need to be included if you rely on public transport to get to and from the start/finish.

In the past decade it has become more difficult to take your bike with you when you travel on the train. Busses and planes have become easier – it seems that they need the business more. When planning a trip involving public transport connections it is essential to check with the operators before you finalise your itinerary. You may find that public transport doesn't travel to where you want to go on a particular date and time.

You could take your car but storing it safely while you are cycling is often a problem and not worth the worry. You can often leave vehicles at Police stations in country areas without much difficulty if you intend to do cycle a loop route. On point to point journeys without a sag wagon its less hassle to leave it at home and let someone else drive or fly you there.

Once you have selected the area and checked on start/finish transport it's map time. At home I have a large draw which is always full of maps. Most of them are motor club or petrol company maps. Some of them are larger scale topographical maps to give better detail of my most favourite areas.





Maps are wonderful but you should never trust them totally. When I am planning a trip into a new area I try to collect every map of the area I can easily get my hands on. Start with the motor club maps then try the tourist bureaux and then the petrol stations, book shops and specialist maps centres like the State and Federal Mapping centres in most capital cities.

If you are an ex boy or girl Scout and can read topographical maps you may find that though these maps are essential for bushwalkers they may not be the best type for cyclists. Cyclists travel where the roads take them so I prefer to start with the road club maps. They are the most up to date and they usually show road surface details and distances – the two most important things you need to know.

I always begin my map work by looking at all the best spots and attractions an area has to offer and then try to link them up with a sealed surface route. If you are using a mountain bike you shouldn't mind a bit of gravel road but

you won't travel as fast on the bitumen as your skinny tyred counterparts.

Once a route has been worked out divide the total distance by the number of cycling days. This is your daily average and should guide you in the final selection of your overnight stops. Planning your overnight stops in advance is important especially if you don't want to carry lots of food and equipment.

Usually your daily travelling distances will differ according to the location of the overnight stops. I always work on an average of 60 to 80 kilometres over sealed roads and 20 to 60 on the dirt – which means that some days may fall below 50 km and some may even go over the century.

Most important of all it is wise to plan the first day as either a half day's ride or a very slow and gentle full day's ride so that your body can adjust to the new regimen. Your muscles need this time to adjust and stretch.

I have seen a number of friends develop body troubles later in a journey because they pushed too hard at the beginning.

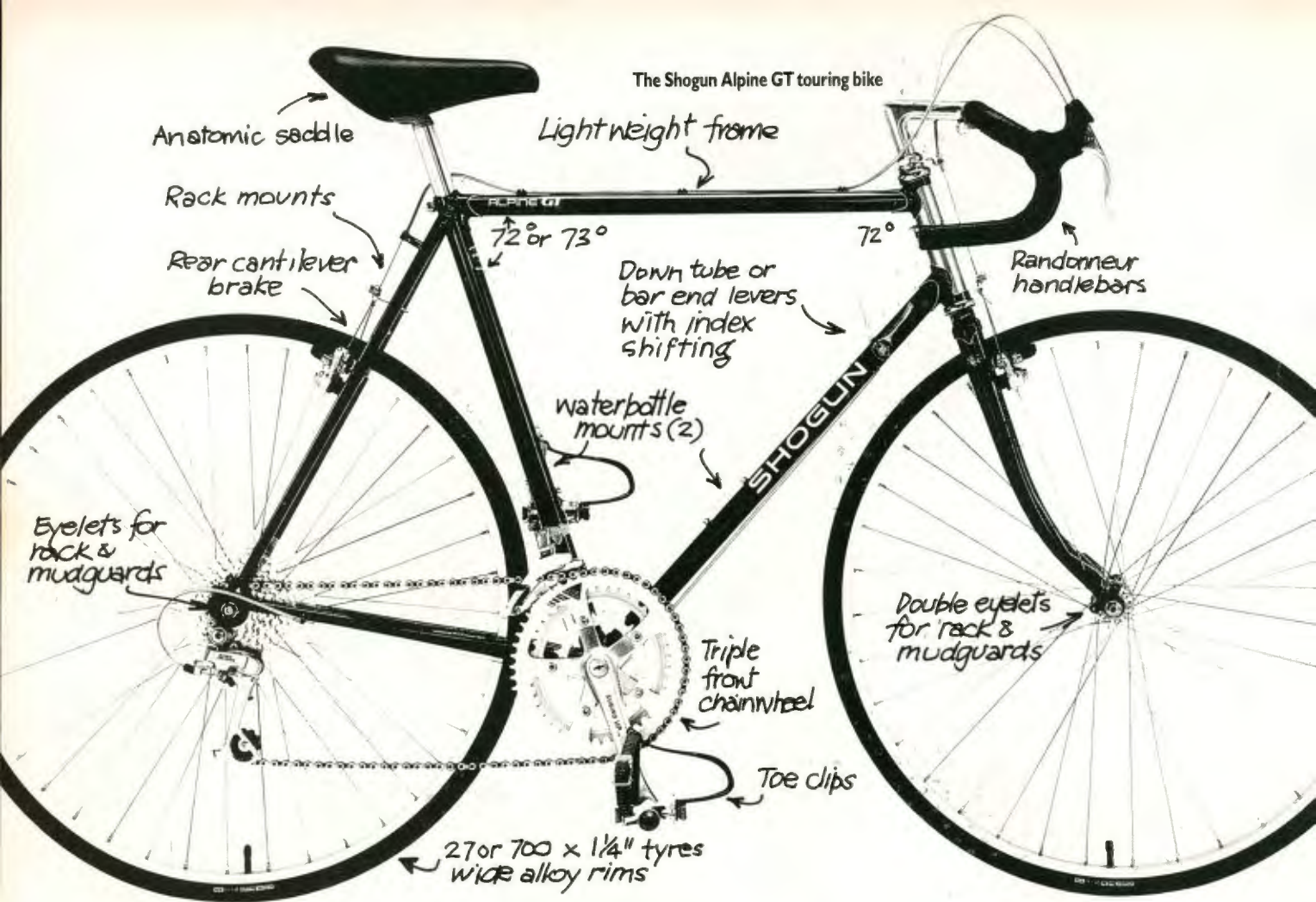
In any case it is usually difficult to travel too far on the first day as the bicycles will often need lots of fine tuning and other adjustments. This is a good thing and should not be ignored. If your bike feels uncomfortable to ride the time to adjust your riding position is at the start of the journey not later on when your back feels as if it would break.

Plan to take at least one rest day every four riding days as it is nice to stop in one place and soak up the atmosphere and not have to pack up and move on.

If you must travel during the peak holiday season and have to stay in the most popular tourist regions it is wise to book your accommodation ahead. Even caravan parks put up 'no vacancy' notices and caretakers and proprietors care little for your mode of travel or the impossibility of your reaching the next town before dark.

Out of season it is still wise to phone a day ahead to book hotel or other non-camping accommodation. You will always get a much better welcome when you are expected.





# THE TOURING BIKE

BY JULIA THORN

**S**O YOU'VE DECIDED to take the plunge and you need a good touring bike. Choose your bike carefully. You are going to have a very intimate relationship with it.

The first decision you have to make is as to what style of bike you want. Of the three basic types of bike available, the racing bike is unlikely to be your decision because these are designed with speed rather than comfort in mind and are not intended to carry heavy loads. That leaves the conventional touring bike or the mountain bike.

Conventional touring bikes have dropped handlebars, ten to fifteen gears, 27 inch wheels, and tubing which can range from ultralight alloy to heavier hi-tensile steel. In contrast mountain bikes usually have straight

handlebars, smaller 26 inch rims, over-size tubing, a longer wheelbase, thicker tyres and again you can choose the tubing.

If you are going to be riding virtually exclusively on rough roads you will probably be wise to opt for a mountain bike, but if your travels take you on a variety of terrain then a conventional touring bike may be more suitable. However mountain bikes are becoming popular with all sorts of riders, not only those who like the rough stuff. The final decision is really up to you. If you can, try out the different sorts of bike just to get some idea of what the basic differences mean in practice.

There are also bikes on the market now which combine the best features of the conventional touring bike and the mountain bike. One such bike is the Gemini World Randonneur. From the touring bike camp it has selected dropped handlebars, quick release wheels, normal width tubing, and fifteen gears. From the mountain bike camp it has selected fatter rims, cantilever brakes, longer wheelbase, bar-end gear changers, and 700c wheels. You then have a bike which is suitable for any terrain bar the extremely rough, and you'd probably be better off walking on that anyway.

Other good touring bikes on the market are the Shogun Alpine GT and the custom built models offered by specialist dealers. In the past few years the mountain bike has nudged the touring bike out of most of the major manufacturers' ranges. "It's just too specialised", they complain.

The Shogun GT has a lightweight chrome moly frame and Shimano Deore 18-speed gears with indexed shifting on the rear derailleur. It has cantilever brakes 1 1/4" rims and tyres plus rack and mudguard mounts. It is also available in a good range of sizes from 24" down to a very small 18".

For shorter trips lightweight bikes with tyres wider than 1" are suitable provided that you can fit a rack to the frame. Backpacks are not recommended as your spine is not designed to act as a horizontal support for even small amounts of luggage. Mountain bikes too may be okay on short trips but on sealed roads fat tyres slow you down and use up more pedalling energy.

Go to a bike shop who specialises in touring and travel and discuss what you intend to use the bike for. Although it comes down to personal preference in the end the bike dealer can give you useful pointers. Make sure the bike is the correct fit (size) and that it feels comfortable to ride.



# CARRY- ING THE LOAD

BY JULIA THORN

**N**OW THAT YOU'VE assembled all this gear you need something to carry it in. If you are one of the "facecloth only" crowd you can probably get by with a handlebar bag. But most riders will need panniers, either just a pair for the rear or a pair for the front too. Even if you do use panniers, it is useful to have a little handlebar bag, if only to keep a packet of biscuits in it for ease of snacking along the way.

Panniers should be packed in such a way that about 40% of the weight is in the front bags and 60% is in the rear. This makes the bike easier to handle and puts less strain on the rear axle. Pack heavy stuff at the bottom and have anything you are likely to need in a hurry near the top. For example it is always a good idea to have your raingear near the top so that you can get it out in a hurry and don't get the rest of your clothes drenched by having to take them all out of the pannier bag first. It's also useful to have your tools somewhere easily accessible so that you don't put oily marks all over your possessions as you rummage around for your puncture repair kit.

Always use lots of plastic bags to wrap up your stuff. This helps keep it dry when you take it out of the panniers and keeps it clean while still packed. Ignore the claims of the pannier makers. There is no such thing as a completely waterproof bag.

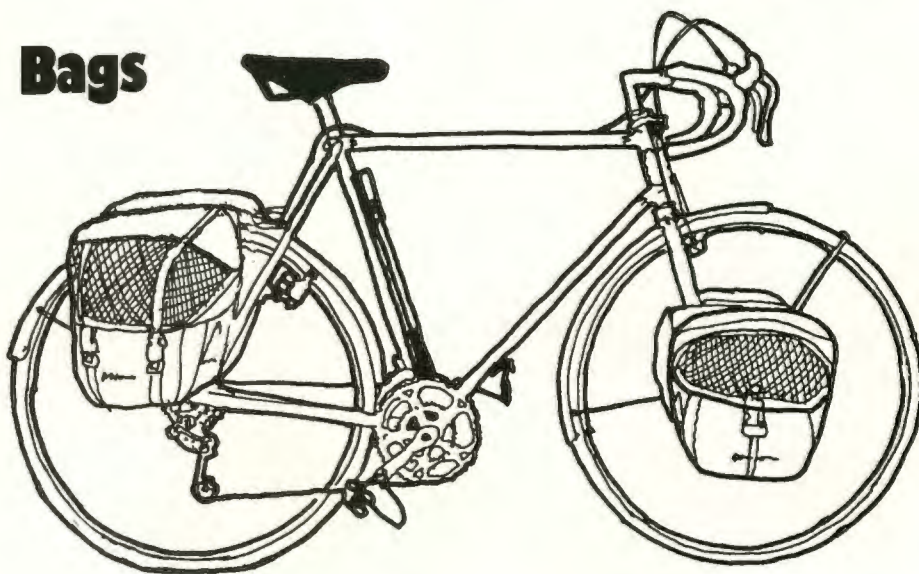
A wide range of bags are available in Oz. Local makers Wilderness Equipment and Bunyip cater for the serious travellers with well made bags - Wilderness bags in bright red heavy duty nylon and Bunyip in green polyester/canvas. Karrimor make a huge range of bags for all types of travel from small day saddle/handlebar bags to large capacity grand touring bags. Their Kalahari Mountain bag converts into a day pack and is handy for day walks during a long tour. Avinir bags are made of strong nylon fabric, are budget priced and have a complete range of models.

Not all bike shops stock pannier bags and only the ones specializing in touring and travel have the best range of bag types and models.

## Racks



## Bags



Bicycle bags like these Karrimor Kalahari's are made specially for touring and are designed to fit specialised rack types. For trouble free travel only purpose designed bags and racks like these will last the distance.

If your bike is not already equipped with pannier racks you will need to acquire these. Get the strongest ones you can because a broken pannier rack is a real nuisance (panniers are hard to carry when not attached to the bike) and you may be carrying quite a load on them.

For valuables like camera and purse I wear one of those delightfully named bum bags strapped around my waist. With this I am unlikely ever to mislay these items and my camera is accessible for that one in a million shot. If your camera is too large or you have too many banknotes to transport you may like to use a bar bag for them as these bags are easily detachable and come with a shoulder strap to carry the bag about when you are no longer in the saddle.



A touring bike loaded up with front and rear pannier bags ready for a grand adventure. Note the low rider front bags. These give the bike better handling characteristics.



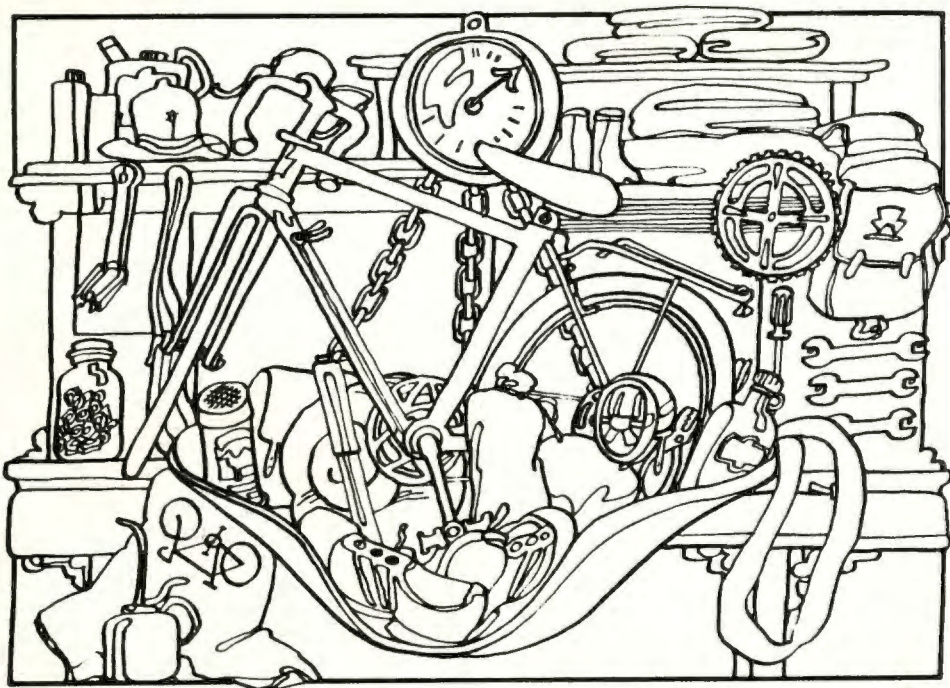


Illustration by Michael Horen

## WHAT TO TAKE

BY JULIA THORN

Once you have decided on a bike, you next need to decide what you are going to take with you on the trip. When I first started riding I seriously took the advice of those people who said one should take as little as possible, and I always ended up without something important.

At one end of the scale are those riders who travel with just their Bankcard, and those who drill holes in their toothbrush to lighten their load, and at the other extreme are tourers like one fellow I met who was carrying 70 kilos. I didn't dare ask him what this entailed in case he mentioned something I had forgotten.

Remember that you want to travel as light as possible because you will have to drag every gram of that weight up every hill. But you are going away to enjoy yourself so don't skimp completely. Take a few luxuries if that will give you a more enjoyable trip.

For a day ride you need to take very little. You would want rain gear, a basic tool kit, two water bottles (always) and maybe lunch unless you intend to buy something along the way.

For a longer ride you of course have to take much more.

First of all, are you going to camp? If so, you need to take a tent unless you prefer to sleep under a tarpaulin or like to brave the elements. Tents come in all shapes, sizes, weights and prices. Shop around because different models have different features and a more expensive tent is not necessarily larger than a cheaper one but it may be lighter or better designed, with for example a vestibule. I have found the Macpac range, made in New Zealand, to have several models suitable for cyclists.

Then you'll need a sleeping bag. Opinions vary as to which is better: down or man-made fillers for the bag. Down bags last longer, are lighter and take up less space when packed. Synthetic-stuffed bags offer better insulation when they are wet, and this can be an important consideration: it is no fun at all to be in a damp sleeping bag in a leaky tent.

Once you've decided to camp you may well want to do at least some of your own cooking. For this you need a small stove. The Trangia models are popular with cyclists and you can buy a set which includes the basic stove, a windshield which is often extremely useful, and a set of pans and a kettle. These run on liquid fuel methylated sprits). There are also stoves available which run on gas. But maybe you'll opt for the rusty barbecue at the campsite which is of course a more natural way to cook when you're out in the bush!

Take the right clothes for this sort of trip. You need to be comfortable and to have clothes which can be easily and

quickly washed. Cycling knicks are the best sort of shorts to wear because they stop the saddle rubbing your legs raw. They are made from lycra which is cool in summer, even warm in winter and dries fast after you have washed them. Buy the ones with the fast dry soft synthetic crotch insert. Don't use shorts with chamois leather liner as this takes for ever to dry and after a few washes feels like grade 80 sandpaper.

Cycling shoes make for comfortable cycling. They have stiff soles so the soles of your feet do not get bruised on the pedals and they offer protection to your toes against the toeclips. However you would also need another pair of shoes for walking around in and to have a change if the cycling shoes get painful. I find it best to take a pair of joggers because it is possible to ride in them also if I feel like a change.

One of the most important items to consider is wet weather gear. Everyone has a different opinion about this but I think it is worth trying to keep your clothes dry by wearing some sort of rain jacket. There is little more unpleasant than putting on wet clothes in the morning when you got drenched the night before. But I have never had much patience for waterproof leggings because they are uncomfortable to ride in and your rain jacket should be long enough to cover your shorts. If you can afford a Goretex jacket this is the thing to go for as the fabric breathes so you don't get terribly clammy inside it.

Make sure you take something warm to wear for the evenings. You cool down a lot after a hard day's ride. Usually a complete change of clothes is best for the end of the day's riding, like an old pair of jeans and a sloppy joe. Don't take anything smart because your clothes will get crumpled however well you think they are packed.

Everyone has their own preference for tools. Some people like to take enough spare parts so that they could completely reconstruct the bike if necessary. Others take a bare minimum when they know that a visit to a local bike shop may be the solution if something serious goes wrong. So I would suggest you take tools to cure problems that you think may occur, and make sure you know how to use those tools. A sensible way to minimise the risk of breakdown is to check that the bike is in tip-top condition before you leave home.

And finally do take a few home comforts. Maybe a book to while away the rest hours or a notebook to jot down descriptions of what you see on the way, or your portable cassette player. The problem with a tape player is that you would want to carry several tapes which adds to the weight – that's a problem I once accidentally tried to avoid and ended up on a two week tour with only one tape. Boring!



Stephen Roche, winner of the GIRO D'ITALIA, TOUR DE FRANCE and the WORLD ROAD CHAMPIONSHIP in the one year, 1987, now leads the FAGOR MBK racing team.



MBK Triathlon; Columbus frame; 11.4kg



MBK Tracker Hi-Tech; Shimano Deore XT derailleur; 13.8kg.



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# FOOD GLORIOUS FOOD

BY JULIA THORN

**F**RIENDS HAVE ACCUSED me in the past of taking up cycling as an excuse for eating more. This I would never admit to but there is an element of truth there. Cycling heightens your appetite and when you've done all that exercise you have a good reason for eating those naughty delights like chocolate bars and ice cream.

The best foods for riding are complex carbohydrates like bread, pasta and rice. If you are cooking for yourself you want to prepare dishes which require a minimum of implements and pans. You also want to avoid carrying around more food than is necessary because food is not only heavy but bulky. What I usually do is carry a packet of pasta and purchase tins or fresh vegies near the end of the day.

There are a variety of specialist lightweight foods available in camping shops but they are rather expensive and not as tasty as the real thing.

It is always nice to have snacks between meals and I carry around a packet of biscuits for this, and also a supply of Mars bars. Everyone has their own preferences: some people swear by mixed nuts or marshmallows while others munch on a raw carrot.

Drinking is very important. Always carry plenty of water especially in remote areas where they may not be water sources en route or sources may be unreliable. You could supplement this with electrolyte replacement drinks or fruit juice. It is not a good idea to drink alcohol while riding, although a beer at the end of the day rarely goes amiss. Take plenty of teabags or instant coffee for a hot drink to start the day and for chilly evenings.

Finally, although it is pleasant to eat in scenic spots that no restaurateur would find, one of the pleasures of travelling is also the meals you eat out. Everyone gets sick of pasta so when this happens, splurge. If you have been fantasising about pizza for the last fifteen kilometres then go and have one. Believe me, depriving yourself of your favourite food can be terrible torture and you have gone riding to enjoy yourself.

## RESOURCES

Where to go for information.

● National Parks and Wildlife Service – contact the office in your capital city for information about parks in the area you intend to visit. Also enquire if there is a local office which has more detailed maps and leaflets.

● YHA Travel offices – contact the office in your capital city for general travel information. The bi-monthly magazine often has articles about specific bike tours.

● Government tourist offices – each state and territory is represented in each capital city so you should visit the office of the state you intend touring and obtain lists of accommodation, campsites and details of attractions. Enquire also if there are any local tourist offices in the area you are touring that may have further information.

● Bicycle Institute of NSW – the office and bookshop at 802 George Street, Sydney (tel 02 212 5628) are a good source of information on cycling in NSW.

● Bicycle Victoria – the office and bookshop at Shop 15/16 City Square, Melbourne (tel 03 650 2334) have plenty of information and advice to offer on cycling in Victoria.

● Bicycle Australia – Mail order only. This group is developing a national network of bicycle routes and has guide books available on some of them. Send \$2.00 for a catalogue to PO Box 1047 Campbelltown NSW 2560.

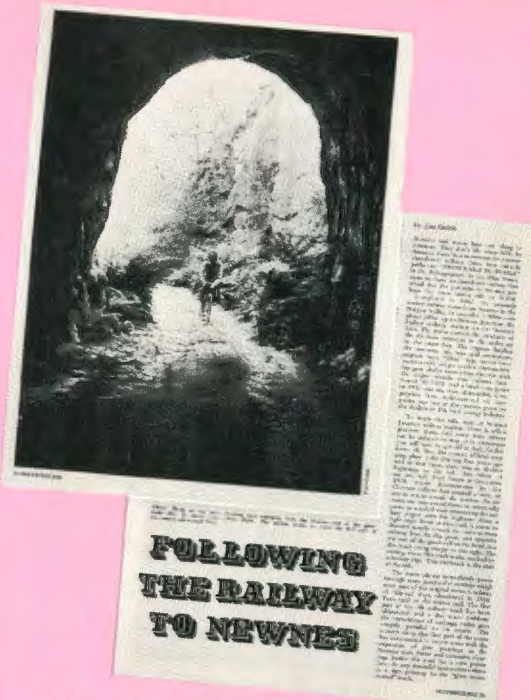
### Organised rides

There are many cycling clubs which run organised rides, usually on the weekend with some longer rides at holiday times. New riders are always welcome and these rides cater for all levels of experience.

The main clubs in each state are: Bicycle Australia (supported tours in the eastern states (046) 27 2186; Bicycle Institute of NSW – see above for details; Bicycle Victoria – see above for details; Cycletouring Association of WA, (09) 330 3659; Brisbane Bicycle Touring Association (07) 369 9326; South Australia Touring Cyclists Association (08) 272 6406.

Pedal Power ACT – (062) 48 7995. Look at the Club Contacts listing at the back of *Freewheeling* for details of other clubs in your area.

There are also a number of commercial organisations which run rides. We presented a full list of these organisations in an adventure travel guide in issue 46 of *Freewheeling* November/December 1987. Our classifieds section also has regular listings of the best organised professional tour operators.



## Books and guides

### New South Wales and the Australian Capital Territory

*Cycling Around Sydney* published by the Bicycle Institute of NSW, Sydney, 1984. Available from the Institute's mail order service or Sydney region bicycle shops. 22 tours described. Published jointly with the NSW Department of Environment and Planning. \$5.85

*A Guide to Cycle Touring in the Southern Highlands and Adjacent Coastal Areas of NSW* by R.D. Kenderdine. As the name suggests this guide covers the excellent touring region between Canberra and Sydney. 1985. Available from book shops, M/O or R.D. Kenderdine (048)91-1151. 24 suggested tours, \$5.85

*Touring Guide to the Mid-North Coast* (Macksville to Wingham) this guide also by R.D. Kenderdine is an excellent companion to the Bicycle Australia *Pacific Bicycle Route* guidebook. The Mid north coast book is available from book shops or the author. 25 tours described, \$7.85

Bicycle Australia's *Pacific Bicycle Route* guide book by Heather Nesbitt, Warren Salomon and David Wrathall (1986) describes the 1100 km Sydney to Brisbane route in 20 sections with full colour pull out map section. Available from bicycle shops and BA mail order. \$15.00

*Forty Bike Rides Around Canberra and Southern NSW* by Pedal Power, ACT. A good guide book to the touring regions surrounding the nation's capital. Available from bike shops and some book shops in the region. \$5.90

### Victoria

*Peaceful Cycle Tours of Victoria* and *More Peaceful Tours of Victoria* both by



Ray Peace describe a number of popular tours (34 in total) throughout the state. The books are available through some shops in Melbourne and through specialist mail order. Both books cost \$7.40 each.

*Melbourne Bike Tours* published by the State Bicycle Committee of Victoria. 20 tours throughout the greater Melbourne region. \$6.40 from bike shops, book shops and specialist mail order.

*Golden Triangle Bicycle Rides* published by the Shire of Bet Bet. Published this year and selling for one dollar this booklet describes four tours in this central highlands shire.

*Melbourne Bike Paths Book* published by the State Bicycle Committee in 1986 this book offers access to all of the major bikepaths in Melbourne's suburbs. \$4.95 from book shops, bike shops and specialist mail order.

*Bicycle touring maps.* This set of maps uses RACV motor club maps as a basis for a regional approach to touring in all areas of the state and they are free! The maps are all available from the Bicycle Victoria office in Melbourne.

## South Australia

Cyclists have been very active in the past few years and with government support have almost completed an ambitious project to produce coloured touring maps of the state by region. The maps are based on the 1:50,000 topographic series (2 cm = 1 km) and even have contoured elevation markings. All maps offer a number of suggested tours and have trip notes printed on the back. It may not rain very often in SA but if you are caught with these maps you need not worry as they are printed on plastic. Titles in the series are: Barossa Valley; Fleurieu Peninsular; the South East; Riverland; Yorke Peninsular; Lower Mid North; and Kangaroo Island. All maps cost \$7.30 and are available from SA Government Map Centres.

The South Australian Tourists Association also produces a handy guide to touring in the state. It lists important resources and local customs. The *Cyclists Handbook of South Australia* by Evelyn Gray, Margaret Heal and Michael Doube for the South Australia, 1987. \$4.80

## Other states

At the time of publication books there is little published tour information covering Queensland, West Australia and the Northern Territory other than the few provisional Bicycle Australia trail guides.

*Freewheeling* regularly publishes touring articles and in issue 45 (October 1987) we published a list of the areas covered to that date. Phone (02) 264 8544 for ordering details.



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Above: The author climbs out of Geiranger Fjord.

# FJORDLAND

A touring guide to one of Europe's nicest destinations.

BY ANDREW TURNELL

**N**ORWAY MUST BE one of the few places on earth where the magnitude and grandeur of the landscape eclipses all of the dreams, expectations and tourist hype relating to it.

We had been on the road for almost 18 months, having pedalled through 16 different countries in Europe and Central and Northern America. Our last country turned out to be the favourite of the trip.

The lasting image from our Norwegian travels is of the fjord region in the west of the country. Here snow capped peaks towered one thousand metres or more above us and then tumbled almost vertically into the steel grey waters of the fjord. Over the top of these peaks cascade millions of litres of water in the form of dramatic waterfalls. Around almost every bend in the road one or

two new waterfalls are sighted, any one of which would be a major tourist attraction in its own right here in Australia. The experience is made more staggering when it is realised that this is coastline one hundred or more kilometres inland.

Travel in Norway, particularly by bicycle is not all uninterrupted pleasure. Problems do arise most of which seem to relate to coping with the magnitude of the landscape. The first problem is trying to find adjectives that adequately describe what is seen. The second is to take pictures that will capture some of the grandeur of the scenery.

To the Aussie traveller Norway is a little known delight. In our experience the majority of cyclists (and other travellers) who tour Europe totally ignore the country. It seems there are a number of reasons for this which are worth considering here. Perhaps the major reason for

bypassing Norway is the fear that the country will make for extremely difficult cycling. This in fact is not so. Fjord geography is such that the cyclist spends most of the time whizzing along flat perfectly surfaced rocks of the fjord.

Then comes the point of moving from one fjord to the next, here the road rises quickly out of the end of one fjord and will travel through 10 to 40 kilometres of high country before descending into the next. These climbs are between heights of 500 to 1000 metres in distances of ten kilometres or less. Such climbs certainly are strenuous but the hard work is dealt with in one hit which provides the satisfaction of a finished climb and the bonus of magnificent views.

Unless you are trying to cover distance quickly such climbs will only come along on average once every second day. Surprisingly, riding in the high country is also usually on the flat, since the road will follow one or two rivers until it descends into the next fjord. This sort of riding is far easier than that of many popular touring areas elsewhere in Europe, in the south of England and in Wales for example the cyclist faces the constant ups and downs of steep hill country.

The other obstacle to a tour of Europe is its high cost of living. Food



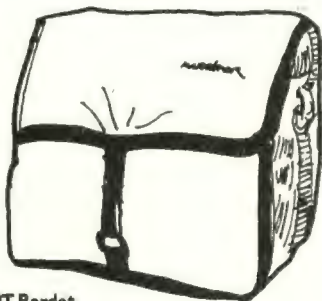
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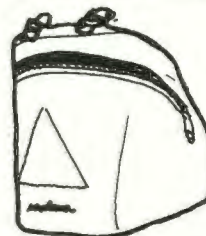


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prices are the most obvious example with Norwegian food being at least double the cost of it's Australian equivalent. We resolved this expense by regarding it as the admission price to the show of a lifetime. It must be said however that while food costs are high, other costs by European standards are very reasonable.

Tent sites for example range from \$2.50 to \$10.00 nightly depending on the standard of the camping ground. Camping is cheaper still in Norway since by law it is possible to camp anywhere as long as it is on uncultivated land and 150 metres or more from any housing. With the spectacular locations that can be found this makes Norway a wild camper's heaven.

When not camping the best value particularly for groups of three to four cyclists can be found in what are called "hyttes" or huts. Hyttes are equipped with four beds (bunk style), a stove, a table and chairs, all for between \$15 to \$25 per night. It seems that every other person with some spare land has set up a small hytte operation in the scenic areas of Norway so they are always available, whether you pedal 20 or 200 kilometres in a day. Hyttes are often set up on local farms which adds to the attractions.

Once in Europe there are many options for travelling to Norway, most involving ferries with connections from Britain, Germany, Denmark and The Netherlands. We took the 24 hour ferry from Newcastle England, which called first at Stavanger then cruised between the many islands which litter the coastline before arriving in Bergen.

Bergen is a very old and beautiful waterside city, it's residents being fiercely proud of their home town. It is also the gateway to Norway's most beautiful fjords, as such it is an ideal starting place for a cycling tour. After leaving Bergen we pedalled 700 kilometres north on a winding route to Andalsnes in the north. In two weeks we saw what is regarded as the best of the fjord scenery including Hardanger, Sogne, Naeroy, Aurlands, Fjaelands fjords and the most stunning of all Geiranger. We ogled at the biggest glacier in Europe the Jostedalbreen and pedalled "The Golden Route" with it's zig-zag Trollstigen (the Troll's path) and the 2000 metre sheer rock face of the Trollsvogen (Troll's Wall).

Dotted along the route were many interesting examples of old Norwegian architecture, the most impressive was the high steepled wooden churches. We also enjoyed the sight of the small scale agriculture carried out on the little flat land that is available, squeezed between the water and the rock faces of the fjord. Such farming is in major contrast to it's Australian equivalent and is a clue to the high food prices in Norway.



Having reached Andalsnes we turned south to Oslo. The scenery becomes gentler with each kilometre but it is still attractive in it's own right. At the end of our time in Norway we were amazed at how much we had seen, it is one of the few countries that we cycled in where we felt satisfied that we had seen all we wanted, in the time we had.

The people of Norway are down to earth, hard working and incredibly proud of their country. They are also very hospitable and friendly and it is easy to get to know them since almost every person under 35 and many older folk speak English. We regularly asked farmers for permission to camp on their land and on each occasion we were welcomed with smiles, and friendships often developed over coffee in the farmhouse.

One of the most memorable experiences of our 20 months on the road occurred after we had been riding in heavy rain for over an hour. Totally saturated we asked a farming couple could we camp. They considered this a poor idea and immediately suggested that we come inside and use their guest room.

The Norwegian economy revolves around agriculture, North Sea oil and tourism. As a result tourist information services and materials are among the best in the world. Full colour pamphlets, magazines and booklets are available in all major European languages at no cost. The Norwegian National Tourist Offices (NNTO) also provides advice about the best routes for cyclists that is both accurate and essential.

To cycle without local knowledge is foolhardy since Norwegian roads abound with tunnels some 10 kilometres or more in length. It is highly dangerous and also illegal to cycle through these. Fortunately many roads have alternative routes for cyclists. This often involves riding narrow, unused sections of the old road that clings to cliff walls and provides stunning vistas.

Cycling in Norway is further enhanced by intelligent use of the ferry system. Ferries that sail on the fjords are

plentiful, connecting towns by the shortest route where a road would cover much greater distance (if it could be built there at all). Timetables are available from the NNTO's. Ferries are very cheap (fares \$4-\$5 for a trip that may take an hour or more). Your bicycle goes on free while you always board ahead of the queue of waiting cars. Ferries are the ideal way to see the fjords at leisure.

Norwegian weather is something else. Bergen (the worst example) averages 300 wet days per year and the locals wear gum boots like Aussies wear thongs. Wet weather gear is essential. The Norwegians have adapted to the wet weather, so many of their public buildings have areas where it is possible to avoid the rain. Almost all supermarkets and post offices have areas with comfortable seating and most buildings have generous verandahs. Hytte style accommodation is also designed to deal cheaply with the wet. Norwegians advise that the best time to travel in their country is during late May, June and August. We travelled during July which is supposedly a higher rainfall month than June or August however we had easily the best weather of our European summer.

The high rainfall does have it's advantages since it creates in every brook and waterfall a source of fresh and sweet tasting water. After the foul tasting stuff that is passed off as water in many other countries in Europe, having a ready supply of such drinkable water is a real delight.

The best cycle book with information on Norway is Nick Crane's *Cycling in Europe*. The best maps are those from Cappelen Kartinstitutt, five sheets cover the full 2500 kilometre length of the country at scales of 1:325,000 and 1:400,000. Norwegian geography sees to it that the country's road system is not dense so the scale of these maps is more than adequate.

Our entire tour of Norway is contained within sheet number two. These maps, Nick Crane's Norway chapter and the material available from the NNTO should see you fully prepared.





# LAPPLAND

BY JULIA THORN

**W**HILE YOU'RE IN THE NORTH of Europe what about a visit to Lappland. Even further from the touristy areas of Europe than Norway's western fjords but no less spectacular. And in the summer: 24 hour daylight to enjoy it all.

Lappland is the name for the area which encompasses the most northern parts of Norway, Sweden and Finland from the Arctic Circle to the Arctic Ocean. The indigenous Lapps are now a minority but there remain 40,000 of them whose livelihood is associated with the herds of reindeer they maintain. They trade in the meat, the furs, the antlers and make souvenirs from whatever is left over. I spent quite a while trying to decide what I could do with a set of reindeer antlers.

Lappland for some visitors means swarming mosquitoes and all too frequent rain. For me it was an experience of a landscape whose beauty stemmed from its remoteness and from the quality of the light not found elsewhere.

There aren't too many places where your ride is interrupted by a herd of reindeer crossing the road. Or where you can look out of your tent at midnight and see the outline of the mountain range across the water illuminated with a deep red light. Or where you can see a glacier tumble so far down a mountain-side that it reaches a sandy beach at the water's edge.

My two week tour of Lappland started at Tromsø in the north of Norway and I finished at a little village in northern Finland called Inari.

To the north is picture-book scenery. There are craggy mountains, often still well covered by snow, and little farms by the edge of turquoise fjords. Many of the farm buildings have turf roofs and as a result it is not unusual to see a tree or two growing on the roof of a hut.

Two views of Lappland. Left: the Norwegian part is wild and craggy as this view of the Lyngen Alps near Lyngseidet shows. Right: Finland is mostly flat and covered by forest and lakes like the countryside between Karigasniemi and Kaamanen.

The road follows the coast to Alta and you are rarely out of the sight of water. This doesn't mean there are no hills and some of the climbs are quite severe. But then from the top there will be a fabulous view of hilly islands perched in the centre of a peaceful fjord.

After Alta there are few settlements, few trees and just reindeer for company. You ride across a windswept plateau for hours with boggy moorland to either side, with large patches of snow by the roadside even at midsummer. Then there will be a river gorge to distract you or a hill on the horizon. The villages you pass through are small indeed, usually just a cafe or service station.

My first goal was to reach the North Cape, or Nordkapp as it is known locally, which is the most northern point in Europe. It is at the tip of the island of Mageroy and to reach the island you must first ride the length of Porsanger fjord, the largest fjord in Norway. I chose a particularly stormy wet evening for this. The sky was black, the sea was grey and a superb rainbow arched over the fjord. Who cares about the weather, anyway?

This idyll was interrupted by a three kilometre tunnel in the grand Norwegian style. The tunnel was lit but there just happened to be a power failure at the time, full of potholes and extremely damp. I persuaded a car to guide me through by driving slowly so his rear lights illuminated my path.

Nordkapp itself is an impressive high cliff which has been a tourist attraction for a century. At the top of the cliff is a symbolic cast-iron hollow globe and the sight of the rays of the midnight sun shining against the outline of the globe has you rapidly reaching for your camera.

Towards midnight everyone emerges from the warm tourist complex that has just been built, hoping that the sun will

oblige on the midnight hour. It doesn't always.

I was fortunate for I saw the sun at midnight and I could also see fishing boats on the sea below.

From here I went for a ride of a more leisurely sort on the coastal steamer, the *Hurtigruten* which plies a route between Bergen and the Russian border. Steaming across the top of Europe we called in at little fishing villages including Gamvik which is the most northern settlement on the mainland. The locals use this steamer service as their most convenient form of transport. Tourists only disembark at the more well known spots.

Berlevag where I disembarked was clearly one of the less touristy spots. People stared at me for the first and only time during my long stay in Scandinavia. The village had a charm all its own: the streets reeked of seagull droppings and raw fish, and everything in sight was stained white from the birds.

My ride south from here I will never forget. I have never felt so alone. There were bare granite mountains speckled with snow to my right and steely grey water to my left. What amazed me was that such a good road could exist where there is no traffic. And the building of that road must have been quite a feat involving blasting away tons of granite where the mountains reached the sea.

Every twenty kilometres or so there would be a small settlement. Some appeared to be deserted. After 55 kilometres I stumbled on a cafe in the middle of nowhere. By this time the road had become a dirt track paralleling a frothy river.

And then south of Karasjok I reached Finland. My first experience of Finland was not as I had expected. For I had been led to believe that Finland was flat but this road was like a switchback and some of the hills were like walls.

The scenery was pretty bland. Low birch trees, little lakes and bog. I read that evening that Finland is the marshiest country in the world with four different types of marsh.

At Kaamanen I joined a main road which contoured past several lakes. Finns were to be seen dashing out of their saunas into these lakes. Rather than me.

Inari seemed to be nothing but souvenir shops. This tiny village is situated on a large lake and attracts a disproportionate number of tourists. There are several paths leading to the lake shore where you can stand and watch the sea planes take off and land.

After all this it was something of an anticlimax to return south of the Arctic Circle, back to the land where strange things happen like the sun setting at night. I had been in permanent daylight for a long time.



# THE QUIET COROMANDEL

## Bicycle travel in New Zealand's North Island

BY SCOTT BISCHKE AND KATIE GIBSON

**A**SK ANY CYCLIST along the road in New Zealand about their first stop after arriving in Auckland and you can bet on the answer: Bay of Islands. Beautiful, great for touring, developed. There's an alternative which, surprisingly, is closer to Auckland. The Coromandel Peninsula.

We had been bicycle touring through New Zealand for six months and our new Kiwi friends frequently spoke of the beauty and the serenity of the Peninsula. We were excited to find out for ourselves and, in mid-June, we finally made it there.

Our initiation to the Peninsula was at Grandpa Thorn's restaurant in Waihi, at the base of the Peninsula. Eunice and Ashby Smith, the proprietors, graciously invited us to share their home rather than brave the driving storm in our tent. It was the last bad weather we were to see on the Peninsula but only the first of many friendly, hospitable locals we were to meet.

From Waihi, we pedalled to Whangamata, thirty kilometres north along the east side of the Peninsula. Traffic, like everywhere in the Coromandel, was sparse. The road wound up and down through patches of bush and paddock. Every hill crest revealed another postcard view of forest, bush, beach and sunshine. My overwhelming sense of it all, though, was the quiet: no cars, no trains, no horns, no voices, no wind. A bellbird or tui might call out, but even that came infrequently.

Everyone we met in Whangamata was friendly and genuine. One bloke let us use his tools to repair Kate's bike computer; a shopkeeper merrily questioned us about what it was like back home in the States. Tourist season had long since passed and the Peninsula was settling in for the peaceful passage of winter.

The Coromandel Peninsula is a craft haven. Shops literally bulge with homespun jerseys, pottery, wood carvings, and more. Also, the Coromandel was a sanctuary for alternative lifestylers in the sixties and seventies. Much of their spirit and vitality lives today, including a

commune up north. Mining is a four letter word here.

The tide was so far out in Whangamata Harbour that we could walk to nearby Hauturu Island. The beach stretched endlessly and the smell and feel of the sea overwhelmed us. Two fishermen in a rusty boat bounced over the waves. Flat tidal pools mirrored the sunset and low-angle light caught the excited faces of young surfers riding waves to shore.

The road to Whangamata to Tairua took us inland and over one leg-burning hill. Shimmering views of the Bay of Plenty and the rugged Coromandel coast rewarded the effort. The Peninsula's interior, made up largely of Coromandel State Forest Park, stood tall and dark and deeply bushed. Marijuana, we frequently heard, is grown there... easy to hide, tough to find. Most folk link the pot patches and the communers, the long-haired, van-driving, free-spirits who are more legally known for their honey and crafts.

"Mind where you go walking, mate," one bloke told us, "or they'll be after you with machine guns." Hook grass assaulted us a few times, but we never ran across any machine guns.

We took an exhilarating plunge from the big hill's summit to Tairua and the sea. Tairua Harbour is dominated by Paku Mountain. Legend has it that once you climb to the top of Paku you are destined to return. We didn't climb it, but I don't think any legend covered that contingency. On the beach below the mountain, bug-eyed surfers scrutinized the swell, then climbed immodestly into wetsuits and raced to catch the last of the big waves.

We were bound for Ferry Landing when we saw the rustic Coromandel Fruit Winery tucked quietly into a kiwi orchard. Bill Purves, one of the owners, led us through tasting the numerous kiwifruit and tamarillo wines and liqueurs. Next he showed us around, pointing out filters, fermentation vessels, and the bottler. We finally settled on a late harvest kiwifruit wine but had to wait for tea another night as Bill in-

vited us to stay at his place.

Bill came to the Coromandel in the early seventies and has seen the area slowly grow and change. Years ago, he purchased a small piece of land, complete with a forty foot water fall, and lived in a tent. Today a small wood house stands on the former tent site but there is still no phone, no electricity, and the waterfall supplies his running water.

The next morning we crossed from Ferry Landing to Whitianga with the bikes precariously perched atop the small ferry's roof. "She'll be right," the old ferryman assured us. "I haven't lost one yet." Suddenly, off to our left, a dolphin spouted, then another, then another. The three are local harbour mascots and we saw them several times over the next two days.

Whitianga, with a population of just over 2000, is the hub of the central Coromandel Peninsula. High rises and noise simply don't exist here. Only the lap of the surf interrupted our quiet run along Buffalo Beach. The beauty of Mercury Bay and Shakespeare Cliffs made the run easy.

The first World Cup Rugby Championship, while a disappointment for the Aussies, was a celebration for the Kiwis. We spent the afternoon of the finals in the crowded Whitianga Hotel pub.

At some point you must cross the Peninsula and we opted for 'highway' 309 to the town of Coromandel. Repeatedly we were warned of the windy, rugged, steep metal road. One little old woman told us, "I wouldn't want to do it on a push-bike. I hate to drive that road in my car."

In fact, 309 turned out to be one of the most enjoyable rides of our eight and a half months in New Zealand. Rugged bush, lush and green, a peaceful walk through giant kauri trees, open farmland at the base of wild mountains, a waterfall. And above all, quiet.

We purchased some homespun wool for knitting a jersey in the town of Coromandel, then stopped in to the health food store. An old man on a rickety old bike pulled up and parked beside our gear-laden bikes.

"Don't you go gettin' on mine by mistake, mate," he said with a shine in his eye. "She's an English roadster. Got her in 1946 for six pounds."

We laughed with him, then offered that the bike would probably be worth more as an antique.

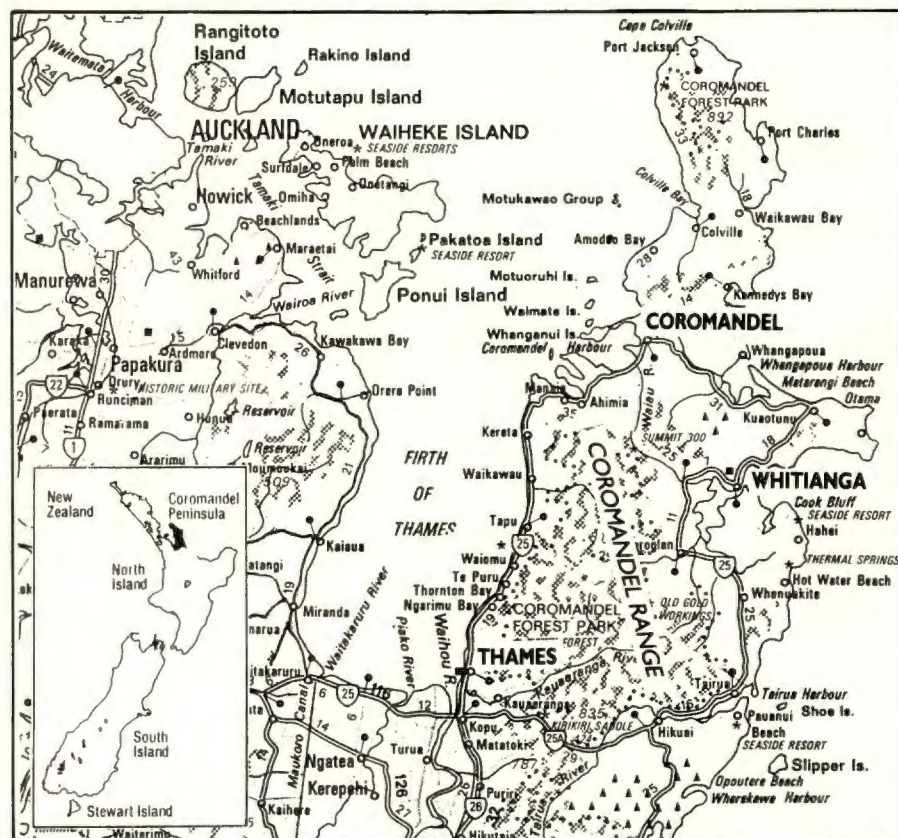
He smiled and cocked his grey head to the side. "Yep, I reckon so, but she's not for sale. I ride that old girl every day."

South from the town of Coromandel we crossed several big hills, stopping atop one for lunch. Up the coast green mountains dipped into the glistening sea. Below, a solitary sailboat meandered through uninhabited islands. The





Katie crossing the Coromandel Range on Highway 309.



road along the west side of the Peninsula hugs the coast. Shags far outnumbered fishermen on the pebble shores. The ride was flat and easy as we moved in and out along the ocean.

The sun was low when we biked into Thames at the base of the Peninsula. The next morning we would leave the Coromandel and we were sorry. We were reminded of a bent old man we spoke with while waiting for the ferry to Whitianga. "Are we friendly enough for you?" he asked. "Most certainly," we replied, and it was true.

## THE ESSENTIALS

**D**istances in the Coromandel are not that great. The trip described was less than 200 km. Roads north of the town of Coromandel are generally unsealed and can be rough. Otherwise, fat or skinny tyres should work equally well. There is some hill work, particularly when crossing the Coromandel Range which runs through the Peninsula's centre. Roads are frequently windy and narrow, but traffic is generally light with few large trucks.

Thames is about an hour and a half by car from Auckland. New Zealand Railway Road Services buses, which carry bikes, run regularly from Auckland to Thames and Waihi. For cyclists, the best plan is to catch the city train south from Auckland to Papakura (about \$AUS6 for rider and bike). A pleasant day's ride lands you in the hot pools at Miranda on the Firth of Thames – only 30 km from Thames and the base of the Peninsula.

There are numerous motor camps (caravan parks) with great facilities (kitchens, showers, laundry, common rooms) throughout the Peninsula. Hot Water Beach rates a special note: hot springs can be found on the beach at low tide. Other budget accommodation, including a super hostel at Opoutere, is available, as well as a full range of hotels and motels.

The Coromandel is far enough north for year-round biking. Beautiful, warm sunshine is often on tap. The winter months are cool, requiring leg cover and wool jerseys, but the lack of tourists and traffic is wonderful. While weather can be unsettled, even winter days can be bright and sunny. As with most spots in New Zealand, you should always be prepared for rain.

Finally, don't forget that the Coromandel Range, which runs through the Peninsula, is largely state park. Superb bush walks abound. For more information contact: **The Coromandel Visitors Information Service, Queen Street (Box 545), Thames, New Zealand. Phone: Thames 87284 or The New Zealand Forest Service, Pollen Street, Thames, Phone: Thames 86772**



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# A CHINA SKETCH-BOOK

**BY ROSS MACKINTOSH**

**R**oss and Emma Mackintosh recently visited China. After six months of travelling on African and Indian buses and railways, they decided that cycling in China was the best way to see the countryside and its people. Fighting to get onto the bus at Canton railway station merely confirmed the wisdom of this move.

They only intended to cycle for a couple of weeks so they found it was easier and cheaper to hire so they set off into the countryside in search of adventure. It was mid January and a chill wind was blowing down Canton's streets, forcing the locals to dress up so they looked like oriental versions of the Michelin Man.

They reckoned that the further south they went, the less cold it would be so off they set into the South West and the Pearl River Delta, where their guide book spoke of attractive hills and old cities.

## Chinese bicycles

CONFUCIUS SAY: "No load too big for bicycle to carry". The Chinese go all out to prove it. Five pigs, two passengers, half a tree, a couple of flocks of ducks or chickens – all perfectly feasible loads. These mobile hazards tend to wobble their way down the road, often at considerable speed, until they either reach their destination or collapse into the ground – a bicycle having it's rear wheel respoled by one of the ever present repair men, still carrying the huge pile of cane chairs which broke the spokes in the first place was not an unexpected sight.

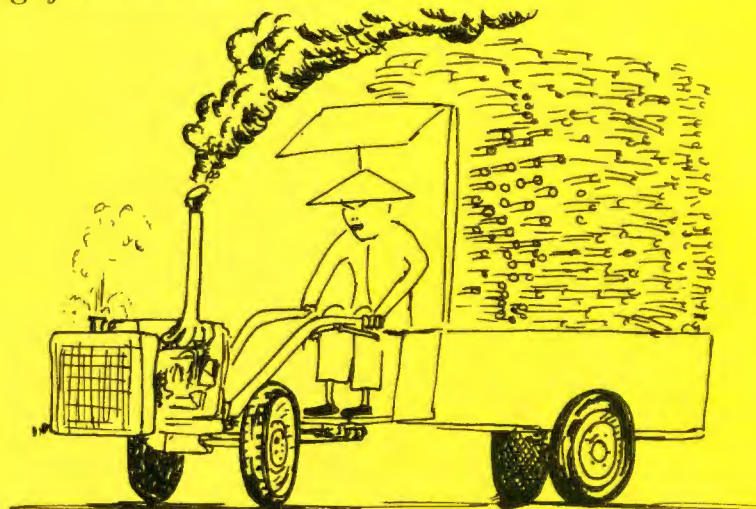
The state of the roads didn't help mind you – potholes, ruts and plain ruination as 19th century roads collapsed under the pounding of 20th century traffic.

If the bike stayed in one piece, it was quite possible that the rider might not. Western bicyclists are still a rare event in China and we were frequently surrounded by groups of locals. When cycling along, the crash of a Chinese toppling from his bike as he stared at us rather than at where he was going, was not uncommon.

## Motorised mayhem!

CHINESE ROADS were originally designed for the bullock cart and bicycle. They're still there, only on the main roads they have now been joined by hordes of Japanese vans, overloaded buses and lorries, all driving at a furious pace. In an effort to cut down on the ensuing carnage the police are forever

*King of the Rural Roads*

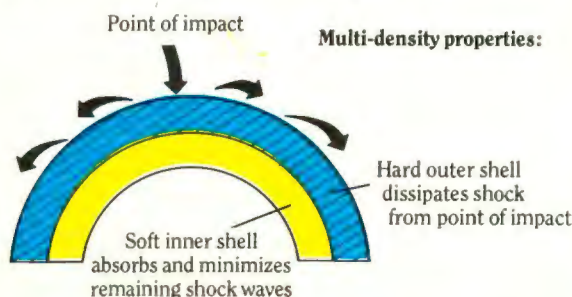




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HELMET	TEST	AVERAGE "G"
LT 700	ANSI	84
LT 700	SNELL	131

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displaying gruesome pictures of the latest pile-up outside the police stations. It doesn't work however and the traffic blasts by regardless. Until they reach a traffic jam – while the roads can cope with two bullock carts, they're not wide enough for two overloaded trucks, and the resulting hold-ups can stretch for miles.

The side roads however offer pleasant relief – apart from the occasional truck the fastest thing is the ubiquitous little tractor/trailer units that blat noisily all over China, carrying loads deemed to be too big and heavy even for Chinese bicycles. You see them axle deep in the muddy rice paddies, stuttering around a building site or slogging up a mountain road under a pile of tree trunks. And they all make a dreadful noise.

## Chinese roadside repairs

CYCLING ALONG one of the canals Emma's pedal fell off. We found a few bits and boded them back on with Sellotape and a prayer and creaked off. After a few kilometres, we passed by a little roadside motorbike workshop and popped in to try and get the pedal mended. An oily mechanic sized the problem up, reappeared with a gas welder, cut and welded the pedal and that was it!

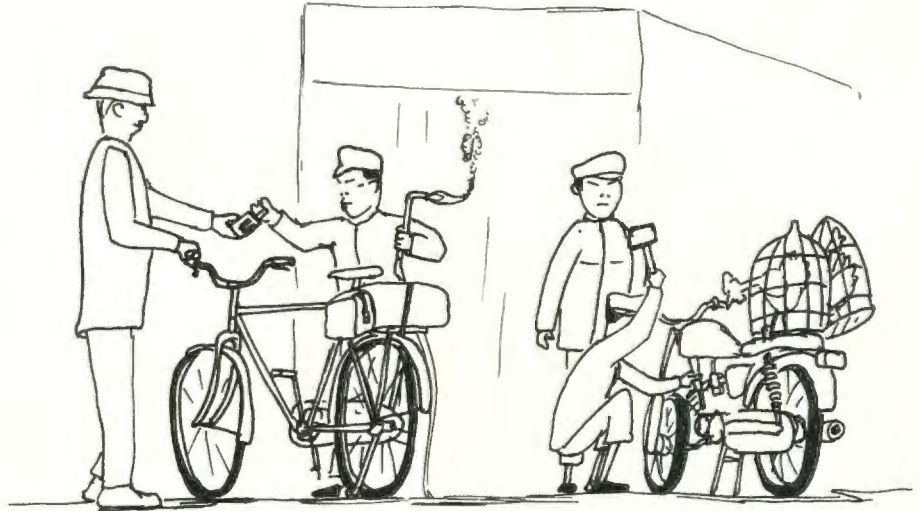
All he would take was a handshake as payment and with a big grin, he turned back to repair the ravages inflicted on little Hondas by hammer wielding peasant "mechanics".

Maybe motorcycle mechanics will get more bicycle custom if the Chinese ever succeed in getting their peculiar little lawn mower engine bicycles to work. We saw several of these devices, engines clamped to the frame and theoretically operating on the rear wheel, remain stubbornly silent as their owners pedaled furiously in an attempt to get them going. They failed.

## Getting directions from the locals

ARRIVING AT the crossroads, we turned to the ever present assembly of locals. Finding your way in China with a map showing only names in Roman script was tricky – most of the names are unpronounceable and the signs are of

*"No sir. We don't use spanners!"*



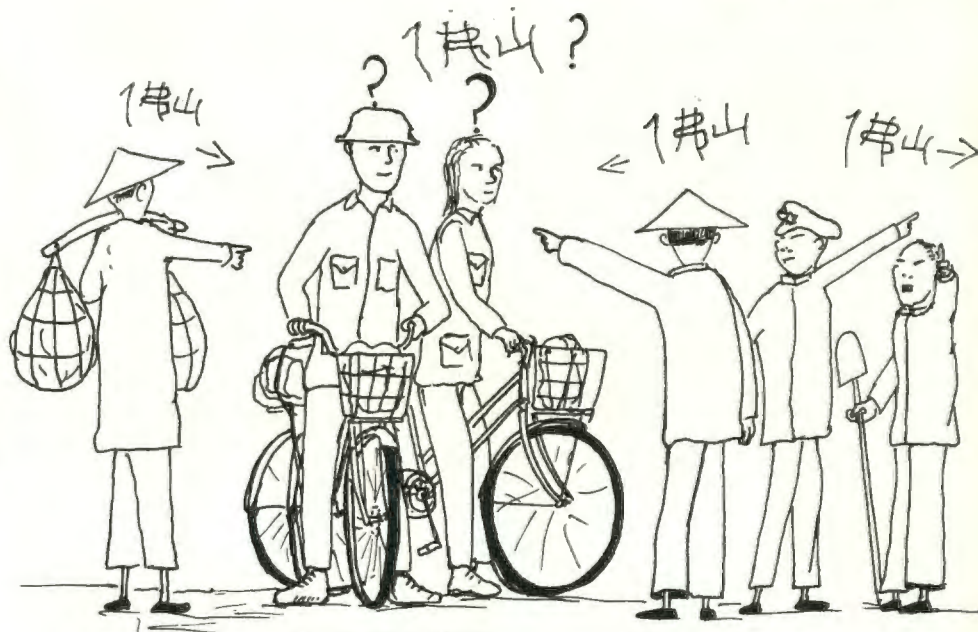
course in Chinese script. Fortunately we had met an English speaking local who had written the Chinese characters for our destinations down on a piece of paper.

After our queries for "Jiangmen" resulted in blank incomprehension, we produced the paper and all was sweetness and light, as with much nodding and toothy grins, they replied, "Ah! Gongmoon!" It wasn't until much later that we discovered that while we were using Mandarin, the official language of China, for the place names the locals

used Cantonese. As if using a different script wasn't enough.

Once we'd sorted out the name of the place, the next trick was to work out how to get there. Not easy, with half of the locals convinced that this was the road we wanted and the other half equally adamant that no, it was that one. Apart from one episode which ended up with us cycling down an ever narrowing mud path while an ancient local tried to convince us it was the right road, we generally managed to find our way without too much effort.

*Lost in China.*





# Chinese culinary delights

AFTER TEN MINUTES of pointing to the relevant word in our guide book vocabulary and drawing little pictures, the waitresses seemed to understand. We wanted fish. Giggling, they disappeared into the kitchen and we sat back.

Some time later – time enough for the other dishes to have gone cold and be eaten, our fish arrived. Starting forward in anticipation, we lifted off the lid. There, staring sightlessly at us from the plate was a pile of fish heads, eyes, scales, bones and all. They couldn't be serious! Looking round, we spotted another diner tucking into... a plate of fish heads. Ah well – at least this time we hadn't got dog.

Ordering a meal in a Chinese restaurant can be a time consuming business. First you have the instant crowd – staff and customers – that gather around, muttering comments as you dig out your phrase book. Its no use trying to understand the menu, none of the dishes look anything like those in your book, so you pass the book over, pointing to the phrase “fried rice and vegetables”.

*The results of ordering blind from a Chinese menu*



(There's no point in trying to say it yourself – Chinese is a language whose meaning varies with tone – by the time a Westerner has finished mangling the phrase, he's probably asked for his jet plane to be refuelled).

The crowd seizes the book, and for

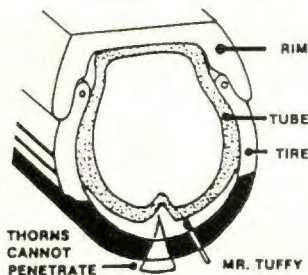
the next 20 minutes it is minutely examined, the funny phrases giggled at, the interesting ones commented on. Eventually you manage to place an order, secure in the knowledge that what you get will be nothing like what you thought you were ordering.



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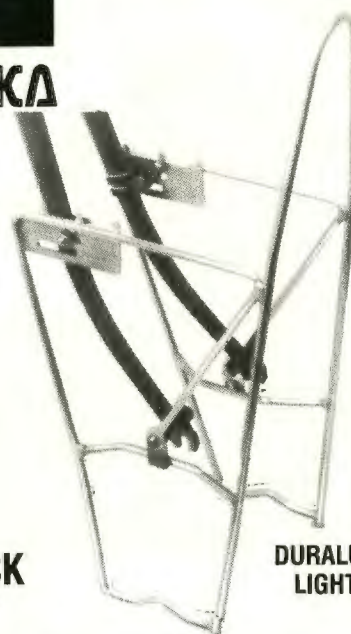
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**Handlebar Stem:** Alloy/Steel  
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**Pedals:** Moulded

**Seat Pillar:** Alloy  
**Rear Sprockets:** Shimano 14/28T, 6 speed  
**Derailleurs/Gears:** Shimano Tournéy with thumb control  
**Brakes:** Alloy cantilever with alloy levers  
**Hubs:** Steel C.P. sealed  
**Rims & Tyres:** Araya 7x alloy rims, 26" x 1.75", 26" x 2" tyres

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**Colours:** Pearl Black/Pearl White fade, Bright Red/Pearl White fade



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**Fork:** Unicrown chromoly  
**Handlebar:** Chromoly  
**Handlebar Stem:** Chromoly  
**Crankset:** 28/38/48T Shimano Exage Mountain Biopace-alloy  
**Pedals:** Shimano Exage Mountain  
**Seat Pillar:** Alloy

**Rear Sprockets:** Shimano 14/32T, 6 speed  
**Derailleurs/Gears:** Shimano Exage Mountain S.I.S. with S.I.S. thumb control  
**Brakes:** Shimano Exage Mountain front alloy cantilevers, rear 'U' brake  
**Hubs:** Alloy Shimano Exage mountain hubs with quick release  
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# DEVELOP YOUR OWN FITNESS PLAN

Developing the right fitness program to suit your needs

BY CYNDI HOLMES

**T**ake a moment to consider the training our top cyclists are doing in this Olympic year. For instance, the women who competed in the '88 Tour de France spent six or seven days per week on their bicycles logging well over 500 kilometres each week.

With a schedule like that, you can bet their work, family, and social lives have become second priority to their cycling. They've realised that if they want to achieve their full potential, they have to be willing to take the risk and put cycling first. That's a big commitment.

Certainly not everyone has such lofty goals. Some cyclists simply want to maintain a certain level of fitness for the amount of time they are willing to invest. Does that sound like you? Then below are several fitness programs based on the amount of time you are willing to spend. But first, some basic principles that are common to all cycling programs.

## TIME VS DISTANCE

Traditionally, cycle training programs have been based on distance. Riders were told to cycle 40 kilometres on Monday, 60 on Tuesday and so on.

The problem with this approach is that as the rider gets more fit, his or her

training time will decrease while distance remains the same.

Professional cyclist Greg Lemond, and in some cases former U.S. national coach Eddie Borysewicz, advocate keeping the time constant and allowing the kilometres to vary. As you get more fit, you can strategically add more time to your program.

This method works especially well for fitness cyclists as they usually have a limited amount of time available for riding. And, knowing how much time to plan for makes it easier to fit cycling into a busy schedule.

## SPINNING VS PUSHING

Racers have long known that a cadence of 90 to 100 revolutions per minute is right for most racing and training.

New cyclists often fall into the trap of pushing big gears at a low (60-70) rpm in the mistaken belief that they'll go faster if they use bigger gears. The reality is quite the opposite.

Eddie Borysewicz in his book *Bicycle Road Racing* says that a cadence of 86-92 rpm is the most efficient for time trial like events.

For beginners not used to pedalling so fast, a special effort must be made to learn not only how to pedal 100 rpm, but

how to do it smoothly. When you can handle 100 rpm with a good pedal action, then you can progress to bigger gears.

What's a good pedal action? Pro cyclists like LeMond and Hinault concentrate on making a round motion. They utilise each part of the pedal circle: pulling back and up as well as pushing down.

The first few months of a cycling fitness program is the ideal time to concentrate on your cadence and pedalling action. If you've already been cycling for a while, you should pick a certain session where you'll concentrate on maintaining 90-100 rpm.

## HEART RATE VS GEARS

Like distance, gears have traditionally been a big part of training programs. Telling two cyclists to ride a 52x16 for 20 minutes may see one die in 10 minutes and the other not even tired from the effort. There are just too many variables in equipment, terrain, weather and individuals to be able to make a universal program based on gears.

For both experienced and new cyclists, heart rate is the best way to determine what gears to use. A heart rate monitor is the best way to go, but as most cost nearly as much as a mid-price bicycle (\$200-500), you may want to learn what various intensities "feel" like while riding.

To begin with, you need to determine your maximum heart rate. The cheapest way is through a formula: 220 minus your age. A more accurate, but expensive way is to obtain a V O<sub>2</sub> max test (see box).

Next, determine your minimum training heart rate. This is about 65% of your maximum heart rate. Training regularly at this level will bring about general improvement in your aerobic capacity. You're not really training if your heart rate is below this level.

Finally, determine your anaerobic threshold. This is about 80-90 percent of your maximum heart rate. Your anaerobic threshold or AT, can vary depending on your level of fitness.

What's AT? When your body reaches your AT, it switches from aerobic to anaerobic work. Once over the threshold, your muscles do not have enough time to process oxygen and they cannot break down lactic acid, the by-product of muscular contractions. This painful accumulation of lactic acid quickly leads to exhaustion.

While this may sound dreadful (cycling is supposed to be fun, right?) training at or just below your AT is efficient. It's the fastest way of improving your fitness because you're training your heart at it's highest endurance level.





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4. As the chain is of a bushless structure and the shape of the inner plate minimized, with the burring process, even while shifting the gears, running is very quiet.
5. With this lightweight parts design, the weight is reduced by 7 to 10% compared with our standard type.

In ordering, please write the things shown below.

CIC — ☐ A ☐ B ☐ C

☐ A Pin hard treatment ☐ B Chain type ☐ C Type

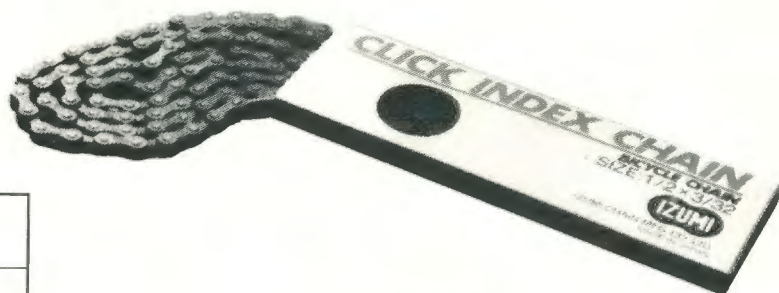
Symbol	Description	Symbol	Description	Symbol	Description
800	Carburising	W	Wide type (pin length 7.6mm)	(blank)	Standard type
1400	Hard coating	N	Narrow type (pin length 7.3mm)	S	Lightweight type

Remarks 1) You can make any selection from the above.

2) In accordance with your request, gold, silver and other combinations are available.

### Hard coating

By special treatment, the surface of the steel pins is combined with metal compounds. The hardness of the pin surface is therefore very high, recorded as a vickers hardness of HV 1,400 (Diamond is HV 10,000). It has outstanding durability and wear resistance even in the endurance road races. What's more, its chain life is more than 3 times longer than the standard product. The change of the side bow due to elongation of the chain is very slight, so that a stable shift changing performance may be maintained over a long period.



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And training your heart is what fitness is all about.

For competitive cyclists, this allows you to race at a higher intensity for a longer period of time.

For fitness cyclists, the efficiency of AT training allows you to get a valuable work-out in a period of time that can fit into most anyone's schedule.

After determining your maximum heart rate, minimum training heart rate and your anaerobic threshold, you're ready to explore what different training intensities feel like with or without a heart rate monitor.

A word of caution is due here. The maximum heart rate formula is just an estimate. That figure could have you training at too high or too low of an intensity level. It's important that you "listen" to your body for signs that you're over or under-working it.

As is usually advised when beginning an exercise program consult your doctor, especially if you've been a bit too sedentary lately.

The fitness program included here are based on these intensity levels:

● **Weak intensity** – "Talking pace" rides. You're comfortable and able to talk with riding partners. These rides are at or just above your minimum training heart rate. Watch that you're not pedalling along too easily though.

● **Light intensity** – If you're in fairly

good shape, you'll still be comfortable, but you'll keep the pace brisk and include a few hills in your route to get your heart rate up near your AT occasionally. These are long endurance rides at about 70% of your maximum heart rate.

● **Medium intensity** – Comfort is out the window here. Long hill climbs or 8 to 15 kilometre time trials are what you'll need here. These rides get your heart rate near, at or slightly above your AT. Although tough, remember these rides are the fastest way of improving your fitness level.

● **High intensity** – You can only last from one to four minutes at this level before exploding. These rides involve anaerobic interval training and shouldn't be attempted until you have a three month base of weak to medium intensity rides.

● **Maximum intensity** – Think of our top sprinter, Gary Neiwand. You can only last 10-25 seconds with a pure anaerobic effort like a 200 metre sprint. Because a sprint is so short, you can include them in your program before you have a three month base.

The programs presented here are designed for fitness cyclists to use on an on-going basis. As you get more fit, you can add time (in five to fifteen minute segments) to the weak and light intensity rides.

You can change the days of the week recommended, but don't let more than three days go by between your sessions or you'll lose aerobic fitness.

These programs are also good for cyclists interested in beginning racing in club or open events. Follow the four-day program for one month and the five day program for the next month. On the third month, begin the six or seven day program and join the club or open races in your area.

Right from the start, racing-oriented cyclists should include five to ten sprints in their Tuesday ride. Recover fully between each sprint.

This article does not cover the specialized training that racers need during the season. Seek information from club coaches and the advertisers in this magazine who offer cycling books.

## THE THREE DAY PROGRAM

Increasing your aerobic capacity and endurance are the benefits you can expect from a three day per week program. In addition, studies show that making consistent aerobic exercise a part of your lifestyle can decrease your chances of developing heart disease.

Remember that this program is the minimum for improvement. Your im-



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provement will be steady, but slow. If you're a competitive type and find this frustrating, you may want to move on to the four day program.

**Tuesday:** 30 minutes, weak intensity. Concentrate on pedalling 100 rpm smoothly.

**Thursday:** 30 minutes, medium intensity. Warm-up for 10 minutes. Ride 15 minutes near your AT, then ride easy.

**Saturday:** 1.5 hours, light intensity.

## THE FOUR DAY PROGRAM

Increasing your ability to recover from hard efforts is what you can expect from a four day per week program. Your strength will also improve, making it easier to ride on all different types of terrains. This program is especially recommended to help you prepare for touring events.

**Tuesday:** 1 hour, weak intensity. Concentrate on a minimum cadence of 90 rpm, pedalling 100 rpm on flat terrain. On several downhills, accelerate to maximum speed and maintain it until your cadence drops. Or you could do several 200 metre sprints. Recover completely between efforts.

**Thursday:** 2-3 hours, light intensity. Choose gears that allow you to pedal 90 rpm on inclines. Practice staying in the saddle when climbing. If you don't have hills, ride at a very good pace for 10 to 20 minutes.

**Saturday:** 1-2 hours, medium intensity. Sandwich a 20 minute AT session between light intensity riding.

## THREE FITNESS FACTORS

**EVERY GOOD FITNESS PROGRAM** starts with a sound base. Remembering the following factors as you begin your fitness program will help you get the most out of your program:

### 1. Goals

● Set realistic and specific goals based on your current situation and the time you can commit to your goals.

### 2. Commitment

● Follow your program consistently and any excuse to deviate from it better be a good one! If you want to get fit, then get fit!

### 3. Coaching

● Organise your days. Fit your program into your life by planning ahead when, where and what kind of riding you will do.

● Provide challenges by competing with a riding partner or your cycle computer.

● Include variety in your program to build different abilities. Using different routes, riding at different times of the day and using a home trainer can also help to maintain your motivation.

● Keep a training diary and analyse it regularly. When you reach a goal, set a new one. Or if your situation changes and makes a goal unrealistic, re-evaluate and change your goals.

**Sunday:** 2-4 hours, light intensity  
Ride with a club or group.

## THE FIVE DAY PROGRAM

Competition in club or open races is possible when you cycle five days per week. After you build a three-month base of weak to medium intensity rides, you can add high intensity intervals to help you cope with race situations.

Fitness cyclists can achieve a high level of aerobic fitness and maintain it well with this program. At this level, you'll lose less fitness if you miss training because of illness or other reasons.

This program is recommended as an all-round fitness program that will give good improvement. Cycling six or seven days each week, while admirable, may not fit into your schedule or even be your desire.

For this program, follow the four day program, adding the following:

**Wednesday:** 1.5 hours, medium intensity. Find a 8 to 15 kilometre section to time yourself on about once each month. Recording your times can help you gauge your improved fitness. Ride easy before and after. On the other Wednesdays, climb a steady five to ten kilometre section or push yourself over rolling terrain.

## THE SIX OR SEVEN DAY PROGRAM

Your performance will be consistent and the depth of your fitness greater. Do not take on this program lightly. Although you may have the desire to cycle this much, you need to weigh this against all the other things you have to do. If you take on too much, you could simply burn-out, mentally and physically. Cycling can be a great stress reliever, but it does no good to cycle at the exclusion of other things that need to be done.

As with the five day program, racing cyclists will need to add high intensity sessions once they build a three month base. Both fitness and racing cyclists can follow the five day program, adding one or both of the following:

**Monday:** 1 hour, weak intensity

**Friday:** 1 hour, weak intensity These rides aren't strenuous, but they can help you recover from the previous day's effort through the principle of "active rest".

Now that you are on your way to an admirable level of fitness, think of all the doors you've opened for yourself. You could join a century ride. Or maybe an AUDAX challenge. Cycle the Nullarbor, tour the wine country or pedal a mountain bike through the rainforest. Or...

What's that you say? the 1992 Olympics?

The author cycles seven days per week during the racing season, following this program with structured speed work on Tuesdays and high intensity intervals on Thursdays.

Information in this article was collected over time from *Velo News*, *Bicycle Road Racing*, and reports on the Greg Lemond training camps and US Cycling Federation camps. Also, notes taken during personal attendances at a USCF camp from coaches Karen Roy and Eddie Borysewicz.

## TESTING FOR AT

**ANAEROBIC THRESHOLD** training made world news when Italian pro Francesco Moser used AT training to prepare for his world hour record in 1984. But AT training really isn't new. Many coaches have been using it, although perhaps without realising the principles they were applying.

One method of determining AT, Test Conconi, was developed by Dr Francesco Conconi, of Italy, who helped Moser toward his world record.

Test Conconi involves plotting a graph of heart rate vs speed according to Conconi, the heart rate rises steadily, representing aerobic energy. The heart rate plateaus when the switch is made to anaerobic energy. This point is the anaerobic threshold.

Other physiologists, including the U.S. Olympic Committee's physiologists, believe that heart rate is not the best way of determining AT, although it can be used to monitor training.

Two more accurate methods are to measure blood lactate levels or to measure ventilation rates.

These physiologists maintain that although, as in Test Conconi, a person's heart rate may plateau when they hit a max, that's not necessarily the point where the anaerobic threshold is.

By contrast, a graph of ventilation rates, they say, will show a distinct change where the AT occurs. Measuring the amount of air an athlete uses will show a steady increase and then a sudden increase as he takes in a greater volume of air because the muscles need to extract more oxygen.

The most accurate method to find AT is by measuring blood lactate levels, say USOC physiologists. During a VO<sub>2</sub> max test, they take blood samples by pricking the rider's finger. These samples are run through an analyzer to determine the lactate level.

Exercise physiologists recognise the figure of four millimoles of lactate per litre of blood as the anaerobic threshold.

The USOC physiologists also take heart rate every minute so they can determine the heart rate at the threshold level which was determined by the lactate measurements.

While a VO<sub>2</sub> max test is the most accurate method for determining your max heart rate and anaerobic threshold, unfortunately this accuracy has its price. You could pay several hundred dollars for such a test.

One alternative is to check with a university to see if they need any volunteers for studies that may involve physiological testing.

Another alternative is to first determine your max heart rate by doing short one minute intervals and measuring your heart rate immediately after each interval.

Because variables like fatigue and dehydration can affect your heart rate, you should do one set of intervals on three different days. From the heart rates you collect, you can average your max heart rate. Then you can determine the different training intensities.

When using this "on the road" method, it's important to realise that it may not be accurate. For instance, if you determine that 85% of your max is your AT, but you explode after 10 minutes at this level, then 85% must be too high. It may take a bit of guesswork and experimenting to get it right.



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*An assortment of wild colours*

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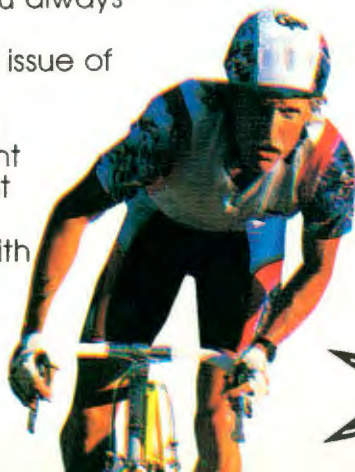
That's why it's not surprising that some of the best riders in the world are taking off their hats for our helmet. Olympic medalist Davis Phinney has won numerous U.S. races wearing the Giro Prolight. As well as sporting it in the '87 Tour de France.

And triathlete extraordinaire Scott Tinley has taken a load off his shoulders with the Giro Prolight, too.

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# OFF THE TOURIST TRACK

Two new Zealanders follow the desert railway overland from Kalgoorlie to Port Augusta

BY GEORGE SPEARING  
AND JOHN TUKE

**A** RADIO DOCUMENTARY about the Indian-Pacific railway, gave us the idea. Everyone talks about crossing the Nullarbor by the road but we thought we would do it differently – by rail – by mountain bike.

For much of its length the railway line traverses arid countryside so water would obviously be a critical factor. We figured we could obtain our water from the isolated occupied sidings along the line. We also naively considered, that although the going may be rough, at least it would be a flat run from Kalgoorlie to Port Augusta. Believe me, there are hills out there!





George prepares dinner in the cold of the evening near Wilgena SA.

The business of gathering information on the area and deciding if the trip was at all feasible lead us to the local library. Letters were then sent to various Aussie organisations, such as Police, railway and meteorological departments, several cycling organisations and the Royal Automobile Association. The feedback from these enquiries was not overly encouraging and ranged from "What a great idea – but I don't know too much about that route or anyone who has done it before," – to an emphatic, "DON'T EVEN THINK ABOUT IT!" We also placed an advertisement *the Western Australian* newspaper, but it seemed that no one knew of anyone who had cycled that route across the Nullarbor before.

However, we did obtain reliable information on which sidings could supply water as well as seasonal reports on wind, rain and temperature. So we decided to give it a go! The months of July/August were chosen, as these were the coolest. Such a journey in summer would run a high risk of dehydration.

Winter is by far the best time for although the overnight temperatures can be very cold (our coldest recorded night was  $-6^{\circ}\text{C}$  just east of Cook) daytime temperatures seldom rose above the twenties, although we recorded a day temperature of  $34^{\circ}\text{C}$  near Wynbring.

A further winter bonus was the fact that snakes are not in evidence at this time of year. The cool temperatures keeping them dormant! A West to East route was also chosen to take advantage of the prevailing winds. The bikes we took were Healing "Mountain Cats" which performed excellently, the only mechanical mishap was a broken axle on John's bike just a few kilometres outside Barton.



**T**he first 210 km out of Kalgoorlie took three days through the four house siding of Golden Ridge, the deserted siding of Karonie, the aboriginal settlement of Coonana and on to the well kept six house siding of Zanthus. Zanthus is Aboriginal for kangaroo paw.

Track conditions were good, with some areas of corrugations and bulldust. The bulldust proved a real pain when encountered, as everything comes to a struggling stop and is always accompanied by loud and colourful expletives! The landscape was ruggedly attractive with reddish brown sandy soil and plenty of gum trees.

Several kangaroos were sighted, usually early in the morning when they approached the railway line in search of the moisture that formed on the rails.

Rawlinna was the next occupied siding 169 km further on, as we journeyed onwards through the unoccupied sidings of Kitchener, Bundeberg, Naretha and

Kananah, the trees slowly thinned out and the vegetation became scarce except for patches of saltbush. Naretha, Aboriginal for saltbush, marks the western fringe of the Nullarbor Plain.

Just before Rawlinna John experienced the first of only three punctures for the trip (all caused by "three cornered jacks" the needle sharp triple thorns that are scattered about the region). Even though the tyres had Mr Tuffy tape inserted, the thorns still somehow managed to penetrate. I advise anyone deviating from the defined track to be very wary of them.

Rawlinna is one of the three settlements that has a railway store and we lost no time in pigging out on chocolate bars and other luxuries!

One and a half hours out of Rawlinna the fickle finger of fate flicked the coincidence button! A distant speck heading towards us became a Japanese cyclist! Similarly loaded as us but riding a conventional narrow tyre touring bike. His





first words were, "Oh! Velly suplise, all way evelryone say no bicycle come before, now I see you two!" The 'suplise' was entirely mutual! He had run short of food and was supplementing his supply by killing and eating lizards. "Velly good! Taste just rike fish," he assured us. Because of his narrow tyres, he had to walk for long distances and we found that a section that had taken him 20 days, we covered in 10. His manners were impeccable and his English excellent. Apparently he was being sponsored by a Japanese sports company.

We parted company with his cries of "Good ruck! Good ruck!" as he rode off. His name was Shinichi from Osaka.

Good on him and may his sun rise many times!

That night we camped at the Wilban Hotel. I'll doubt if you'll find it in any tourist brochures, as it consisted of a desolate hut constructed of railway sleepers, in the middle of nowhere and surrounded by patches of saltbush! We decided to dine at the 'hotel' but slept in the comparative comfort of our tents.

We had a sneaking suspicion some of the other guests may have been red-backs and dormant snakes.

The following morning was our 6th day and our first day of the cyclists friend, a tail wind! The track conditions were the best yet, consisting of hard clay with only a few rocks and stones. The

kilometres flew and by the end of the day we had reached the occupied siding of Loongana 139 km away. Our best days run of the trip! Loongana is the aboriginal word for swift and very aptly named too, as far as we were concerned.

The next stop was Forrest, the home of eight families, four rail and four meteorological. The track was quite hard on our bikes and our bodies with rough rocky ridges everywhere. The bikes were by now making some strange noises, not due to shot bearings as we first thought, but more to lack of chain and sprocket lubrication. It was on this stretch that the first of my pannier carriers snapped. A bit of wire and a piece of abandoned rail sleeper successfully got things working again.

We had an excellent reception from the occupants of Forest, who provided us with a hot meal, beer and a game of darts. Forrest was one of the two places we slept indoors for the night. On our questioning as to whether many people had passed through on pushbike, they told us they knew of none apart from Shinichi and ourselves. They reckoned that about five years ago someone had set out from Loongana to Forrest on a pushbike. They found the bike but not the rider. Reckoned he had run out of water, been affected by the heat and wandered off. In summer the temperature can get as high as 50°C.

Before leaving the next morning we watched as two of the weather men, Dave Morrison and Helmut Abt launched their weather balloon, a ritual that takes place early every morning. 10 km out of Forrest my other pannier rack snapped, but with more surgery with wire and wood got things going again.

Next came the four house siding of Reid, where we were provided with water, tea bags and a much appreciated toilet roll from a part Aboriginal couple living there.

Here we coincided with the arrival of the India Pacific passenger train and a somewhat incredulous driver insisted we take some rumup steak, sliced meat, fruit and vegetables. Dinner that night was enjoyed as much as any provided by a five star restaurant.

Our 9th day saw us across the border from West to South Australia a few kilometres from the deserted siding of Deakin. Three and a half hours later we reached Hughes: population four adults and one child.

Coincidence featured again, as one of the fettlers (railway labourers) was an ex cycle mechanic who still had most of his tools. He kindly removed our pedals, stripped and regreased the crank bearings for us and lubricated the chains. There's isn't a big demand for a bike mechanic in the middle of the Nullarbor Plain, so I guess the odds of finding one are pretty high against!

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A cup of coffee treated us to the incongruous sight of a pet baby kangaroo hopping around the house complete with nappies! We also heard on the bush telegraph that there had been a shoot out at Reid the night before. Two of the residents had taken shots at each other from the verandahs of their houses, the bullets passing along the verandahs of the two houses between! Fortunately no one was hit and the latest info was that one of the gunfighters had hurriedly left the siding.

The next stop was Cook, the largest settlement on the Plain and boasting a store. We took delivery of the food supplies that we had railed on ahead for the second half of our journey and camped on the eastern edge of the settlement. It was here that we recorded our coldest night of  $-6^{\circ}\text{C}$ . On many such mornings the inside of the tent would be covered in a layer of ice and frost.

We travelled on passing through the uninhabited sidings of Fisher and O'Malley. Just after O'Malley, trying to avoid a particularly large rock, I took a spectacular dive off my bike almost collecting John on the way. A swollen elbow and sore hand were all that resulted and luckily neither my bike nor I broke and we continued on to the four house siding of Watson. The hospitality of Graham, one of the fettlers and his wife Patsy was much appreciated and that night we dined on lamb stew.

Watson had the dubious honour of being the nearest siding to the restricted area of Maralinga where the atom bomb tests were carried out in the fifties and sixties. Areas there are still radioactively 'hot'.

The track to Ooldea was very rough, with seemingly endless corrugations and it was on this section that we passed the lone monument to the linking of the East/West rails in 1917. At Ooldea we reached the eastern fringe of the Nullarbor Plain and also reached the **sandhills**.

This proved to be our hardest stretch and we could see why Shinichi had made such slow progress. At one stage we attempted cycling directly alongside the rail line but this became impassable and we were forced back into the sandhills. The hills had a wild beauty of their own but were definitely not ideal cycling conditions. We experienced some of the most impressive sunsets in this area.

Just outside Barton, after many kilometres of rough going, John's rear axle broke. We carried spares, so John was able to replace the part with no problem. At Barton we met the 'Tea and Sugar' a weekly goods train that runs out of Port Augusta, servicing the isolated settlements from a special 'super-market' car. We loaded up with bananas and Cherry Ripes, an addictive Aussie confection.

Wynbring was the next siding: two houses, not permanently occupied, but on this day there was a rail gang in attendance. They supplied us with some water and after a brief stop we pressed on for Tarcoola. Along the way we passed patches of Sturt's desert pea, with their brilliant red and blue flowers, the colours were really effective out there. The track was corrugated and sandy and seemed to be endlessly uphill into a headwind. We were pleased to reach Tarcoola.

This settlement, named after a Melbourne Cup winner exists as a supply centre for mining and the railway. It is as big as Cook with about 150 people, a store and a pub. Civilisation at last! We'd

arrived on a Saturday, the day the store is closed but one of the pub patrons was the storekeeper and opened up for us. Along with our purchases he kindly gave us some apples and water.

Kingoonya, 79 km away, was our next water stop before reaching Glendambo on the 17th day. Glendambo is a roadhouse stop for Coober Pedy and Alice Springs and it's there that we met with road trains, tourist buses and the luxury of a bitumen sealed road. This took us 300 km, up through the Euclor Bluff, through Pimba and Bookaloo and on to Port Augusta, pushing headwinds all the way. We camped just 25 km outside Port Augusta on the 19th day and finished our journey the next morning.

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Priorities in Port Augusta were milk shakes, fish and chips and hot showers.

After 20 days without a wash and pumping through sand and scrub for eight hours a day, we had no problems finding space in a crowd! It had been a long journey, over 1700 km, but well worth it for the people we'd met, the incredulous reactions we'd received and the wildlife we'd been able to experience at first hand. As expected we hadn't seen any snakes but kangaroos, emus, camels, dingoes, lizards, rabbits, spiders,

ants and parrots had all added to the experience.


Our food supply had been dehydrated meals, dried apricots, nuts, raisins and porridge. We carried 11 litres of water each between re-fills and polypropylene thermal underwear had proved itself for the cold nights.

We'd advise anyone considering this route to take it in the months of July or August and to first check with the Australian Railways as to water availability. Several of the occupied sidings will dis-

**Hard going between Wynbring and Tarcoola in sand ridge country.**

appear over the next five years as wooden sleepers are replaced by concrete.

**John with the entire population of Hughes on the Nullarbor Plain SA.**



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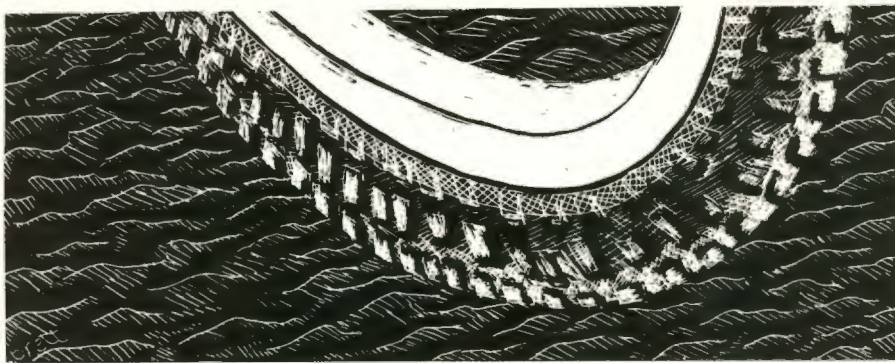
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## Shogun Nobbies Enduro October 9

The Dargle Motocross circuit at River Rd in Lower Portland out along the Hawkesbury NW of Sydney will be the scene for the inaugural North Shore Nobbies enduro event. The races com-

mence at 10 am and prizes will be offered in four classes: expert; sport; womens and novice. For full details contact Steve Nesbitt on (02) 411 5116 or Paul Barnes on (02) 449 1978.

## AMBA hosts its first Nationals

The 1988 National Mountain Bike Championships will take place in Canberra over the weekend of November 5 & 6. The newly incorporated governing body of the sport, the Australian Mountain Bike Association, will host the event to be organised and promoted by

Canberra based sports marketing firm Active Australia.

A total prize pool of \$5000 plus more race categories is expected to attract riders from the big centres of Sydney and Melbourne as well as the other states.

The program will include Open Hill Climb, Open Down Hill, Time Trial, Open Observed Trials, and Enduros for various rider categories. There will be a prize for the person who does best over all events (Omnium) however, the National Mountain Bike Champion will be the rider who wins the Expert Enduro. Entry forms for the Nationals can be obtained by writing to AMBA, PO Box N25 Grosvenor Place, Sydney NSW 2000.

## NSW MTB Titles

The recent running of the NSW Mountain bike championships near Newcastle marked the end of an era for the previous title holder and current Australian champ Werner Wohlrab did not ride to defend his crown. Werner, who has now retired from MTB racing, was there to urge on members of his club and help stage the event.

His efforts are now turned towards coaching the up and coming young riders in the Hunter Valley Mountain Bike Association who certainly displayed

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We know that when you hit the dirt you want a bike that will give you performance to the max. That's why we want to fit you out with a Shogun Prairie Breaker mountain bike.

Shogun Prairie Breaker Pro or Prairie Breaker Team Issue are high performance machines for those who love to frolic in the filth. Com'on into Cranks today and check out the latest models just in. Once you own one we know it'll be difficult for you to keep from delving into the dirt.

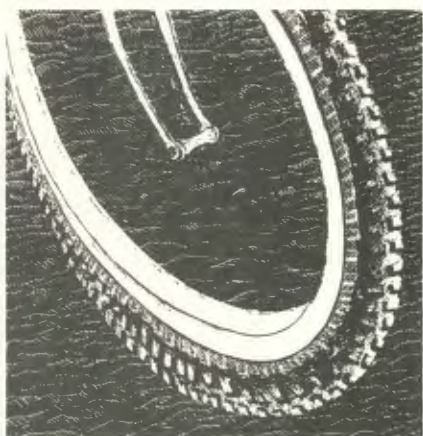
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their talent in the main event. Hunter rider Grant Croese won a hotly contested race from Lawrence Vignes of Sydney.

Wohlrab was pleased with the event and predicts that the rider to watch in the up and coming Nationals is David Carr who raced well as a Junior in the NSW title race but was stopped by a flat tyre.

Grant Croese received a Fisher Pro-caliber mountain bike from the sponsors Repco Cycles for his win in the open division.

**Placings** 1. Grant Croese – Hadley Cycles/Newcastle; 2. Lawrence Vignes – Sydney; 3. Brad Maund – Gateshead

Cycles/Newcastle; 4. L Nilson – Sydney; 5. Tony Whiteley – Brisbane; 6. R Style – Sydney; 7. Bruce Richards – Newcastle.

## Racing at The Range

As reported last issue racing for the current series held at The Range near Melbourne has concluded. Jamie Hales the race organiser has announced that a new series will commence during October. Melbourne district fat tyre fanatics should phone him on (03) 877 6842.

## Fat Heads!

The ATB is dominating the market purely because they are practical, comfortable and are FUN to ride. That's capital F-U-N! They have an upright seating position, all the controls are at your fingertips and the wide fat tyres smooth out even the roughest roads. Forget the bus and the train or even the car. Now you can flit around with ease. And its probably faster and healthier than the alternatives.

That's all very well but we must not forget our roots. The ever popular ATB has its origins in the fresh clean air of the Californian High Sierra. The original mountain bikes with their nobby tyres, longer wheel base and wide handlebars were used to thrash through the fire trails of the US forests. The slick think-

ing city folk didn't want to miss out on the action so they adapted the mountain machines for city slicking. The hard core MTB riders benefited from these newer ATB developments and in turn adapted even newer technologies to their machines.

MTB racing has gone from strength to strength and clubs are popping up everywhere for competition fun time bush bashing. From time to time clubs will confront each other on the track sending their strongest warriors up front for a clash of the Titans. These warriors riding hard core fat tyred machines are termed: Fat Heads.

One of the newest clubs is the Brookvale Fat Heads whose nucleus is an elite group of diehard fat heads joined on weekends by social but keen fat heads. This group of fat tyre fanatics had their grounding on road and track and made the switch from skinny wheels to fat last year when the Chatswood Cycles/Fair-weather conglomerate opened its second retail outlet down on the sandy shores of Brookvale, Sydney. Since then these lads have become the micro chips of the mountain bike world. They know what they are talking about. They have the results to back it up. At the recent NSW Titles they picked up a handful of first, second and third placings on an unknown track.

**ROSEBANK**  
**STACKHAT®** The 'smart'





The Brookvale Fat Head Club certainly has its stars but they welcome the uninitiated too. "Will they let me in on their expertise and knowledge?" You hesitantly ask.

Of course they will. With three of the best shops in Sydney at their disposal – Chatswood Cycles, Brookvale Cycles and the newly opened Neutral Bay Cycles – these fat heads have: a. all the latest gear; b. tested all the latest bikes; c. tested all the latest mud; d. all of the above... Buzzzz. "D, Its go to be D" Correct, you've won!

Hey, this isn't a competition we're not on the track now. Give the FAT Heads a call now or just pop into one of our HQ's now. Brookvale Fat Heads: Brookvale Cycles (ask for Lawrence) 938 3702; Chatswood Cycles (ask for Garry) 411 5772; Neutral Bay Cycles (ask for Geoff) 953 0375.

## Capital capers!

The good news for mountain bikes in the ACT is that a club is being formed in Canberra for you. Malcolm Bennett is the bloke to speak to and you can ring him on (062) 41 6048. The club has just started and they plan to run rides, tours and share technical expertise. Sounds like a good idea. Fat fun for the feds, eh?

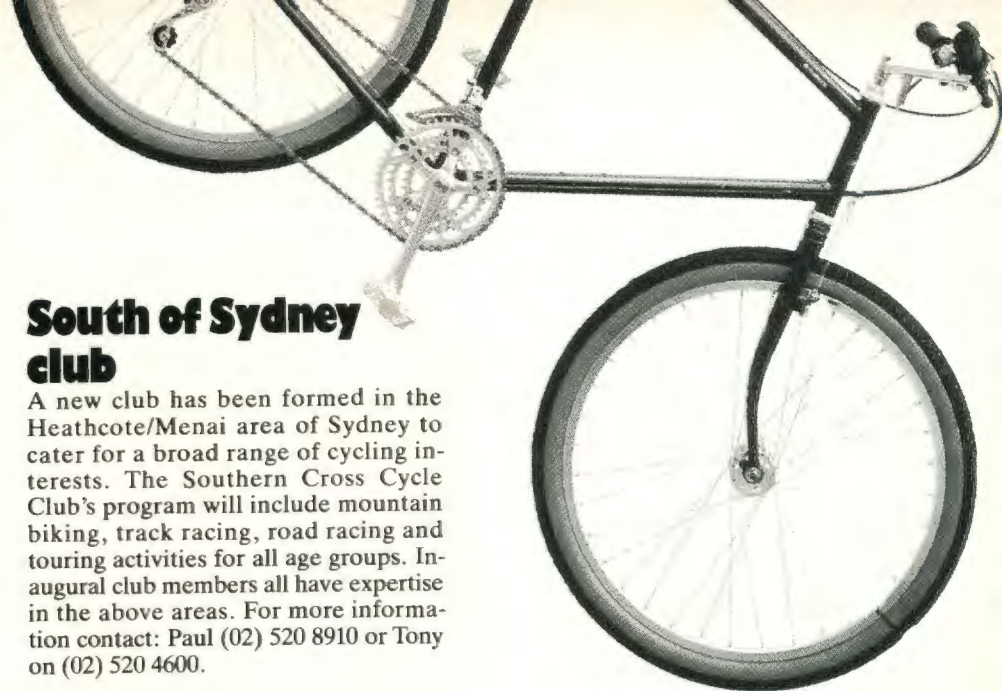
## South of Sydney club

A new club has been formed in the Heathcote/Menai area of Sydney to cater for a broad range of cycling interests. The Southern Cross Cycle Club's program will include mountain biking, track racing, road racing and touring activities for all age groups. Inaugural club members all have expertise in the above areas. For more information contact: Paul (02) 520 8910 or Tony on (02) 520 4600.

## Rrrrrreflex!

Three hot new models from the US maker are soon to be imported for sale in Oz. The Reflex range feature the latest in hi tech frames and are made from Easton 7178 E9 aluminium combined with high modulus carbon fibre and kevlar to produce an incredibly high strength to weight ratio. Whew! Sounds impressive, doesn't it?

The top of the line model even features the incredible Browning electric front gear change system plus a whole lot of Shimano Deore XT componentry. The reflex range are being distributed by Critchley Bodkin & Co of Melbourne. The Freewheeling Fat Tyre Fanatic suggests you contact Richard Ailing there for dealer info. His phone number is (03) 419 5844.



# family head gear



Bike riding is great family fun ... and you will look smart and be smart if you wear a Rosebank Stackhat\* Bicycle Safety Helmet. It's the best head protection you can buy and many Australians testify they owe their lives to their Stackhat.

It was the first and only helmet in the world with \$10,000 FREE INSURANCE for wearers.

and it's a proud winner of an Australian Design Award. But that's not all ... it is approved by the Standards Association of Australia to AS2063 & AS2063/2 Australia's guarantee of a quality bicycle safety helmet.

Rosebank Stackhat, the Aussie Life Preserver, available in a full range of sizes, Junior and Senior Models, for both Children and Adults. It is now available in a Snazzy Pink, a Reflective Black for your safety, in addition to the ever popular Brilliant White and Safety Yellow.

**There are visors to suit all Stackhats.** Rosebank Stackhat the "smart helmet" choice.



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\* Rosebank Stackhat Registered Trade Name



# SYDNEY TO THE GONG

## THE SEVENTH ANNUAL SYDNEY TO THE GONG

COMMUNITY FUN & FITNESS  
BICYCLE RIDE

**SUNDAY 20  
NOVEMBER 1988**

### LUCKY SEVENTH!

The Sydney to the Gong ride is a one-day community fun and fitness bicycle event run annually between Belmore Park, Sydney and Belmore Basin, Wollongong. The 87 kilometre route via Royal National Park offers spectacular forest and coastal scenery. The Gong Ride began with 250 riders in 1982 and this year (our lucky seventh) over 4000 participants are expected.

The route provides some stunning scenery from the cool rainforests of Royal National Park to the spectacular Illawarra coastline. The final 13 kilometres follows Wollongong's popular Northern Cycleway to a carnival on Flagstaff Point.

The ride is open to people of all ages though children under 12 must be accompanied by an adult. To enter you must fill out and sign the official entry form.

Your entry fee entitles you to an illustrated souvenir guidebook, morning tea at the Audley stopover, identification patch, commemorative badge, achievement certificate, entertainment and carnival at the ride's end on Flagstaff Point, extensive back up, route services and ride support including route marshalling and signposting, emergency services, sag wagon and even a water tanker at the lunch stop. A park entry fee charged by the National Parks and Wildlife Service is also included in the fee.

This year we are offering discounted entry for children (under 16), pensioners and groups of five or more. To claim your group discount you must submit your entry forms in the one envelope and pay using one cheque, money order or credit card.

Other services are available for additional costs. These are listed on the entry form and include: packed lunch;



Teams photos from previous rides. Teams are all the go on this year's event and there are big prizes in four categories.



pre and post ride travel arrangements between Wollongong and Sydney and official ride tee shirts.

It's a fun day and a celebration of all that's good about cycling.

The event begins at 8:30 am (sharp) with a mass start adjacent to Central station. Late entry booths operate in Belmore Park from 7:00 am onwards. (Late entries \$20, no concessions or lunch orders. Bikelift tickets will be available).

## A CARNIVAL ATMOSPHERE

The Gong Ride Carnival on Flagstaff Point will provide a memorable finish to your big day on wheels. The park offers superb views of the entire Illawarra coast and the city of Wollongong. The entertainment program gets underway at 12 noon and will feature new cycle fashion parades, live music and cycle displays.

Riders using the Bikelift service to return to Sydney can load their machines onto the trucks in the park, relax and enjoy the rest of the afternoon in the knowledge that their bikes will be stored safely for recovery back in Belmore Park, Sydney. A free shuttle bus service will ferry riders to Wollongong station. A regular electric train service will operate throughout the afternoon and train tickets may be purchased at the station.

The Gong Ride Carnival is run in conjunction with the Wollongong Committee and has the co-operation of the Wollongong City Council. The Lord Mayor and local MLA Frank Arkell, a supporter of the ride from the beginning, will be on hand during the afternoon to welcome riders and present prizes.

## INVITE YOUR FRIENDS

The 1988 Gong Ride Carnival at Flagstaff Point will be bigger than ever so we would like you to invite your family and friends to come on down during the day to be there and cheer you across the finish line. They will be well looked after. There's plenty of car parking adjacent to the park, the food and drink stalls will be operating from 10 am onwards and the entertainment goes from 12 through to 5 pm. Train travellers down from Sydney may also use our free shuttle bus service to travel between Wollongong station and the Point.

If you have friends who want to tag along in cars on the day it makes good sense to encourage them to meet you at the Gong rather than along the route. We are most of all concerned for your safety and lots of motor vehicle traffic on the roads we use only increases the dangers.

This year parts of the route will be closed to traffic in one direction and other sections will have a regulated flow to separate cars from bikes. Private vehi-

## YOUR 1988 SYDNEY TO THE 'GONG RIDE ENTRY FORM

Please post this form with payment to:  
The Sydney to the Gong Bicycle Ride PO Box K26 Haymarket NSW 2000

<b>Mail order entries close last post Monday 7 November. Phone (02) 264 8544 for details.</b>		<b>Ride fee</b> \$ ADULT \$15.00 CONCESSION \$10.00*
First name: _____ Last name: _____ Address: _____ _____ Postcode: _____ Previous Gong rides Please circle 82 83 84 85 86 87 Day phone no: (____) _____ Male or female M/F: ____ Birth date DD/MM/YY: ____/____/____  Are you a member of a team? Team name: _____ Are you the team's contact: Y/N		<b>Bike Lift \$4.00:</b> \$ Before or after the ride. Please circle your choice.  (Does not include rail fare).  <b>Lunch \$5.00</b> \$ Pick up at Red Cedar on the day  <b>Tee shirt \$15.00</b> \$ S, M, L, XL: Shirt orders close 7/11/88
<b>TOTAL enclosed</b> \$		
Credit Card authorisation Bankcard <input type="checkbox"/> Mastercard <input type="checkbox"/> Visa <input type="checkbox"/> Cardholders name: _____ Expiry: ____/____ Card number: _____ Cardholders signature: _____ Amount: \$ List names of those in your group if you are paying for them with your credit card		
I want to start raising funds for MS now. Please send me _____ extra books of raffle tickets with my fundraisers kit.		
<b>Conditions</b> Cycling on public roads is a potentially hazardous activity. The Sydney to the Gong Ride expects all riders to observe the Highway Code and obey the directions of Police officers and ride marshals. As cycling is a strenuous activity all participants should be in a reasonable state of health. The ride organisers, the Multiple Sclerosis Society and ride sponsors can not be held responsible for loss or damage to personal effects, personal accident, injury or any public liability including bike damage during BikeLift operations. I have read and agree to the above conditions.		
_____ _____ Riders under 12 must be accompanied by an adult.		Signature of entrant if over 16 years  Signature of parent or guardian if entrant is under 16 years.
<b>* Concessions are available only to children (under 16), pensioners and groups of five or more. To claim your group discount you must submit your entry forms in the one envelope and pay using one cheque, money order or credit card. Please make all cheques payable to Freewheeling.</b>		



cle parking will not be available at the lunch spot (Red Cedar Flat) to allow for emergency and service vehicle access. So tell your friends that the safest place to meet you is at your moment of triumph as you cross the finish line on Flagstaff Point.

### DO YOU LIVE IN THE GONG?

Special arrangements will be made for Wollongong residents using rail to get to the start of the ride on Sunday 20 November. A double decker electric train with capacity for over 1000 people will depart from the station at 6:30 am. Your bicycles will be loaded onto chartered trucks in the station car park and transported to Belmore Park where you will be able to recover them before the new start time of 8:30 pm.

Bike loading arrangements will be handled by members of the Illawarra Cycle Touring Club. It takes time to load a thousand bikes so you are advised to be at the station no later than 6 pm (the earlier the better).

### RETURN TRAVEL FOR SYDNEY RIDERS

If you prefer to return to Sydney after the ride by public transport we will load your bicycle onto our chartered Bikelifit trucks in the park at Flagstaff Point. That way you will be able to relax and enjoy the Carnival and stay late. The Bikelifit service covers the loading, trucking, unloading and security storage back in Belmore Park for pick up when you arrive by train later on.

A free shuttle bus service will ferry you to the station where you can purchase your normal rail travel ticket and catch a comfortable double decker electric train back to Central.

### RIDE FOR MS

The Multiple Sclerosis Society of NSW is the ride's beneficiary charity and we hope to raise a lot of money this year to help care for MS sufferers and support the society's medical research program. We would like you to ride for MS and assist the Society in its efforts to find a cure and help the sufferers of this crippling disease. Included with your entry package you will find a fund raisers kit designed specially for participants of the Gong ride.

The centrepiece of MS's fund raising activities will be a raffle offering as its main prize a weeks holiday for two in Singapore flying QANTAS. There are many other prizes and a full list is included in the fund raiser's kit. To raise funds for MS all you have to do is buy or sell tickets. A book of tickets is included with your kit but you may request more in advance by filling out the section on the entry form. The top fund raiser will win a one- week holiday for two at the Sheraton Mirage Port Douglas North

Queensland with return air fare included.

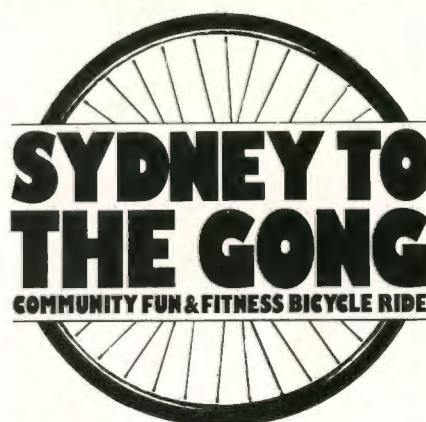
Multiple Sclerosis is a disease which effects the nervous system and is most common in countries with cool temperate climates. Almost anyone can get it and so far a cure has not been found. The disease affects the body's motor functions and sufferers usually lose control of their limbs, sight and abdominal muscles if the disease becomes chronic. The MS Society has been set up internationally to search for a cure to the disease and help those in varying stages of the disease lead as normal lives as is possible.

### COME AS A TEAM - PRIZES TO BE WON

One of the traditions of the Gong ride is for riders to dress and ride as teams. This year we will award team prizes in four categories: Individual non-sponsored; Bicycle industry sponsored; corporate (private and public sector staff and management); school (secondary or tertiary). There are prizes of bicycle helmets for the winning teams in each category and bicycle accessories for the runners up (maximum of 6 prizes per team).

To enter your team fill out the appropriate section on the entry form and turn up to the teams booth in Belmore Park at the start of the ride where judging will take place. The winners will be announced at an awards ceremony on stage at the Gong Ride Carnival later in the day.

**Repco Cycles**



### VOLUNTEERS WANTED

It takes lots of people and heaps of good will to make the Gong Ride run smoothly and safely. Each year we need over a hundred people to help us with on-the-road and static marshalling and a number of other tasks. If you are a community minded person and would like to help out on the day - perhaps you have

ridden in past rides and would like to put something back into the event - contact the ride organiser Warren Salomon on (02) 264 8544 during business hours.

During the event we need helpers at each of the five stopover points, route static marshals and ride guides who will ride the route helping out as instructed along the way.

All volunteers will be entered in the ride free of charge, supplied with a distinctive staff shirt and cap, provided with lunch and reimbursed for any expenses (car, transport etc). In return we would like you to attend at least one briefing meeting (in either Sydney or Wollongong) to be held approximately two weeks prior to the event.

It's a challenging and a rewarding job. So how about it? Tell your friends, parents, relatives - maybe they might like to help us on the day while you slave away at the pedals. If you want to volunteer don't fill out a form; contact the organiser immediately.

### OFFICIAL RIDE TEE SHIRT

This years official ride shirt will feature the attractive 'Me and My Shadow' poster design in colour on a high quality white cotton shirt. Shirt(s) can be ordered for postal delivery before the ride. All orders made before November 7 will be sent to you before the event. Orders received after that date will be processed and sent as quickly as possible but we can not guarantee that these will arrive at your address before the ride.

A limited stock of shirts will be sold on the day along with Freewheeling products and ride memorabilia. Shirt cost of \$15 includes postage.

### CANCELLATIONS

Cancellations must be notified in writing to obtain a refund. As most of the materials which make up your riders kit have to be pre ordered we can not give refunds after Monday November 7.

### PAYMENT

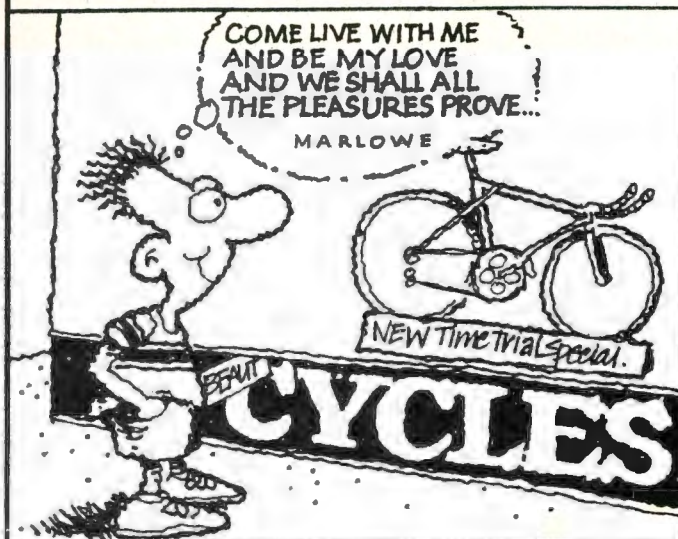
You can pay by money order, cheque or credit card (Bankcard/Mastercard/Visa). We do not recommend you send cash through the post. Make your cheques payable to Freewheeling.

To claim your group discount for five or more riders you must submit your entry forms in the one envelope and pay using one cheque, money order or credit card.

If you are paying for others with your cheque please fix all forms together and check each form for correct addition making sure that services ordered apart from the entry fee have been included in the individual entry form total. If you are paying for other entries with your credit card you should enter the total amount and the surnames of the others in the extra space provided in the authorisation panel of your form.



# IMPROVE YOUR CYCLING with inspirational quotes.



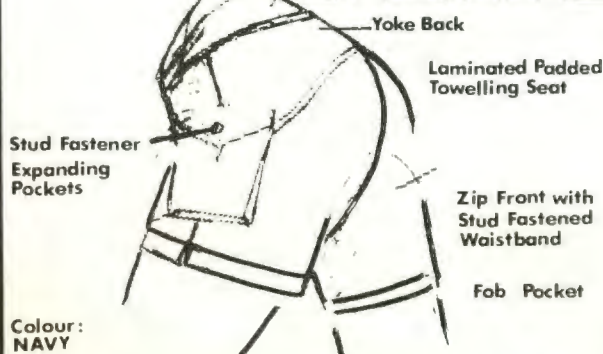


# TOURING SHORTS

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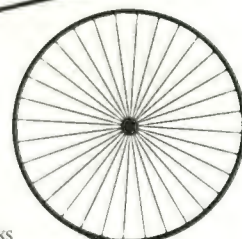
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Engineering excellence, the Hoshi Bladed Spokes is designed to perform.

The aerodynamic shape not only looks great, the blades cut through the air with the minimum resistance, improving performance.



The hook design makes installation a simple task, just hook the end into the hub hole, once the wheel is assembled, the tension on the hook end holds it securely to the hub. Unlike other bladed spokes, the unique Hoshi Spoke eliminates the time consuming duty of enlarging spoke holes and threading. Simple hook the end into the hub hole.

The HOSHI BLADED SPOKES,  
A Winning Edge

**HOSHI SPOKES**

# Spokes make the wheel

At DT, our Spokes reflect what we care about: Swiss quality, quality control and unmatched service life. That's why for years our product testing has been done by the world's best bicycle racers, as you can see...

## DT-SWISS SPOKES

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Available from professional bicycle retailers nationwide in three precision stainless steel versions:

The classic Swiss Straight Spokes in 14 or 15 Gauge

The famous Double Butted Swiss Racing Spokes in 14/15/14 or 15/16/15 Gauge

The special Swiss Aerodynamic Spokes, when seconds count

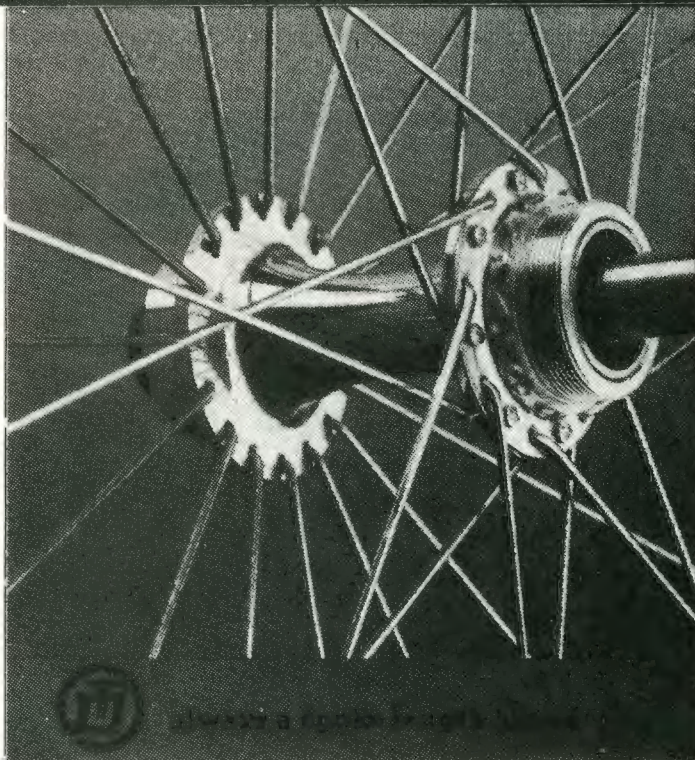
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# THE TEAM TO TAKE SEOUL

**Big hopes rest on the Australian cyclists participating in the 24th Olympics**

**BY JOHN DRUMMOND**

**W**hen Australian athletes enter the Korean Stadium on the 17th September for the opening ceremony of the 24th Olympiad they will be one of only four nations that have participated in every modern Summer Olympic Games. That is a commendable record of achievement and one of the reasons why Australia was awarded the Olympic Cup by the IOC, at the Winter Olympics in Calgary, Canada.

In reviewing Australia's nine men and women track cycling team, and the seven men and three women road cyclists all with International experience and selected on a performance basis, I do so with some reservations.

Aware of the pitfalls in making predictions at the highest level of sport the best I can offer is to state that the track cycling team will be competitive right across all events, with the current World Time Trial Champion, Martin Vinnicombe rating as our best chance of Gold Medal success.

Wisely, the actual competitors will be nominated for respective events on form and conditions at the time. The entire team raced and trained on the Continent with the exception of Julie Speight concluded her preparation in the United States in the inaugural womens sprint championship – the only track title for women.

## TRACK SQUAD

**Track coach: Charles Walsh**

### **Martin Vinnicombe**

Spearheading the cycling drive for Olympic medals Martin is the current 1000m World Time Trial Champion and Australian, Commonwealth and World Champion, an impeccable record indeed. It is difficult to imagine the 24 year old Sydney-based



cyclist out of the medal reckoning in Seoul. Third best in the world in 1985, second best in 1986 and first last year, it is possible this quietly spoken young Australian will add to his great record at the forthcoming Games. His toughest opponent will be the East German rep.

Martin who understands his own mental and physical processes best and is his own coach. He also gets on well with the Australian Coach, Charlie Walsh, which will be an added bonus. Vinnicombe is rated the best chance in any sport for medal success in Seoul.



### **Dean Woods**

Since winning the Junior World Pursuit crown at the age of seventeen years against Soviet opponent

Mikhael Svechnikov the Russians have been the nemesis of Dean Woods in his bid to win the senior crown. They may be the ones to beat in the individual pursuit in Seoul.

Woods from Victoria has twice made the last four in the Worlds Pursuit to finally finish third and fourth in 1986 and 1987 respectively. If Australia is destined to win Gold in this discipline it will be at Seoul with two world class riders contending for selection.

A skilled and tested pursuiter at international level this Australian Institute of Sport cyclist was a member of the "Fabulous Four" who defeated America and technology to win Gold for Australia at the Los Angeles Olympics. Woods should be at maximum strength, he is proved world class and fitted to act out his Olympic destiny.



### **Brett Dutton**

Sydney rider Dutton is an accomplished and tested endurance cyclist. He is currently on a scholarship to the Australian Institute of Sport and is being coached as a Teams Pursuit specialist.

He acquitted himself well as a member of the Team that won Gold in the Teams Pursuit at the Commonwealth Games in record setting time at Edinburgh. Dutton indicated improved ability as a member of the NSW team which rode to victory over South Australia in a best ever time in the National Titles earlier this year.

There appears to be little doubt Brett Dutton will be on the mark when the team selected to represent Australia lines up for the Olympic defence of our Teams pursuit title.



### **Anthony Davis**

This 24 year old West Australian rider has the honour of riding the fastest individual pursuit on an outdoor track in the world this year. He did it at the National titles in Shepparton in March when he won the individual pursuit crown from incumbent Dean Woods. Davis rode a world shattering record time of 4 min 36.57 secs.

Stung by missing the cut at the 1988 World Titles when 13th with a 4 min 36.36 on an indoor track (Woods was the fastest qualifier with a 4:27:11) Davis was determined to erase that ignominy by defeating Woods for the 1988 title. In doing so he created a problem for the Australian selectors. In Europe Davis broke with the National squad after disagreeing with the training methods of Coach



Charlie Walsh. He says he'll be able to prepare better for the Seoul Olympics on his own. His decision to leave the training squad has been sanctioned by cycling officials.

Davis says he wants to race more than Walsh has planned for the team and didn't want to train on the track until he returned to Australia prior to the Games.

As only one nomination is permitted in the individual pursuit it was foolishly suggested prior to the Games that a showdown race between Woods and Tony Davis should be held to decide who will contest the individual pursuit for Australia at Seoul.

Rightly, the Australian Cycling Federation executive director Martin Whitely said at the time that a showdown was not on. Both will go to Seoul and a decision on who will represent Australia in the individual pursuit would be made on the day of the competition.

The opposition is too tough for anyone other than the best to wear the Australian colours in the Olympic Games, or to leave to form on the track in a muscle tissue destroying showdown.



## Wayne McCarney

Another AIS rider capable of a good all-round performance. Wayne, 22, from Victoria was a member of the winning record setting Commonwealth Games pursuit team. At the Shepparton National titles he was second to World Champion Martin Vinnicombe in the 1000m Time Trial in 1.06.62, and easily won the National Point Score Title from Brett Dutton.

McCarney will be competitive in whatever he has to do in Seoul.



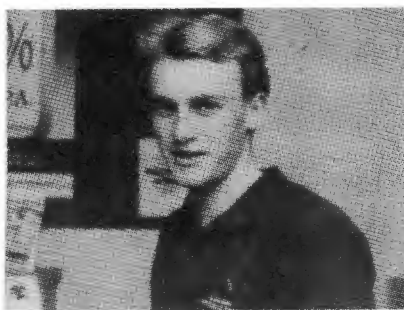
## Steve McGlade

This former endurance National Junior Champion from NSW is in his first year as a senior with an Australian Institute of Sport. McGlade, 21, proved his class as a member of the winning record setting pursuit team that won the National Title in Shepparton in March of this year. That win sealed his selection in the Seoul Olympic Team.

It will be interesting to see if this promising cyclist makes the team that will defend Australia's Gold Medal at the Games.

## Robert Burns

An endurance specialist, Robert Burns is another young Australian based with the Australian Institute of Sport.



Burns, 20, showed an outstanding ability when he annexed the National Madison Championship teamed with fellow AIS scholarship holder Michael Aisbitt. They annihilated the cream of Australian endurance riders by biding their time before launching an attack that netted them a lap advantage.

Burn's cemented his selection in the Seoul Olympic Team by a runaway win in the Senior 20 kilometre Scratch championship at the 1988 National Titles. It was probably the greatest defeat ever inflicted on the cream of Australia's best scratch riders. The Bendigo star shaved a huge 34.21 seconds off the 1977 time in Brisbane and won clearly after clearing out over the final four laps.



## Scott McGrory

McGrory had a brilliant Junior career in which he rode a senior time of 1:06:832 for the 1000m Time Trial to win the Junior National title in 1986. Now a first year senior he is being coached in the pursuit at the AIS in Adelaide by Coach Charles Walsh.

Scott, 21 from Queensland, indicated his progress up the Senior ladder by riding a third placed Time Trial to World Champion Martin Vinnicombe, and fellow Institute member Wayne McCarney at the Shepparton 1988 National Titles.

Scott is looking to riding in the Teams Pursuit and the Points score Olympic titles in Seoul.



## Gary Neiwand

This 22 year old Victorian measures up as one of the real chances for medal success in Seoul. He demonstrated that conclusively in his Title win over

Queensland's Gary Madigan at Shepparton.

Neiwand suffered a debacle in 1987 when he fell a victim to the cyclists curse: glandular fever. Back in training only weeks he was again hospitalised when he had a confrontation with a car. Cleared only a month and with little in his legs, Neiwand was taken to the Austrian 1987 World Championships for the experience. Before finishing fifth in the sprint championship the effervescent AIS rider had a 10,494 Two Hundred Metres that had observers scratching their heads in wonderment.

1987 winner, East German Lutz Heschlich, three times World Sprint Champion and 1980 Olympic Champion who will start favourite rates the Aussie as his toughest opponent. But Neiwand who has struggled hard this year to find top form says he will not ride in Seoul unless he can achieve a 10.8 second sprint time.

Gary went close to doing that in defeating British champion Eddie Alexander in the Pirelli Grand Prix decided on Edinburgh's board track in Scotland in early August.

## ROAD SQUAD

Road coach: Shayne Bannon



## Eddie Salas

As Australia's top road rider Eddie Salas, 23, rightfully heads the squad. Following a moderate performance in the 1987 World Title he raced in Austria against 200 odd of the worlds best amateur talent. The Sydney based Italian/Australian proved his class after his team collapse in the 1987 Commonwealth Bank Classic. Salas finished the Classic second placed to Norway's Kjetil Kristiansen, who with strong team support kept the teamless Salas a bay.

Assured of his ultimate selection to Seoul, Salas returned to his Italian Club to prepare for his Olympic mission, the Individual road race.

Salas probably represents Australia's best hopes of success in the individual Olympic road championship. Much depends on team work, with most countries striving to have their favoured candidate projected first across the finish line.



## Bruce Kech



A well performed all round cyclist equally at home on road or track (currently training at the AIS). He could be a member of the four man team who will ride for Australia in the 100 kilometre road Time Trial. Pre Games reports indicated that Bruce was racing well. Bruce at 21 years of age will benefit greatly from the experience irrespective of whether he makes it in Seoul.



### Stephen Fairless

Stephen, 26, has proved his class on many occasions in Australian cycling, and did so again as a member of the scratch team that was formed from Aussie riders in Europe to represent the Australian Cycling Federation in the 1987 World 100 km Time Trial championship, and rode the fastest trial ever recorded by an Australian Time Trial team.

It marked the beginning of an Australian comeback into the reckoning of world road cycling after a decade in the wilderness. All Australia will be hoping the big Victorian will spearhead the Australians to a creditable performance when the team exponents gather at the start of the Teams championship in Seoul.



### Scott Steward

Scott Steward came to cycle racing from a touring club. His rise from D Grade to Olympic level has taken just four short years. Like Stephen Fairless he is big and strong and should fit well into the Teams Road Time Trial structure.

Steward has a good record in Victoria and trains at the AIS under the guidance of Road coach Shayne Bannon. During the pre Games Continental training tour Scott proved to be a star in the team. At 22 years of age, irrespective of his Seoul performance the experience should prove a bonus for Australian road cycling of the future.

### Clayton Stephenson

Clayton Stephenson switched to cycling from a successful triathlon career and was an immediate success. A natural athlete he developed a good all round ability. He won the 1987 track Pursuit in record time and a national 100km Madison championship partnered by Brett Dutton. Despite these successes Stephenson switched to road cycling, where he had already made his mark as a Junior champion.

Travelling to Europe in search of the all important international experience, he finished up a member of the team that established the best ever Australian Team Time Trial in the 1987 World Championship.



It is difficult to imagine an Australian Time Trial team without the versatile Sydney star who is trained by World Points champion Gary Sutton.

## WOMEN'S SQUAD

**Coach: Shayne Bannon**

### Julie Speight

Unlike the men's the women's cycling events are new. The inaugural individual road race took place at the 1984 Olympics in Los Angeles and Australia was not represented. This time we will have three and Julie Speight will carry the flag for Australia in the inaugural track event: a womens sprint.

There is no known form, but going on past World Championships the Americans will be the ones to



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Freewheeling 67





beat. However, Julie is no slouch and easily won the National Sprint for Women at the 1988 titles. Prior to the games Julie trained in the USA.

### Elizabeth Hepple

The 30 year old Hepple came to cycle racing three years ago via the Triathlon and burst onto the International scene when she finished fifth in the Spotted Jersey (the mountain climbing competition) in the Tour de France Feminin 1987. Going one

better this year she finished third to France's Jeannie Longo and Italy's Maria Canins.

Hepple's preliminary form has been superb this year. She won the Tour of the Adriatic which was incorporated in the Italian Giro for women, and she came home second to Maria Canin's in the Giro D'Italia.

Although Longo and Canin's appear to be in a class apart in womens racing on the Continent championship racing can be different where missing



the break can mean the difference between winning and losing.

Liz Hepple from Queensland is in with a good medal chance.



### Kathleen Shannon

Kathleen Shannon has a good world title record. She has been in the first ten on two occasions. The 24 year old Sydneysider received several nasty cuts from an accident prior to the Tour when she walked through a plate glass door at the team's Italian base, near Florence. Despite the setback she finished 19th in the Tour De France Feminin, and aims to be at her peak in Seoul.



### Donna Gould

Gould has the unique experience of being a competitor in track and field as an Olympian. The 22 year old Australian Institute of Sport scholarship holder competed in the 3000 m (running) event at Los Angeles in 1984 before switching to cycling.

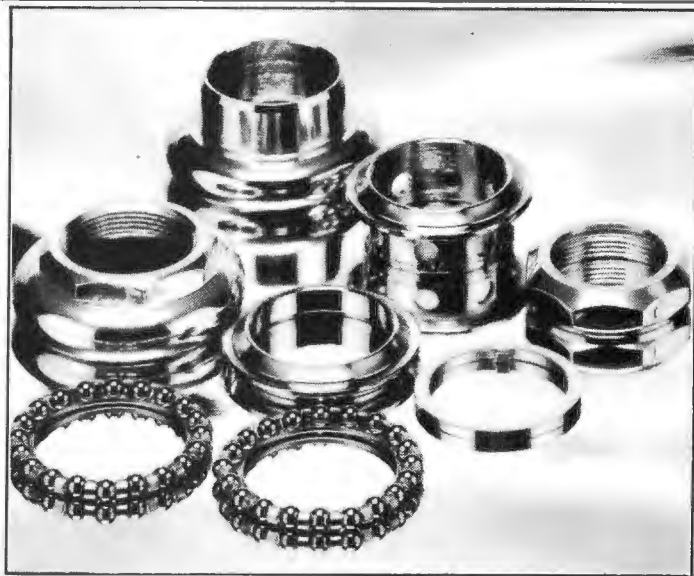
Gould finished fifth in the Women's Giro D'Italia and was "Queen of the Mountains". A virus ended her victory hopes in the Tour De France Feminin. Gould was sixth placed just seven minutes off pace after the sixth stage, but dropped back in the seventh and eighth stage. She recovered to be 11th at the finish, but still able to assist her team to be third placed overall at the finish.

She rides well with Hepple and Shannon and will give a good account at Seoul.

**Team manager: Ray Godkin**

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# THE CYCLING CIRCUS COMES TO TOWN

A preview of this years Bicentennial Commonwealth Bank Classic between Brisbane and Melbourne

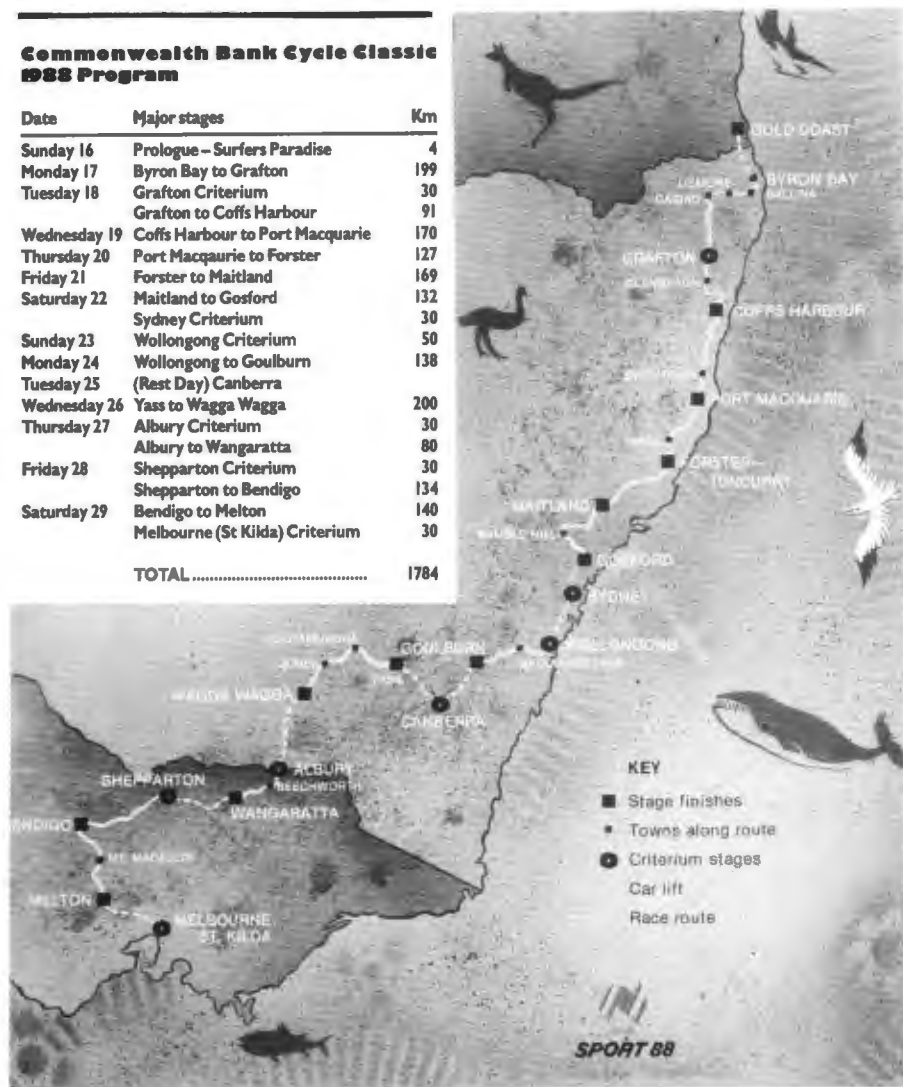
BY JOHN DRUMMOND

**E**xtrovert Aussies, Phil and Frank Bates, have developed the Commonwealth Bank Cycling Classic into to a million dollar plus event since its humble beginnings back in 1982. The Bates' efforts have produced an increased public awareness of the Classic thanks to his policy of tailoring the race to suit local conditions wherever possible.

They have also brought extra sponsorship into the six year old promotion that will field up to 90 riders this year.

## Commonwealth Bank Cycle Classic 1988 Program

Date	Major stages	Km
Sunday 16	Prologue - Surfers Paradise	4
Monday 17	Byron Bay to Grafton	199
Tuesday 18	Grafton Criterium	30
	Grafton to Coffs Harbour	91
Wednesday 19	Coffs Harbour to Port Macquarie	170
Thursday 20	Port Macquarie to Forster	127
Friday 21	Forster to Maitland	169
Saturday 22	Maitland to Gosford	132
	Sydney Criterium	30
Sunday 23	Wollongong Criterium	50
Monday 24	Wollongong to Goulburn	138
Tuesday 25	(Rest Day) Canberra	
Wednesday 26	Yass to Wagga Wagga	200
Thursday 27	Albury Criterium	30
	Albury to Wangaratta	80
Friday 28	Shepparton Criterium	30
	Shepparton to Bendigo	134
Saturday 29	Bendigo to Melton	140
	Melbourne (St Kilda) Criterium	30
TOTAL .....		1784



*Freewheeling* joins the organisation and the Commonwealth Bank in inviting you to join the ever growing crowds that will throng the Classic finishes in this our Bicentennial years, as it winds its way from the Gold Coast to Melbourne for 13 days from 16 to 29 October bringing its message of healthy sport into homes, schools, and workplaces.

Twelve International teams each comprising five cyclists will match their skills against six Australian teams eager to display their improving road racing techniques.

The 1988 race will include a large number of our Olympic representatives in their first scheduled event following Seoul.

Few if any endorsed events supporting Australia's Bicentennial can match the dimensions of the Commonwealth Bank Cycling Classic. More than 260 cyclists, officials, media and support personnel will travel the 1800 km to Melbourne passing through 14 cities and 146 major towns, three states and the ACT and be witnessed by an estimated one million roadside spectators with many more millions viewing the race daily on television.

The race which has a budget in excess of 1.2 million dollars is heavily supported by the communities of each town and various organisations. The Royal Australian Air Force have undertaken the arduous task of feeding the cyclists and race personnel while a jazz band, BMX trick riders and several clowns will



entertain the public prior to the arrival of the cyclists.

General Motors Holden are supplying 40 motor cars and five trucks to transport officials, media, promotional items and equipment whilst Kawasaki will be providing 13 motor cycles for filming and marshalling. Travelling with the race will be a superdecker coach from Lindsays coaches, Coffs Harbour, which will also be utilised as a mobile office. A media special effects caravan will act as a media centre and Aussat's 20 tonne transportable earth station will send images and sound live around Australia. Suttons (Volvo) Arncliffe will once again provide a magnificent Volvo prime

mover to tow the transportable earth station.

The media contingent has continued to expand each year and it is anticipated that more than forty journalists and camera operators will accompany the bicentennial event for its duration. Last year the race commanded in excess of 20 hours of television coverage and a press clipping booklet boasting nearly 2000 articles has been compiled.

#### The race

The 1988 Bank Classic will be the longest and toughest so far. The race has three less stages than the 1987 race and has included two very tough mountain

stages from Albury to Wangaratta and the 8 km Mt Macedon climb on the last road leg from Bendigo to Melton.

The survivors of this great bike race when they arrive at St Kilda will feel as if they have ridden a dozen Olympic road races in a fortnight and the winner will be the happiest man in amateur cycling.

This then is the magnitude of Australia's ultimate bicycle race.

As you watch a record field of 90 odd International riders with a record size entourage race past you may never realise that it takes a year to set those wheels in motion, and the many more wheels carrying the race backup.

All the colour and spectacle of this major sporting event is brought to doorsteps along the route without cost to the spectator. There are few if any other sports that can match that claim.

It is done without any ugliness that unfortunately has been visited on some other spectator sports. How long is it since you saw a fight at a bicycle race?

The image of the Bank Classic has always been that of excitement and fun for all the family, and the millions who have been officially calculated to have seen a Commonwealth Bank Cycle Classic is growing as television is drawn into the scene as men from a dozen nations battle for a record prize list, and possible future professional contracts in Europe.

That's the fun of the race it's for everyone. The drama is another story. So join in and have a great day when the Tour comes your way.

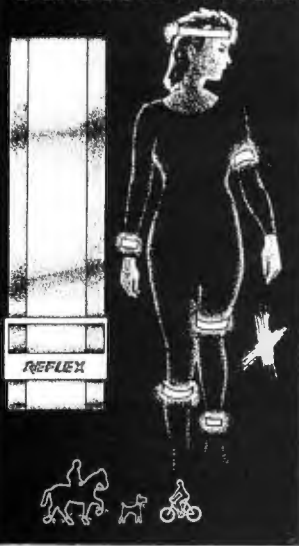
**Olympic road race hopeful Eddie Salas finishing strongly during a stage in last year's Bank Classic.**



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#### *Reflex Is living fashion*

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# BRIDGING THE GAP

## The Bicentennial Albany to Perth Tour

WORDS AND PICTURES BY DALE NEILL

**C**ycling has always had a major influence on my life. I loved my ten years of racing and early cycle-touring in the sixties and seventies. In recent years, alongside my wife Margaret, I have pedalled my way through the United Kingdom, Ireland, Bali and Tasmania as well as much of Western Australia's countryside. When I reached 41 years of age, I believed there was no country too far, no hill too high.

In September, 1985, that all changed dramatically! Following a bout of glandular fever, I contracted a rare condition called M E (myalgic encephalomyelitis), a disease which affects the central nervous system and is characterised by extreme muscle fatigue and poor concentration.

My body seemed to age thirty or forty years overnight. To park the car in a tight spot meant having to sit for twenty minutes to rest my arms. Reading a paragraph in a newspaper was near impossible and cycling two kilometres to the local shop was akin to riding a 200 kilometre road race.

After diagnosis, my doctor said, 'Dale, now for the bad news - it's not fatal.' Two and a half years down the track, with both the symptoms, and trauma associated with my loss of fitness receding, I decided that I shouldn't be entirely divorced from cycling. In cycling jargon it was about time I tried to 'bridge the gap'. Why not photograph cyclists on tour and write about their experiences, I thought. 'Bridging the Gap' is my attempt to recreate the magic

of cycling and make my comeback.

*I am sitting in my dingy little office,  
where a stingy / Ray of sunlight struggles  
feebly down between the houses tall,  
And the fetid air and gritty of the dusty,  
dirty city, / Through the open window  
floating, spreads its foulness over all.*

"Coooooeeee!...."

Coooooeeee!" The call comes from afar with pure, clean resonance. Allowing for the wind, I guess the group will be about a minute away. Kleber's call tells me that the twenty-one Bicentennial cyclists will be together. He rarely 'coo-ees' on his own. This is Day Five of the Cycle Touring Association of West Australia's 1000 kilometre, Albany to Perth bicycle tour. Today, the group of twelve men and nine women are pedalling 130 kilometres from Walpole on the south coast to the tall-timber town of Pemberton.

I stand alone with my camera in a cathedral of tall, graceful; karri trees. The S-shaped ribbon of bitumen lies ahead, empty.

Dry eucalypt leaves rustle in a sedated breeze.

*I think: 1/250 second at f11, focus 26 metres, depth of field eight to ten metres with a 200 mm lens... should be enough.*

A small, pulsating blob appears, hovering at the top of the S and through the viewfinder the blob transforms itself into a bubbling stream of yellow and white with flashes of green.

*Great, they look magnificent! Steady, focus, focus, now squeeze gently, kerlunk! Was that Phil in front with Kleber? Maybe, maybe not. Concentrate Dale! Film advance, check focus, squeeze gently between heartbeats, kerlunk!*

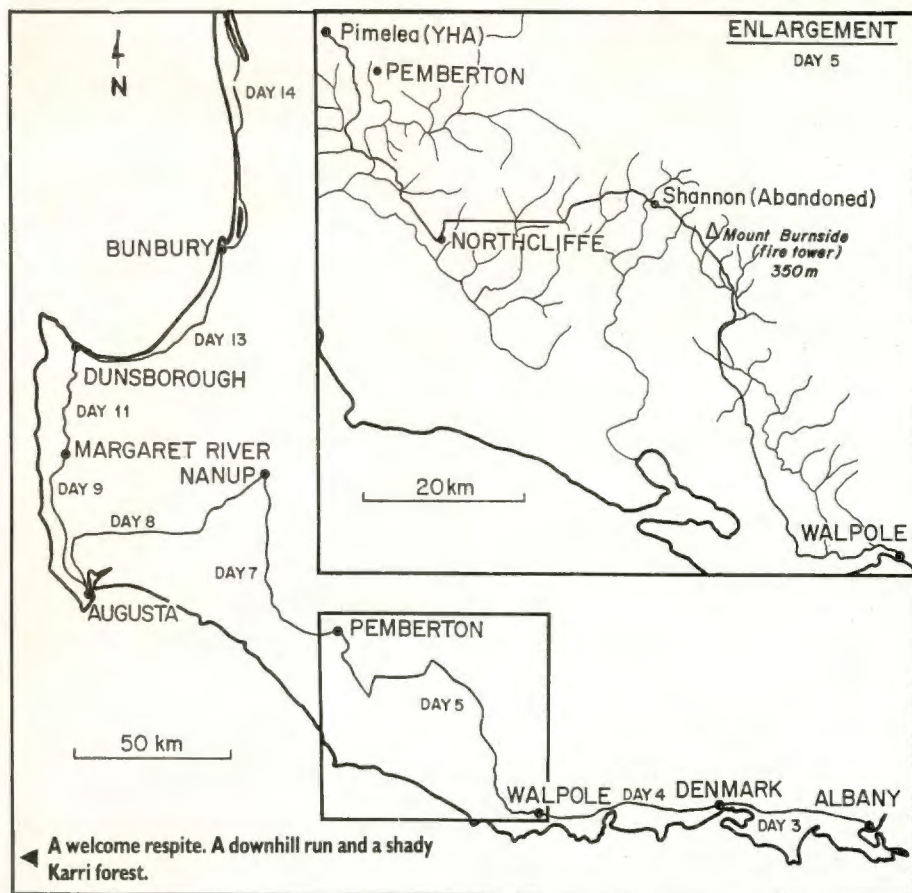
Bea, Sue, Geoff and Beryl flash through my viewfinder in a split-second. Leone, dark-haired, lithe, cool and steady. Arie, holding back, restrained.

*Coming into focus, hang on, don't rush, wait, wait, shoot, kerlunk.*

The mirror bounces up. The main group arrives led by Jenni and Noel. A cacophony of voices and laughter. A bright, cheery 'Hi Dale!' from someone, probably Jenny. A palette of colour races by. Gears and chains chime out their melody and then fade. I turn and look at the yellow and white stream winding effortlessly, gracefully down the grade and then out of sight.

The 9 am news report says Perth is heading for a record March temperature. Even Albany's forecast is 37 degrees centigrade.

Gentle undulations gradually give way to a series of steeper climbs. We're 55 kilometres from Walpole long Highway One. The combination of stifling heat, long hills and laden panniers are exacting their toll. The earlier compact group are now spread over four or five kilometres. Most are riding in twos and threes. Stan is on his own and so is







Carrying an official Bicentennial message from the mayor of Albany, twenty one cyclists set out from the historic port town led by Stan Wiechecki and Beryl Creighton.

Helen. One of the great attractions about cycling is that you can choose to be social or to keep your own time and space. Sometimes you have no choice!

I stop three-quarters's of the way up a long, winding hill. Mark and John are the first pair up the long haul. Stewart

loped through five minutes earlier. A veteran of the 1987 Paris-Brest-Paris, he looked barely warmed up. John and Mark are riding shoulder to shoulder. Its a day for the forties – both in gears and temperatures. John's face is flushed, reflecting the heat and strain. Mark looks remarkable cool, any stress camouflaged behind his neatly trimmed beard.

*Freeze them, they're going slow, 12-14 km/h. Let's count the spokes in their*

*wheels on the print. 1/1000 of a second at f5.6 on Plus X film. Sit on the road, worm's eye view – remember the shot of Greg Jack on Gravity hill in '78, sitting on the road. Wow! That road's bloody hot! Have to settle for eye-level.*

John and Mark grind their way up the hill. I can see the distension in their thigh and calf muscles. The sweaty drops on John's face have become rivulets. I sense a little competitiveness in their riding. Mark changes smoothly down one cog. He still looks cool and calm. I puzzle over why one person shows the strain and another doesn't. They're almost at the outer limit of my depth of field.

*Wait, be patient, don't jump the gun, Mark, why are you veering to the right? Mark, you've just moved outside my viewfinder. Damn! Quick, settle for John. Steady, squeeze, kerlunk! Sorry Mark.*

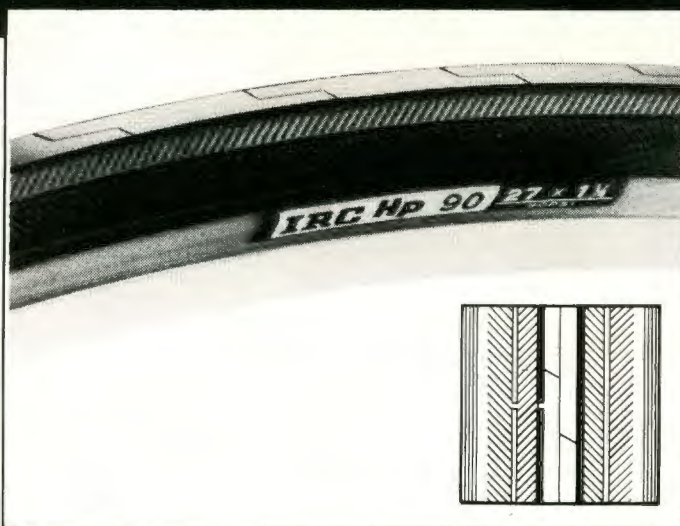
At Shannon River, I have an hour to wait for the first cyclists. Meanwhile, 40,000 march flies who have just watched several repeats of *Tora, Tora, Tora!* decide my body looks remarkably like Pearl Harbour. I change into long trousers and a long-sleeved shirt but the march flies bite through the fabric with consummate ease. Becoming desperate, I wrap myself in a woollen blanket. Despite heavy casualties, the enemy decide to call in heavy artillery – the green

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nosed variety, equipped with armour-piercing probosci.

I start wondering if anyone has actually been killed or driven insane by these bushland bandits. I'm saved by Stewart Stockdale who arrives and suggests we move two hundred metres away from the flowering gum blossoms which attracts the flies. Why didn't I think of that?

Mark, John, Stan and Keith arrive five minutes later, hot but in good shape. Leone and Bea are the first of the ladies to arrive, seemingly unperturbed by the conditions. However, when Neil turns up he brings an urgent message: 'Ron says the group needs water and can't go on.'

*That's a bit of a nuisance. Amateurs!*

I knew Ron wouldn't exaggerate. As the ride-leader for the day he bears responsibility for the safety and the welfare of the riders and he takes the job seriously.

The crisis is the result of the unusually hot conditions, a lack of experience with a handful of riders and a miscalculation of the distance from Walpole to Shannon River.

Back I go with Stewart. We pass Stewart's wife Sue coming on the opposite direction. Her eyes are fixed on the shimmering road in front in a mood of quiet determination. No worries about Sue. Eight kilometres and three climbs back down the road we find them scattered about like nine-pins in the midday sun. There are nine of them, in various stages of exhaustion and dehydration.

Arie and Ron are fine but when I spot Noel Eddington I become concerned. He's laying on his back on the road's edge in the searing heat. His breathing is rapid and his thin body looks gaunt and stretched. On my grandfather's farm they shot horses in this condition. Noel quickly accepts a bidon of water. After a fifteen minute rest I watch with concern as Noel remounts his Kesting bike and struggles up the climb like a broken-down hack.

The rest of the 'dry' group, Geoff, Beryl, Denise, Neroli, Donna, Jenny and Helen recuperate quickly. They remind me of a bruised and battered rugby side at half-time. The Good Shepherds, Ron and Arie, are delivering the coach's pep talk, and now, with spirits lifted, the group sets off on the final eight kilometres to the lunch stop. I know from experience it will be a very long eight kilometres for this group.

But I'm amazed at the recuperative powers of the cyclists. After two hours rest at Shannon River with tea, sandwiches, water and even cold showers, all riders find a return of strength. Donna has a bounce in her step and makes a wisecrack. Beryl's thoughts of the night before when she was overheard mumbling, "I can do it, I can do it on my own" in her sleep give her the

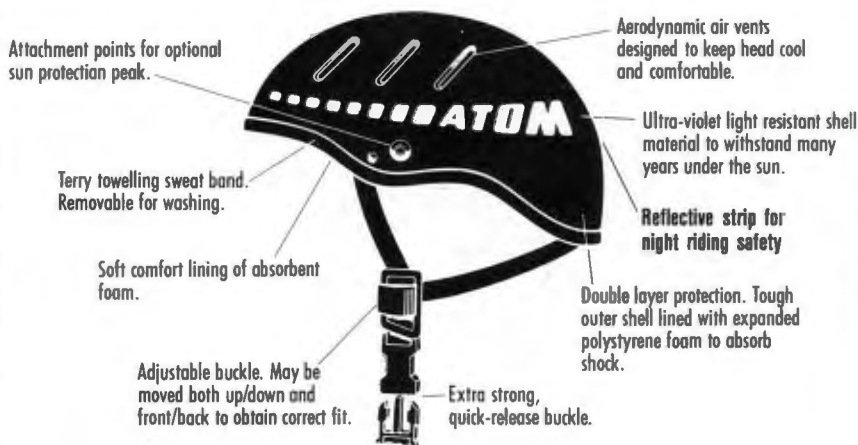
motivation to remount her bike.

Its late in the afternoon and riders are skimming along with a five knot tail wind on the tree-shaded Northcliffe road. It reminds me of something Sir Hubert Opperman once said, 'Unless you have headwinds and hills, you never appreciate the tailwinds and downhills.' Then he added, 'Life's like that as well.' It is after dusk when the last of the group roll into the tiny youth hostel at Pemberton after completing 130 testing kilometres from Walpole. Out tour leader Geoff, cramps on the last hill and has to walk. But he doesn't complain and doesn't seek assistance. Wife Beryl is close for moral support. Cycling brings out the best in people ninety-nine per-



Cooling off! Donna Earles from the USA at the end of another hot, hot day on the road.

## It not only looks great...



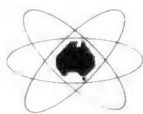
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**Happy threesome.** Ron Bowyer of Perth, Leone Pollard of NSW and Donna Earles of Kentucky USA ride through the forest near Ludlow.

cent of the time. But Geoff is not alone. All of the riders have suffered today in varying degrees. But none complain. Some learnt new skills in map reading and water conservation. It is a day that none will forget quickly.

That night, in the little youth hostel in the Pimelea Forest, John, Noel and Stewart demonstrate extraordinary culinary skill. They prepare a gastronomic extravaganza for 21 ravenous bodies and a slightly peckish photographer. The menu reads like something from the Parmelia-Hilton – stuffed trout, shepherd's pie (in quantities sufficient to feed the flock as well as the shepherd) stewed peaches and fresh cream.

Tired muscles and weary heads are soothed by friendly chatter and Goon-like remarks. I mentally note that I have rarely seen a cycling group as cohesive as this one. Its great to be back.

Near midnight, I walk along the forest track and see a shooting star. It seems that the milky way in Pemberton is far closer, far more intense than any place in recent memory. I take another step towards bridging the gap.

Inside the weatherboard and iron dormitory in the wafting incense of the mosquito coil overpowers me and I drift off to dream of ... Banjo.... bicycles.... and beautiful things.....

**And the bush has friends to meet him, and their kindly voices greet him / In the murmur of the breezes and the river on its bar, / And he sees the vision splendid of the sunlit plains extended, / And at night the wondrous glory of the everlasting stars.**

Verses from A B (Banjo) Paterson, *Clancy of the Overflow*.



## THE ALBANY TO PERTH BICENTENNIAL TOUR

BY RON BOWYER

**W**HAT IS the recipe for a highly successful tour? Does it take a large group of dedicated, enthusiastic cyclists, great weather with a fair dose of tail winds, good food? The Albany to Perth Tour held from 12-26 March certainly had all those ingredients and much more.

It was the largest cycle-touring event ever planned by the Cycle Touring Association of WA and the ultimate success of the venture was largely due to a great deal of ground work by Tour leader Geoff Creighton and CTA President Martin Bunny.

Twenty-one eager cyclists turned up to start the event in Albany, an important port and tourist destination situated some 440 km from Perth on the WA south coast. Bicycles were transported by bike trailer while participants used the Westrail coach to reach the start point.

In Albany, Pemberton, Augusta and Quinalup, the cycle tourists made good use of the YHA facilities. The Quinalup hostel in particular, which has recently

undergone extensive renovation, is of very high standard and is well worth a visit.

Although conditions for most of the Tour were warm to hot, we all adapted well to the weather and the loads we were carrying, completing the longest leg of 137 km from Walpole to Pemberton on the hottest day we encountered – 35 degrees maximum.

Only 10 of the 15 days of the tour were spent in covering the circuitous coastal route back to Perth. Rest days were sprinkled liberally throughout the program allowing ample time for everyone to explore some of the local sights – usually by bicycle but without heavy panniers.

Bicycle politics were involved in the exercise with Tour leader Geoff Creighton accepting a message from the Lady Mayor of Albany and delivering it to the Mayor of Fremantle. The message appropriately extolled the virtues of bicycle safety but then went on to mention the efforts of councils to provide dual use paths – the target of much heated debate in cycling circles.

There was a certain amount of media attention on the Tour with photographers present at our departure in Albany and arrival in Fremantle as well as at Mandurah on the way. Geoff Creighton was interviewed by news staff of the country TV station GWN in Bunbury and we viewed some good footage of the group's departure on the 6 pm news that evening.

As a finale, the Tour group was met in Fremantle by a welcoming crowd of CTA riders who then escorted us in a massive display of cycle power to the official end of the Tour and a sip of champagne at the Causeway car park in Perth.

I think all the riders, like me, enjoyed the experience immensely and would like the opportunity of participating in similar extended tours in the future. Is the CTA in Western Australia about to challenge the Great Victorian Bike Ride?

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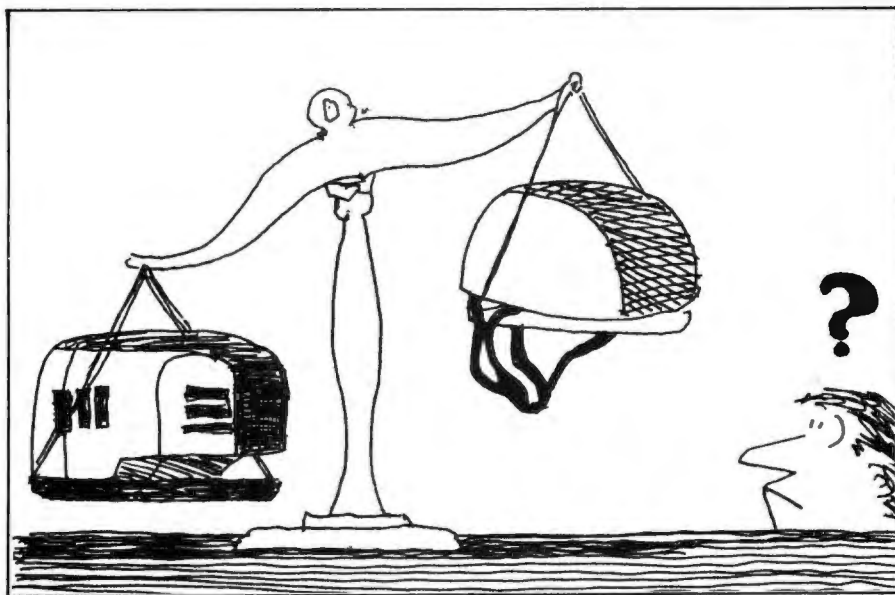
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# TWO LIGHT- WEIGHT HELMETS REVIEWED

BY JULIA THORN

**H**ERE'S GOOD NEWS for those of us who like to wear a cycling helmet but don't want to feel as though we are riding around carrying a heavy load on our head. I have frequently been tempted to take off my helmet at the end of a long day's ride and finish the day riding with it tied to the rest of my gear, rather than wearing it, because my long-suffering neck had had enough. And I know equally well that a helmet is going to be no use to me whatsoever strapped to the carrier instead of on my head.

The new lightweight helmets that have appeared on the Australian market earlier this year have to an appreciable extent done away with the discomfort that safety imposes on us, and have made wearing a helmet a more pleasant experience than it was before.

The distinguishing feature of this new breed of helmet is that they do not have a hard outer shell. They are made from expanded polystyrene foam (the same material used for the lining layer of the

older style headgear) which is intended to withstand the hardest knock, and have a removable lycra cover that clings snugly onto the dome. On a first look, the lycra cover appears to be purely decorative and a means for the product's brand to be displayed, but in fact it plays a key role in holding the body of the helmet together and preventing it from shattering on impact with some other object or head.

An important plus with the new helmets is that they are slicker in appearance than the hardshell helmets and as a result would be acceptable to many people who have been put off wearing a helmet until now because of their ungainly look.

In America these helmets, or "no shells" as they have been nicknamed, have proved popular and, despite early scepticism about their strength, do seem to provide adequate protection.

Apart from the weight factor, another benefit is that the new helmets are easier to keep clean due to the detachable cover which can be rinsed and dried quickly.

The decision of whether to switch to an ultralight helmet will probably depend on how much riding you do. For the short distance commuter the considerable expense of the lightweight helmet may well outweigh the advantages of a lessened burden on your neck. While the long distance tourer will no doubt welcome this innovation which may mean that more time is spent wearing the helmet and less time carrying it strapped to the pannier rack.

## GIRO PROLIGHT

The Giro Prolight has been the market leader in this field. It weighs in at a mere

220 grams (to put this in perspective the hardshell Stackhat weighs 580 grams) and comes in six sizes. It is shallower than the earlier helmets, resulting in a shape labelled "truncated teardrop" by the manufacturer. The lycra cover is available in white with red, blue, yellow or black sides. The helmet retails for \$135. It was initially designed with racing cyclists in mind but there is no reason why recreational riders should not use it.

Right from the start I liked this helmet. The dome is pleasantly shallow so I did not feel as though my head were completely enclosed. It felt secure on my head and while it is not exactly weightless it makes a most noticeable contrast with the older style hardshell I used to wear.

Second only to the weight factor is the adequacy of the ventilation system. There isn't much point in having a helmet that gets so hot and uncomfortable when you wear it in a sunny climate that your head feels itchy after only a short time. The Giro is ventilated by nine oval exterior vents at the front and back ends of the central panel of the dome. The lycra cover has mesh at the points where it covers the vents. This does not look like much of an opportunity for air to circulate, but I tried the helmet out on a fairly clammy day and found that the vents forced a very acceptable breeze down over my forehead.

The interior foam pads which help the helmet to sit correctly on your head are attached by velcro and easily removable for cleaning. A nice touch is that these pads are black so would not show up all that grime that helmets inevitably seem to collect. Interestingly there is no brow pad to absorb sweat so the manufacturers must have been confident of the helmet's ventilation capabilities, and I did not find this absence to be a problem. A sufficient number of extra pads are supplied with the helmet should you need to fine tune the fit.

The strap system is such that there is just one strap which is threaded across the body of the helmet from the left side to the right at the back and front. Where this strap passes across the dome it is secured by an adhesive substance which holds it in position but also permits the strap to be unstuck easily when the side lengths need altering.

The fastener is an easy to operate quick release snap fastener which is not uncomfortable against the chin, and I had no problem operating it with one hand. This is often useful if you want to take off your helmet while wheeling your bike along. Strap adjustment is relatively simple and is well explained in the instructions. Basically you have to pull the left side of the strap until the nape and chin parts are the correct



length, then pull the right side so that the strap length there is symmetrical and make the appropriate adjustment where the strap passes through the fastener.

However you would be well advised not to trim the surplus strap lengths away until you are sure the helmet fits properly.

The Giro meets the US ANSI safety standard and also gets the more stringent American Snell seal of approval.

The Giro is a very stylish and comfortable helmet. The only criticism I could make of it was that there is no reflective tape on the lycra cover to help increase visibility at night. At a recommended retail price of \$1135 it is a helmet for the serious user.

## BRANCALE XP7

The Brancale is a neat little helmet. It too weighs 220 grams and is an interesting aerodynamic shape, being rounded in front and coming to a point at the rear. The lycra cover is only available in one colour scheme (white with red and green graphics), and the helmet only comes in two sizes. It retails for around \$99.

The Brancale is similar to the Giro in concept but rather different in design.

The XP7 is ventilated by 10 exterior vents which are distributed over the central panel of the dome. These vents are

very small and do not permit air to circulate as satisfactorily as I would have liked. The central panel of the lycra cover is not quite mesh but the weave is less dense there than at the side panels.

This helmet has removable foam cushion pads with velcro attachment and does feature a removable brow pad. The cushion pads are white so tend to get grubby fairly soon. For extra adjustments to fit, the new helmet comes with an enormous number of spare pads of all different thicknesses, perhaps to compensate for the lack of choice in available sizes.

As with the Giro the straps are joined together and threaded across the dome in two places, but across the inside rather than the outside so they cannot be not stuck on to the dome at all. The fastener is again a quick release snap fastener which can be operated one-handed. The tension of the straps is adjusted by tightening or loosening the strap on the right hand side. I found "perfect fit" adjustments to be a little tricky because the fastener grips the straps so tightly that it is hard to pull them through the eyelet. The helmet always seemed to want to sit further back on my head than seemed desirable.

I have done a large amount of riding wearing the Brancale and find it a reasonably comfortable helmet. However one problem I have consistently had with it is that in high wind situations the helmet has a tendency to blow back on my head and this problem is only avoided by wearing it uncomfortably tight. I think this must be due to the aerodynamic shape, or else the shape of my head.

Another small problem I have had with this helmet is that because the straps are not stuck down over the dome they very easily pull out of symmetry, so that each time I put the helmet on I have to ensure that the straps on each side are the same length.

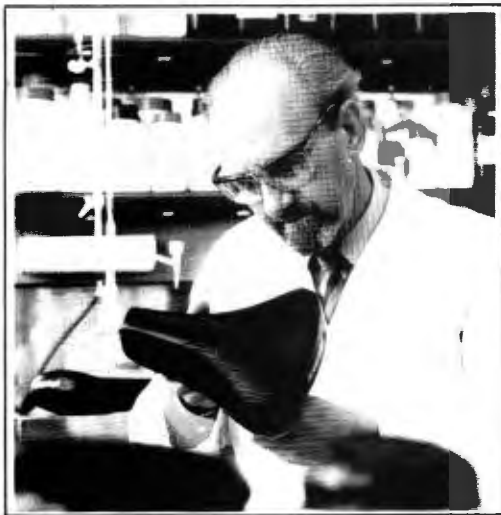
The Brancale complies with the US ANSI standard.

So this too is a pleasant helmet to wear and somewhat more affordable than the Giro, but certainly not quite as comfortable. It is less well made than the Giro - for example the lycra cover does not grip onto the dome as tightly. The Giro has a smarter appearance, and the slightly unusual shape may put some people off wearing the Brancale for fear of collecting strange comments from observers.

At a first sighting the ultralights do not look as durable as the hard shells, but with a large number of different models available in the USA and now several years of satisfactory tests I would say that they are here to stay.

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# FINDING THE ANSWERS

**Finding a REAL bicycle dealer is important if you want to be a REAL cyclist.**

**BY WARRICK WYNNE**

**W**hen I was first getting serious about bikes and bike-riding I thought there was some sort of conspiracy of silence preventing me from ever knowing anything about them. There was so much I needed to know and nobody to tell me. What are singles? What's a chro-moly frame mean? What's a decent club to join?

The mean-looking racing riders, with their flat tops permanently streamlined, cruising in packs of twenty – like sharks, wouldn't slow down to answer me. How was I to know that tracksuit pants tucked into socks, a baggy

windcheater and a Stackhat are looked down upon somewhat by these brightly coloured predators of the road?

Once, I caught one alone, struggled up next to him, puffing, asked about his bike. "It's Eye-talian," he said, and he said it like it meant something enormously significant, which, I found out much later, it did. Then, by force of will rather than any discernable increase in pedalling it seemed, he drew away from me and I was left still without answers.

So it was with much relief that I found a real bikeshop, and a real bikeshop owner. And he couldn't ride away from me! This is where some of the answers are, I realised, and I began a systematic, ever-widening survey of bikeshops, investigating them, interrogating their

owners, comparing them (hmm, less jerseys than X, but that was a good price on that brake set.)

There were some duds; the supermarket syndrome where more is best, even if they are the 'ready to assemble' ten speed specials that looked like bits of plumbing pipe glued together, but the real bikeshop is usually run by an enthusiast. He used to race, maybe still rides in the Vets when he gets a chance, rides to the shop most mornings in summer, knows the best local rides, which club to join and why your bike is making that creaking noise in the bottom bracket.

The real bikeshop is like your local window to the cycling world; new products, magazines, entry forms for the next triathlon, somewhere to lay-by that new derailleur, to drool over your dream bike and occasionally get repairs done. They're always there, and they'll always answer your questions. They're reliable.

Well, most are. There are other legendary figures who you learn to steer away from. Like the wheel maker who refuses, on the grounds of some strange personal law of mechanics and the forces of motion, to tighten your spokes enough so you're continually bringing your wheel back to be re-trued.

'You've hit something, haven't you?'

'No.' 'And going pretty fast too, I'd say.' he goes on, ignoring you.

Or there's the bikeshop that can't supply an unusual part. A friend had an extra-long headstem on order for four months. The rep was always coming tomorrow or had just been. I waited even longer for an accursed cassette freewheel, was even told they don't make them any more.

Or, more seriously, there's the bloke who's been selling fake Colnago frames for years; the stickers are real, the frames are light and probably not bad value. But they're not Colnago.

But that kind of thing is rare, and pretty silly too when you think about it. Your local bikeshop relies on local riders and that sort of story spreads fast. And you depend on them.

I prefer another example; like when I snapped the frame on my three year old bike. The frame was guaranteed for ten years and my local bloke not only made dozens of phone calls trying to get the company to act a little more quickly, he also patiently put up with visits from me every second day.

'Have you heard anything yet?' Any idea when the frame will be back?' Every time I came in he would patiently explain what was going on. One day I apologised for appearing to hassle him about it. After all, there was no money in it for him.

'Don't worry mate, I understand. There's nothing worse than being off your bike.' Now that's something only a real bikeshop owner would say.





# GOURMETS ON THE NULLARBOR

Some cyclists eat to live but life needn't be that austere.

by **STEPHEN FROST**

**T**HE MEAL that Steve and Chris cooked the night I met them could probably have commanded a place on the menu in a restaurant (certainly a roadside food stall somewhere in Asia). While that in itself hardly warrants murmurs of disbelief it was unusual enough in the circumstances for me to contemplate my future as a cycling gourmand.

During the evening in which we camped together these two young men increased my belief that it is essential to undertake long distance travel by bicycle on your own terms, especially in the field of food and cooking. Their desire, and consequent imagination and ingenuity, to feast as they liked gave me immense pleasure as well as – excuse me – food for thought.

The halfway point between Norseman and Ceduna is around the 600 km peg; a mark of some psychological importance to the traveller crossing the continent. Out there you push 1200 km along a lonely road to reach the next town pass-

ing a series of roadhouse complexes and magnificent thought-invoking scenery. Regardless of the time it takes you to cross that section of the Eyre Highway there is something good about getting over the 600 km “hump”, as if the following 600 km are going to be downhill – albeit ever so slightly.

However, my meeting with these two Sydney-side gourmets was to add another dimension to my defeat of those ever regular, slowly passing kilometre pegs.

I pedalled by the midway marker one afternoon as the sun was dipping towards the Antarctic and I was beginning to wonder where amongst the blue saltbush I would pitch my tent and be safely hidden from the traffic.

The escarpment which runs parallel to the highway had softened beneath that late afternoon light when I first spied them weaving into and out of each others silhouette as if they were two drunken hitchhikers. Then, as I drew closer, I could distinguish that these two black hazy shapes were in fact two cyclists riding slowly towards me. Momen-

tarily they disappeared from sight as a semi-trailer thundered by, but re-emerged in an instant. And soon we were upon each other.

Their tanned faces beamed with cheerfulness and good health; a benefit, I was to discover, of their excellent eating habits.

With the camaraderie born out of the hardship and pleasure of life on the road we were soon leaning on our bikes and discussing the varying aspects of our respective travels. Travelling by bicycle during the winter months can be a lonely experience in the west of Australia. Chris and Steve were the only two cyclists I met on the Norseman to Ceduna section of the Eyre Highway, and were only cyclists (Nos 3 & 4) whom I'd chanced upon since I left Perth four months previous.

In turn we swapped stories about conditions the others would meet. My road conditions were to become much better at the WA/SA border, theirs would remain in the same rough narrow state for many more kilometres. (Sections of the WA stretch of the Eyre Highway are being widened. The completed sections are a delight.)

During our talk the sky had darkened and as we stood on the gravel shoulder a single light blinked at the base of the hills from Mundrabilla Homestead, and we decided to camp together in the minuscule cover afforded by a clump of gnarled trees some fifty or so metres from the road's edge. We unpacked our tents and erected them in the age old circle for protection: a defense against marauding wombats and errant kangaroos and camels.

And then to business! Having ridden all day we were eager (as any cyclist is) to get down to the serious task of preparing, cooking and most importantly, eating a meal.

Fearing the worst in regard to roadhouse prices for food (and rightly so) I had stocked up in Kalgoorlie with rice, spaghetti, two minute noodles, dried fruit and vegetables and other assorted lightweight and durable fodder. I was quite prepared to forgo my usual fare of fresh vegetables, bread, margarine and cheese because of the distances involved in crossing the Eyre Highway.

So, under the brightness of a moonlit sky I began to prepare my old standby of Two Minute Noodles with half a dose of the ever trusty dried peas and corn, throw in a packet of soup for flavouring and... voila!

However, as this mixture boiled menacingly in my Trangia stove I couldn't help but notice the rather – certainly in regard to my own rushed packet to mouth approach – complex maneuvers taken by my comrades in their preparation for one's evening meal. Oh sure, they had a small cooker, nothing inordi-



nately flash (at least I could hold my head high in that respect), but that was about where any similarity ended.

From his pannier bags Chris had produced rice and Steve was busily preparing that. He then pulled from the bag onions, carrots, potatoes and brussel sprouts. Okay, I thought, carrying fresh vegetables was alright, but I did ponder ever so slightly upon their secret. Seeing my bemusement Chris explained that they had shipped a parcel of food by bus from Ceduna to Eucla. I was impressed! Such planning is an enviable attribute of many fellow travellers; one I have never quite managed to cultivate.

I ruminated on this perplexing thought as I half watched Chris dice (you or I might cut; these boys diced!) the onions and carrots. Steve, meanwhile, drained the rice and covered it to keep warm. My "Gorden Blue" noodles and bullet vegetables were beginning – but oh, only just beginning – to pale rather a shade by comparison.

While the three of us squatted by our respective cookers the conversation turned to other travellers we had met. My newly befriended gourmets told me of one tourer living exclusively on dehydrated soy bean extract. Perfectly nutritious of course, light and not too bulky. For the next two, three months (years?) though! (Mmm, yum – give me more!) I too had met the occasional

Spartan, including a couple bushwalking who insisted that Two Minute Noodles were a lightweight travellers' panacea. Maybe though we all expressed disbelief at the somewhat dubious proposition that light Spartan diets were where it's at.

In the meantime my own glorious *piece de resistance* had boiled to a tender consistency and hence, ready for consumption. So I proceeded with a relish far outstripping the meal's culinary worth. And as I sat and ate, I watched Steve and Chris add the finishing touches to their own meal.

The rice had been strained, white and fluffy, and was kept warm by being placed on top of the pot full of boiling potatoes, carrots and brussel sprouts. As the vegetables reached a crisp perfection the onions were quickly sauteed. Chris produced the mixed herbs (Ye Gads! I was dizzy from the sheer magnitude of it all) from a small bag at his side. He shook out a pinch here and there. Then, as Chris ladled rice onto their plates and Steve heaped vegetables onto the rice, one of them, I forget which, asked the other to pass the soy sauce.

I smiled a sad little smile: a smile which said, amongst other things, that I was a beaten and broken man. I went and cooked up another packet of noodles out of sheer depression.

With the evening meal completed, dishes cleaned and hunger satiated Steve enunciated the thoughts I believe we were all harbouring.

"You know," he said, "The great thing about cycling is that you can do it any way you want."

He was right too. If you want to tour cross country with only a handle bar bag, or 40 kg of assorted gadgetry in four pannier bags – or even mixed herbs and soy sauce – then so be it. It's no race, no competition. We all cycle for vaguely similar reasons: the spirit of adventure, to realize and appreciate the harmony of nature, and to enjoy ourselves. All of us achieve these goals differently.

The following morning I journeyed east leaving the gourmets of the Nullarbor wolfing down porridge with a muesli chaser. I had breakfasted and packed earlier, partly because I am by nature an early riser, but also because I wished to get out on that long lonely stretch of road and contemplate the previous twelve hours.

So, should you, in your travels, encounter a cyclist laying out a doily and uncorking an unpretentious and frisky dry white to accompany a suspiciously good meal, stop and say hello. You may just have stumbled upon yet another convert of these two gourmets of the Eyre Highway.

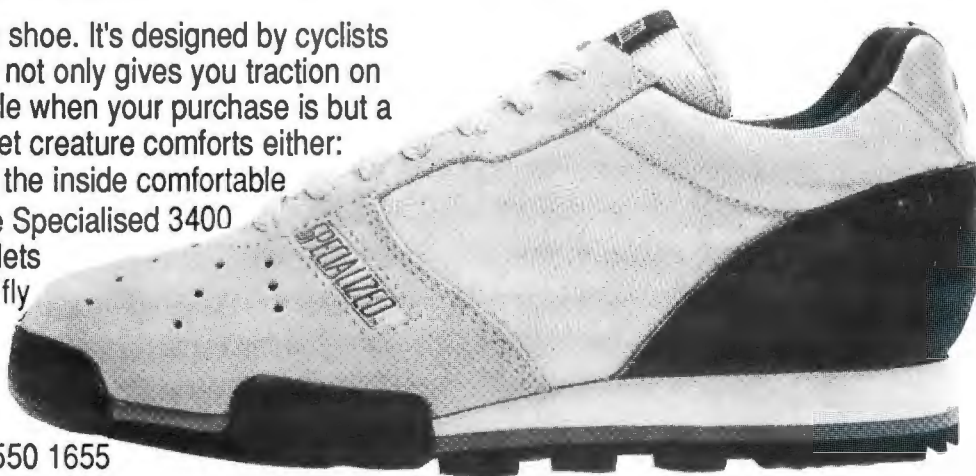
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# ON THE TRAIL OF BURSTON & STOKES



BY WARREN SALOMON

**I**T WAS A BEAUTIFUL winter's morning when I set out with Charlie Farren, President of Bicycle Victoria, from the small NSW settlement of Carcoar south west of Bathurst. We had met in town the previous night. I had cycled in from Bathurst and she had spent the last week or so cycling up from Melbourne researching the route of an October reenactment ride to commemorate George Burston and H R Stokes' epic journey on penny farthings Melbourne to Sydney one hundred years ago.

During the week following our meeting we rode through Bathurst, Oberon and across the Blue Mountains to Sydney travelling the same route as the intrepid Melbournians but using modern roads and riding multi speed mountain bikes.

Along with her cyclocomputer, log book and hand held tape recorder (all essential tools of the serious route researcher) she bought photocopies of the *Freewheeling* issue 13 reprint of Burston and Stokes' own account of the journey. Each night we would stay at country hotels or guest houses and before dinner I would reread the duo's account of their journey and make comparisons with the days events.

Each evening the six columns of densely packed text would give up more of its meaning. By the time we finally reached the Powerhouse Museum in Sydney I had read the chapter at least a dozen times and the full extent of the penny farthing riders' achievement was fully and clearly understood.

Burston and Stokes were young men (in their early twenties) when they set out from Melbourne on the first leg of their world tour. The photo, taken from their book, shows them much older and

more experienced at the end of their adventure. The Australia they saw on the trip up from Melbourne was in the grip of a drought and in the Cowra and Bathurst regions the smoke and flames from huge bush fires filled the air.

They left the Melbourne GPO on November 1st and arrived in Sydney on the seventeenth. Their day's cycling would usually begin at 5 am and end after dusk. Distances of up to 72 miles (115 km) were sometimes covered in the space of a day's riding; an awesome feat considering the state of the roads at the time and the lack of gearing on their lofty machines.

Up through Gundagai temperatures pushed the mercury as high as 112 degrees fahrenheit (40 plus degrees celsius) while in the Oberon area they rode through early morning frosts and froze.

On our winter trip we also experienced the same variation in temperatures but the countryside was lush and green and the only fires were from farmers burning off small areas of pasture lands. However, there aren't a lot of trees left to burn these days.

At Jenolan Caves we visited the Lucas cave and asked the guides what life must have been like in the area in the 1880's. At the time Burston and Stokes spent their two days exploring the wonders of the caves (and "amusing themselves shooting rock wallabies till dark") Caves house was being rebuilt following the disastrous fire the year before which had destroyed the original timber guest house.

The morning out of the Caves we had our first direct comparison between the penny farthings and our eighteen speed mountain bikes. The "Six Mile" hill up from the Caves to the top of the ridge is a wonderful evenly-graded sealed road

that winds its way up the side of a fabulous ravine. The hill was not steep enough to require our lowest gears and the grade was gentle enough for us to be able to pedal away mechanically and enjoy the magnificent scenery as it unfolded.

We managed to cover the 8 km in one hour; only fifteen minutes short of "the boys" on their single geared high wheelers. That day we finally reached Mt Victoria climbing onto the western ramparts of the Blue Mountains via a disused road through Berghoffer's Pass. Burston & Stokes spent their night 8 km further on in Blackheath fitting in a visit to Govetts Leap lookout before dark!

By this stage of the journey I was simply awestruck by the many comparisons we had been able to make between the progress made by two penny farthing riders over unmade roads and our modern geared machines on mostly bitumenised road surfaces. Sure we each carried quite a few kilograms of personal gear (the Trangia stove for cups of tea by the road is an essential item) but the penny farthing is not the ideal or the most comfortable machine for undertaking such a long and difficult journey.

Then again in 1888 the penny farthing or the "Ordinary" as it was called then was a state of the art machine - extremely lightweight and fast on the flat. By the time the boys reached the hills of Oberon their bike handling skills would have been developed into to a fine art. With very few moving parts to wear out it is any wonder that they didn't have a mechanical breakdown during the trip and only needed to replace their tyres when they finally reached Sydney.

Though their journey lasted seventeen days not all the daylight hours were



*Yours faithfully  
G.W. Burston.*

*A.R. Stokes*

spent pumping the pedals. When they reached the Nepean River near Penrith about 11 am on the second last day of the trip they hired a rowing boat, stocked up with fresh fruit and spent the rest of the day paddling up the Nepean George.

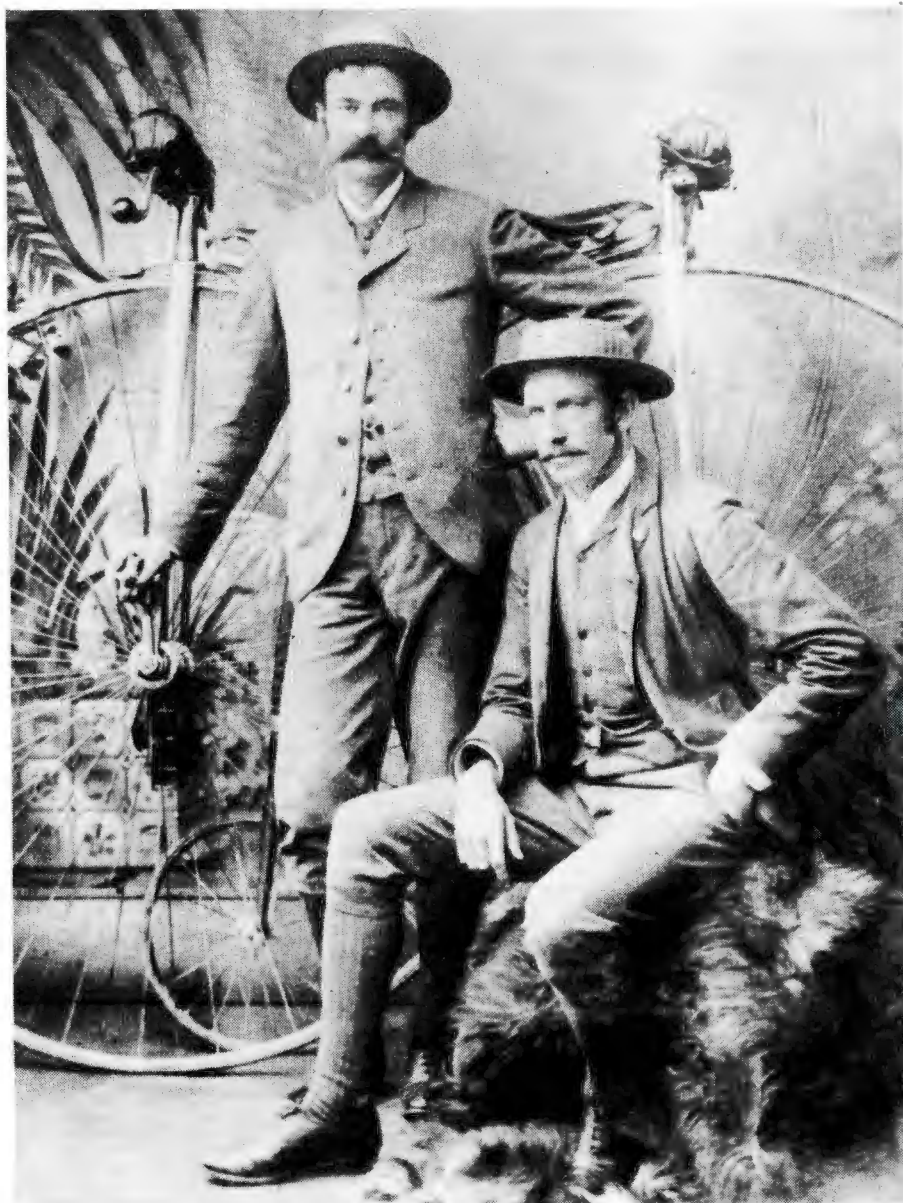
The next morning they rose early to start at their usual pre dawn hour and arrived in Sydney at 11 am. Our last day on the road was the worst. From our motel in Penrith we cycled the Great Western Highway striking absolutely rude and aggressive drivers in the Holroyd area and increasing pollution as we approached the city centre.

By the time we reached the Powerhouse all memory of the peaceful country roads of the past week had been obliterated from our short term memories. Welcome to the big smoke! Cough.

**O**N OCTOBER 29 this year about thirty riders will set out from the Melbourne GPO riding an assortment of vintage and veteran bicycles and retrace the Burston and Stokes route through to Sydney. On November 12 they will arrive at the Powerhouse Museum at midday to a special reception. Their bicycles will then be placed on display in the entry courtyard for the rest of the afternoon.

Sydneysiders are invited to come along to the Powerhouse and welcome the riders at the end of their journey. You will probably never see anything like it for the next 100 years.

Full details of arrival times and ride itinerary from Bicycle Victoria (03) 650 2334. Prior to the riders' arrival in Sydney you can ring the Powerhouse Museum or the *Freewheeling* office for exact arrival times and details.





# JERVIS BAY

## An easy weekend ride, Nowra/Falls Creek to Jervis Bay and return

BY JULIA THORN

A leisurely ride in the Jervis Bay area through a series of resort towns and along quiet forest roads, with an overnight camp on the Nature Reserve. The ride starts and finishes either at Nowra or a little to the south at Falls Creek (Klimpton on some maps). Round trip of 60 kilometres from Falls Creek or 84 kilometres from Nowra.

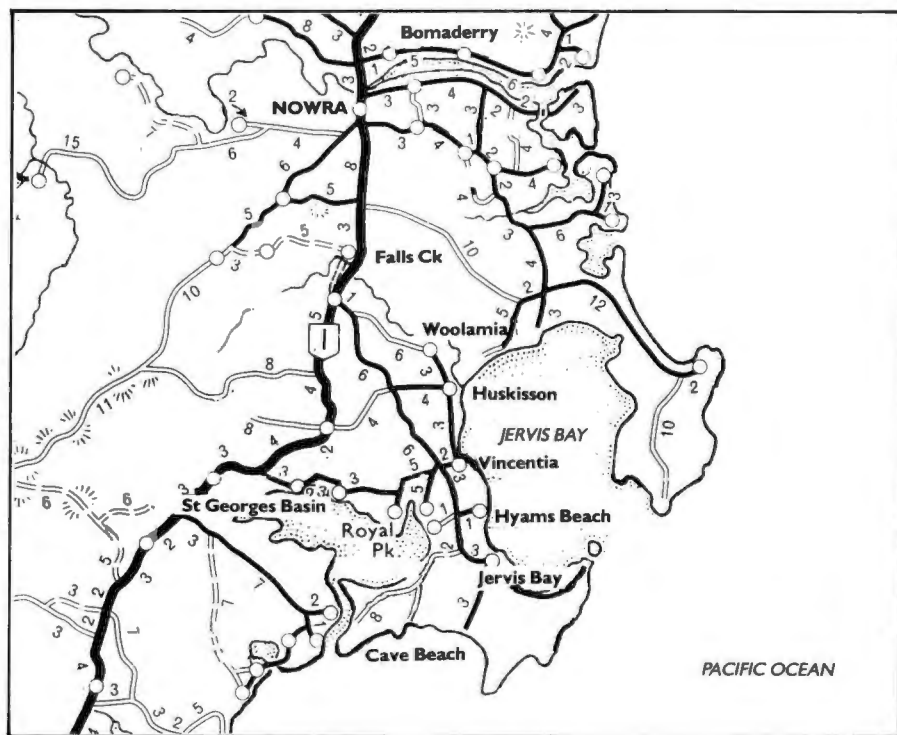
FALLS CREEK, a quiet hamlet 12 km south of the NSW town of Nowra has seen busier days. Some years ago it was bypassed by a road deviation of the Princes Highway and is now little more than a small store attached to a petrol station. A kilometre or so north along the old highway is an old bridge (closed to cars but not bicycles and pedestrians) across a picturesque stream with some attractive falls and a fantastic swimming hole close by. The falls can be seen from the new highway but the high speed motorists never notice.

The river bank and sandstone slabs make a nice spot for morning tea or an early lunch especially in hot weather when swimming is at its best. It is recommended that you start this ride at Falls Creek if possible, as the 12 kilometre stretch from Nowra along the Princes Highway tends to be busy and passes through the uninteresting industrial part of Nowra.

An alternative would be to ride from Nowra southwest along Albatross Road up Nowra Hill (a reasonable climb for an excellent view) and approach Falls Creek from there.

A little way out of Falls Creek you can leave the Princes Highway behind and follow quiet rural roads as far as Huskisson, the first resort to be reached. One of the joys of this area is that away from the busy highways there is little traffic (except during school holidays!) There is a pleasant picnic spot in Huskisson overlooking the bay at the top end of the town, allowing purchase of supplies on the way through the town and even a pub stop if desired.

From Huskisson the road follows the bay as closely as possible passing lots of ideal calm water swimming spots like



Collingwood Beach on the way to Vincentia. After this you have to turn inland for a while and either remain on the Jervis Bay Road as far as Jervis Bay or take a side trip to Hyams Beach. A sign by the turnoff tells you that the beach has the world's whitest sand. I haven't had the good fortune to test all the world's beaches, but I am willing to believe the claim. But be warned – the climb back to the main road is pretty steep.

As you approach Jervis Bay the road offers superb views of the surrounding bushland and St George's Basin. It is not uncommon to see kangaroos hopping along the road and parrots are generally plentiful. There are numerous bush tracks in the area which could form the basis for a mountain bike adventure.

This is a delightfully unspoilt area, quiet out of the peak summer season and yet has enough facilities to make it an easy area to tour.

At Jervis Bay village there is a store with attached bottle shop (short detour to the left and signposted). You may also wish to call in at the Nature Reserve HQ to reserve a camping spot, but out of peak season this should not be necessary. Leaflets relating to the Reserve are available. There are a number of walking tracks in the area leading to secluded beaches, and a longer circular walk which follows the coast around the tip of the promontory. Most of the walks feature picnic areas and enable you to have access to viewpoints that can only be reached on foot.

There is a choice of camping areas in the Reserve. Green Patch or Bristol Point offer sheltered spots with calm bay

waters and dazzling white sand and the opportunity to spy on navy ships moored out at sea. You can walk from one camping area to the other.

On the ocean side of the bay is Cave Beach camping area which offers access to two surf beaches with the tent sites a short walk from the beaches. A plus to cyclists is that no cars are allowed access to the camping area but have to park a short way away. Watch the motorised visitors' faces as you transport your camping equipment with ease to your chosen tent site, as they struggle with boxes and the like.

The stretch of dirt road leading down to Cave Beach is nothing short of atrocious (loose surface which is bumpy and dusty) but the first part is now being upgraded. Near the top of this road is the entrance to the Botanical Gardens, which are worth a visit but are only open on weekdays.

Cave Beach features (surprise, surprise) a deep cave at one end (unfortunately full of litter) and tessellated rocks with rock pools at the opposite end.

Cave Beach camping area is situated beside a swamp so it has some interesting birdlife – lots of mozzies too! Kangaroos hopping through the camping area in the early morning are a virtual certainty, not to mention lots of little rabbits. At Green Patch there is a small fairy penguin colony, so you may catch sight of these quaint creatures, and after all from Sydney it's easier to cycle there than all the way to Phillip Island.

For the return journey you can either take the Jervis Bay road straight to Falls Creek or retrace your outward route.



# Classifieds

## TOUR MATES

**T**OUR MATES is a FREE service for readers wishing to find companions for bicycle trips and holidays. Entries are limited to thirty words and there is a charge of thirty cents per word for any long entries exceeding the limit. Payment (if applicable) must accompany your listing. Name, address and phone number should be attached for verification purposes.

**NORTH FROM ADELAIDE** Partner wanted for tour north starting from Adelaide. Wanting to leave as soon as possible or immediately which ever comes first. All enquiries welcome. Contact Andrew Martin (03) 380 6865. **TASMANIA** January 1989. Flexible itinerary - no rush tour - nothing over 100 km per day. Camping in caravan parks. Interested? Then contact Patrick Van Dyk, 68 Hopewood Cres, Fairy Meadow NSW 2519.

## FOR SALE

**FRAME BUILDING JIG** Set up to suit a custom frame builder. Phone (07) 359 4923 for details.

## HIRE

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

**BICYCLE HIRE SYDNEY.** Inner City Cycles hires ten-speed touring bikes, mountain bikes, racks pannier bags, high security locks and lights. Contact ICC 31 Glebe Pt Rd Glebe NSW 2037 (02) 660 6605.

## TRAVEL & TOURS

**BIKE QUEST - CYCLE THE WORLD!** Tours in Europe, Britain, Asia, Mexico, NZ and Australia. Specialists in the USA and Canada. For more information contact: Bike Quest, (051) 74 8850 Anytime. PO Box 1102, Traralgon VIC 3844.

**BICYCLE TOUR SERVICES** provides rentals, itineraries, accommodation and tours. Box 11-296, Auckland, New Zealand. Phone: 591 961. Telex NZ61208 "PWAKLTD". Fax 594 957.

## BOGONG JACK ADVENTURES

Cycling holidays in North-East Victoria visiting National Trust gold towns, Rutherglen and Milawa wineries, Ned Kelly Country, historic hotels and fine restaurant dining. PO Box 221 Oxley VIC 3678. Telephone (057) 27 3382.

## CYCLING HOLIDAYS IN SOUTH AUSTRALIA

- Kangaroo Island
  - Flinders Ranges
  - Weekend winery wanders
  - Cycle & steam weekends
- PO BOX 642, UNLEY SA 5061, (08) 271 1854**



## CYCLE AUSTRALIA

17 TRIPS - 150 DEPARTURES. 2-10 DAY HOTEL OR CAMP HOLIDAYS WITH MEALS, BIKES, SUPPORT VEHICLE, GUIDE. EXPLORE NTH. QLD, SNOWY MTS, BUNDANOON, CANBERRA, RUTHERGLEN, TASSIE AND BAROSSA VALLEY.

## TAILWINDS

P.O. BOX 32, O'CONNOR ACT 2601 TEL: (062) 49 6634

## ACCOMMODATION

**WOULD YOU** like to meet other bicycle tourists when you tour? If so, join the Cyclists' Accommodation Directory. This is a list of cyclists who are prepared to exchange simple hospitality in their home for similar hospitality in other cyclists' homes. Write to Bicycle Australia, PO Box 1047 Campbelltown NSW 2186 giving your name, address phone and your location, eg 10 km NE Ballarat PO. A donation to cover postage and photocopying would also be appreciated.

## MAIL ORDER

**SEND FOR** your mail order catalogue now! Bicycle Australia stocks a wide range of bicycle books from Australia and overseas and an ever increasing range of touring guides of Australia and New Zealand. Write to Bicycle Australia PO Box 1047 Campbelltown NSW 2560 for your catalogue enclosing \$2.00 which will be refunded on your first order.

## WANTED

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

**FREEWHEELING CLASSIFIEDS** are seen by over 15,000 readers across the country. Rates for 1988 are: \$15.00 per 30 words or one column centimetre. Additional wording costs 50 cents per word. Multiple insertion discounts: Six insertions - fifteen percent; three insertions - ten percent. Display classifieds rates: \$15.00 per column centimetre. Payment must accompany order. Send typed advertisement text (phone orders can not be accepted) to **FREEWHEELING CLASSIFIEDS**, PO Box K26, Haymarket NSW 2000.

# Letters to the Editor

## Helmet certification

We would like to congratulate you on a most informative article in last months *Freewheeling* - *How to Keep Ahead*. It would appear though that further light needs to be shed on Standards Australia's product certification scheme - in particular, the reasoning that goes behind it and a couple of facts about costs.

To set the record straight, it is important to realize that contrary to the statement - "The Standards Association only sets the standards for manufacture", we do in fact undertake the following procedures as a prerequisite to the approval:

(a) Select samples from routine production to be independently type approval tested and to verify compliance with the relevant standard.

(b) Carry out an extensive assessment of the manufacturer's procedures to ascertain whether the manufacturer can continuously meet the standard by operating a satisfactory quality management system.

As a follow-up measure after the licence has been granted, the quality management system is regularly audited by Standards Australia and a batch testing program is introduced.

We do have the option of selecting products from the market place and submitting them for test. However, this is an option that is rarely needed since the up-front controls, outlined above, usually prevent a defective product ever reaching the market in the first place.

Our procedures may seem bureaucratic but, in fact, they are based on modern quality system practices and are probably the least understood aspects of the product certification schemes used by Standards Australia and other reputable certification agencies such as BSI (UK), MITI (Japan) and SANZ (NZ). Indeed, the subject of total quality management or lack of it, has been identified as being at the very heart of Australia's economic problems.

In terms of these systems being cost effective to manufacturers, it has been

established without doubt that the fees associated with our certification program are more than offset by the cost savings realized through efficiently run quality management systems which have been developed as a result of certification.

A natural extension of this is that the incidence of costly product recalls is reduced and this must be more comforting to the consumer than relying on a statistically remote chance of identifying defective products, which may already be in use.

Another important note on costs! A recent analysis of certification costs to helmet manufacturers showed that, depending on the number of helmets manufactured, costs range from \$0.82 to \$1.04 per helmet for Australian manufacturers in the first year of certification. These costs reduce in the second year.

Leonie Jones  
Manager, Public Affairs  
Standards Association of Australia





The Sydney to the Gong Ride

## COMPETITIVE EVENTS

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.

### OCTOBER

Sunday 9 Shogun Hobbies Classic. Enduro riding offering prizes in four classes. Organised by the Sydney North Shore Hobbies Club at the Dargie Motocross circuit Lower Portland. Phone Steve Neabitt (02) 411 5116 for details.  
Sunday 16 Charlton Triathlon 8km run, 32 km ride and 6 km paddle. Triathlon organised by the Charlton Community Tourist Development Association. For full details contact P Vaneat (054) 911 822.  
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.

### NOVEMBER

5-6 AMBA Mountain Bike National Championships. A week end of exciting MTB events for all ages. Events include: Open Down Hill, Open Hill Climb, Time Trial, Open Observed Trials and Enduro. The National Mountain Bike Champ will be the Expert Enduro winner. For entry forms write to Australian Mountain Bike Association, PO Box N25 Grosvenor Pl, Sydney NSW 2000. Contact Martin Whiteley (02) 27 2977.

### 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) 241 1870; VIC Ruth Birnie (03) 328 4391; QLD Mike Victor (07) 390 1489; WA Mike Poyner (09) 384 4130; SA Bruce Quinn (08) 381 2398; 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 329 Torquay VIC 3228 Phone (052) 61 4067.

Mountain bike enthusiasts interested in contacting a local MTB club should contact the Australian Mountain Bike Association (02) 27 2977 AH (02) 92 1922.

## NON COMPETITIVE EVENTS

### 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.

Sunday 16 to Sunday 23. NSW bicycle Week. Full details from the Bicycle Institute: (02) 212 5628.

Sunday 16 Green Valley Twin Century. Sydney's longest running bicycle fitness event. Test your endurance or basic level of fitness on 50, 100, 160 and 200 km courses over mostly level terrain in the western suburbs. Contact the Bicycle Institute of NSW (02) 212 5628.

23 October. Sydney Spring Cycle. The Bicycle Institute's annual bicycle bash starts in the city and takes riders on a splendid run out to Parramatta Park via the Harbour Bridge and Lane Cove National Park. Entry fee. Services and full back up provided. Contact the Bicycle Institute (02) 212 5628.

Saturday 29 to Saturday November 12 Burston & Stokes Centenary Penny Farthing Ride Melbourne to Sydney. This ride of approximately 100 riders on vintage and veteran cycles will commemorate the epic ride via Gundagai, Bathurst and Katoomba. Entry is opened to riders with pre 1915 cycles or later special interest bikes. Organised by Bicycle Victoria and the Vintage Cycle Club of Victoria. Contact (03) 650 2334.

### NOVEMBER

Saturday 5 Knox Bicycle Touring Club's Hard Hundred. This year the route runs from Bayswater through Lilydale to Warburton (for 100 km riders) and to the Upper Yarra Dam (for 100 mile riders). Entry forms and information can be obtained by ringing (03) 728 3180 or (03) 754 4069.

Sunday 20. The seventh annual Sydney to the 'Gong Bicycle Ride. Australia's big one-day fun and fitness ride between Sydney's Belmore Park and Belmore Basin in the City of Wollongong. 87 kilometres of well supported fun complete with entertainment. Entry forms from bike shops during September. See details elsewhere in this magazine.

Saturday 26 to Saturday 10 December. The Australian Bicentennial Caltex Bike Ride. This year to celebrate the Bicentenary cyclists will ride en mass from Melbourne to Sydney. Full support. Organised by Australian Bicycle Events Pty Ltd. Enquiries: (059) 78 6000 or (02) 281 4554.

### DECEMBER

Saturday 3 to Sunday 11 Great Victorian Bike Ride A nine day cycling extravaganza from Swan Hill to Melbourne. Organisers take care of everything from entertainment to vehicles for your luggage. Camping, meals and full medical and mechanical support provided. Organised by Bicycle Victoria (Bicycle Institute of Vic.) Contact (03) 650 2334 for entry forms and prices.

### 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) 75 6661. 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 Hufflers & Puffers (089) 81 2141. Wagga Bicycle Touring Group (069) 21 6787. Vintage Cycle clubs Vintage Cycle Club of Victoria (03) 527 5759. Southern Veterans (Sydney Vintage Cycle Club) (02) 587 8017.



# "Any colour you want as long as it's black!"

When Henry Ford said of his Model T automobile that it came in any colour as long as it was black, he was restricting choice. Bell helmets do the opposite. We recognise that all cyclists are different. What the racer wants in a helmet is not the same as a tourist. A triathlete has different needs to a recreational rider and so on.

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We invented the hard shell bicycle helmet way back in 1975 and since then we have been the undisputed leader in helmet technology. Continuously striving to not only make helmets more protective but lighter, cooler and more comfortable as well. We are also aware of the diverse needs of cyclists. That's why our range now offers 10 models in a wide range of sizes and colours. Most importantly they all conform to the exacting safety standards you would expect from the world's most respected helmet manufacturer. Inspect the full range of Bell cycling helmets today at your nearest specialist bicycle retailer.

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