

Freewheeling

Issue 53 November/December 1988 \$3.00

MOUNTAIN BIKE TITLES

Wohlrab
makes it 17 in a
row

NEW MTB EQUIPMENT

What's hot
this summer

THE BIG RACE

Bank Classic
feature

THE GREENHOUSE EFFECT

Bikes to the
rescue!

AND MORE...



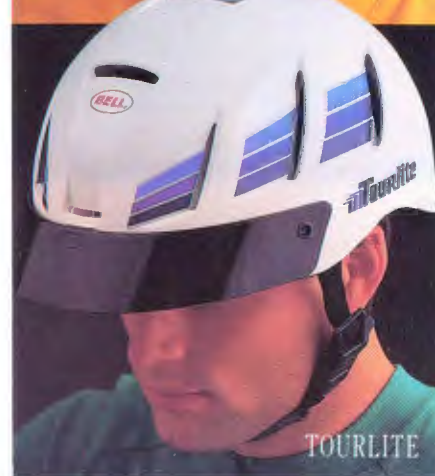
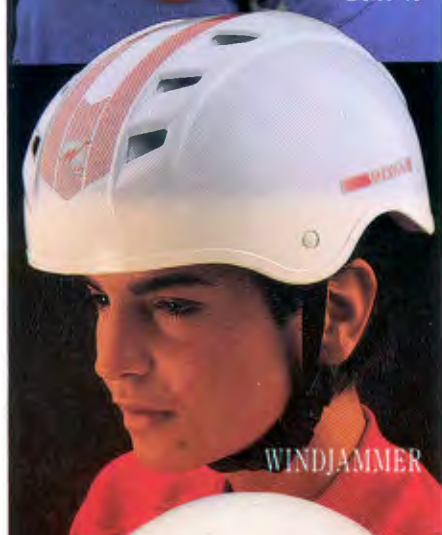
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Freewheeling

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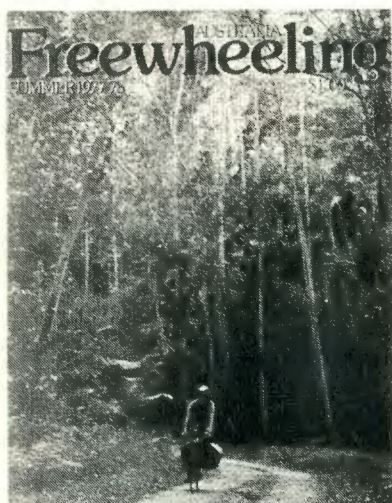
A new era for Freewheeling

The publisher/editor gets all misty eyed

THIS ISSUE OF *Freewheeling* is my last in the role of publisher so forgive me if I get a little nostalgic. Those of you think that the editor is the person who really runs a publication may have wondered why I have always used the dual title of publisher/editor. What does a *publisher* have to do with a publication anyway?

I will explain but first a little *Freewheeling* history. Eleven years ago I ran a printing business. At the time I was also involved in velo politics as president of the fledgling Bicycle Institute of NSW. It was a synthesis of these two involvements that produced the first 40 page issue of *Freewheeling* at the beginning of December 1977.

That issue and the next dozen or so were put together as a labour of love. Charlie Vassel (who now runs the BINSW office), Gene Malone, Sally Matthews with help our friends in the printing industry and I all worked long nights to put together Australia's first non-competitive cycling publication and many others helped with subsequent issues.



Our first issue. Published late November 1977. Only 2500 printed. Copies of it are very rare nowadays.

Once started these things soon take on a life of their own. By 1982 I had changed businesses and with David Maclean had started the Sydney specialist bicycle retail store Inner City Cycles. One day a week I worked with Michael Burlace, Amanda Holt and

Julie Wiggins in a room above the shop pasting up type and illustrations, processing subs and pounding away at an old typewriter.

Freewheeling was still a quarterly at that stage though if you do a few calculations you will realise that in four years our dedicated volunteers group had only produced twelve issues. But what issues they were. Many of our long time subscribers still treasure their copies especially the rare ones (1, 2, 3 and 10) for the information they contain.



Issue 13. *Freewheeling* ceases to be a part time labour of love and instead becomes a full time (for me at least) labour of love. Issues 13 to 26 were printed on newsprint to reduce costs in order to keep publishing.

Right from the beginning we prided ourselves in the quality of information we provided and I have always felt that the role of any specialist publication is to educate newcomers as well as entertain and continually inform the old hands.

In the space of eleven years I modestly claim some credit for the current strength of the bicycle scene in Oz. When issue one rolled off the presses the top of the range bicycle in one of my advertiser's catalogues had steel rims and the most revolting PURPLE coloured paintwork I've ever seen. Boy have things really changed!

Sure the overseas markets have brought much change into the country but this publication has always been the means whereby the Aussie biker can sort out the good from the crap. We are



Issue 27. Colour comes to the magazine. Woollys Wheels a Sydney retailer advertises coloured lycra bike shorts in ten sizzling colours heralding the start of a whole new era in bicycling clothing and accessories.

the cycling experts so people always refer to us when they need advice.

In 1982 I decided that if *Freewheeling* was to have a viable future then it had to have a professional basis to its operations. At that point I left the bikeshop and made the magazine my full time business. This was not an easy task at the time and issues 13 to 27 mark a difficult period of reconstruction and adjustment as the magazine was put onto a proper commercial footing.

With issue 27 came full colour production and a return to coated paper not used since issue six. Since then we haven't looked back and the dynamic growth of the cycling scene is reflected in the editorial and advertisement pages of some very attractive issues.

Though I have managed to steer the publication from its humble beginnings to the shape and stature it attains today I have always realised that it would eventually reach the finite limits of my physical and financial resources. In other words for *Freewheeling* to continue to evolve into a full scale professional publication able to reach into the wider community and to communicate with those who have only recently been drawn to cycling it has to become part of a much larger framework.

Back to the role of the publisher.

In most publications, be they magazines

Gemini

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Vs

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Gemini's World Randonneur

Justice will only be done when you ride it. The new model is now equipped with an Ishiwatta cro-moly frame and fork. 700x35 tyres (a worldwide available tyre), shimano SIS derailleurs for ease of gear selection. Couple this with all its previous features of a bike that was built to last it must be seriously considered by the fanatic searching for the ultimate sports tourer/commuter.



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or newspapers, the editor's work is to put together the written content in conjunction with the advertising department and the design and production specialists. The publisher's major function is to assume the overall responsibility for the operation of the magazine. If someone sues it's the publisher who cops the writ. In a small magazine the publisher is usually the business manager – the person who signs the cheques and worries about the overdraft.

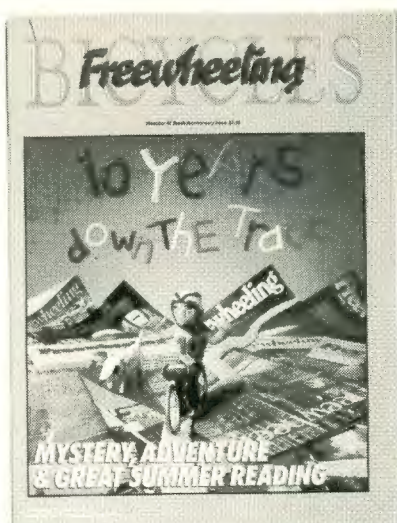
Now it can all be told. In a very small business like Freewheeling Australia Publications of the past 11 years, as its only full time staff member, I have simultaneously filled four or more roles such as editor, business manager, publisher, art director, layout artist, sub editor, journalist, illustrator, cartoonist, production manager and general dogbody.

Since 1982 I have had the assistance of a number of dedicated part time employees without whose help I would not have been able to publish to the high standards the magazine has managed to attain. As well as the many part timers who have worked to produce the magazine and run the computerised subscriber system I owe a considerable debt of gratitude to all the people who have contributed articles, drawings and photographs since the very beginning.

Unfortunately I have never been able to pay these people any more than I would earn myself for a similar amount of effort so I assume that most of them have typed their text more from a love of bicycling and a need to communicate this with a wider audience than to get rich quick.

An old friend in the publishing industry once said to me that there is either growth or decay; nothing stays the same. For this magazine to grow from here it has to break out of the limitations and constraints of the physical, emotional and financial resources of its founder publisher.

Because I want most of all to see *Freewheeling* grow I have sold the publication to a prominent Australian magazine company – Mason Stewart Publishing Pty Ltd who produce at least a dozen



other quality specialist titles. Now, for the first time the magazine will have the proper resources at its disposal to enable it to function as a fully fledged professional publication.

Freewheeling's new publisher will be Philip Mason and I am pleased to say that I will remain as his editor.

It's a very exciting moment for me (and, I believe, for the cycling scene too) as it is the first time a bicycling publication has become part of mainstream society not isolated in its own sub culture.

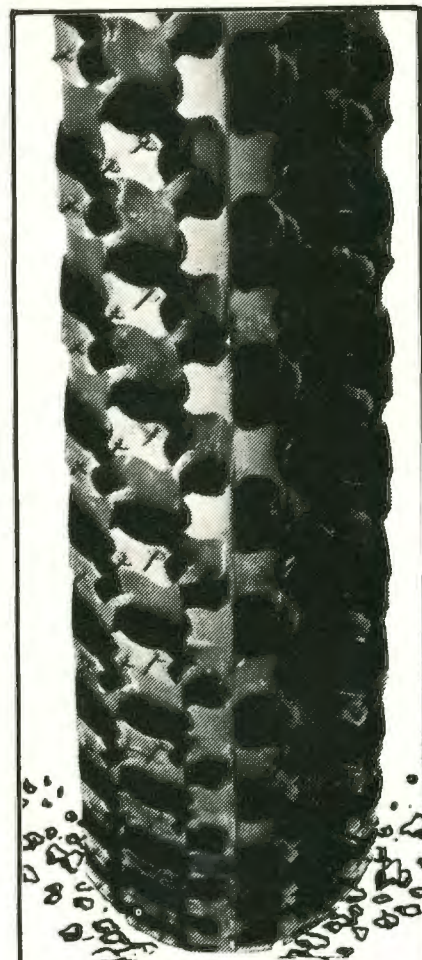
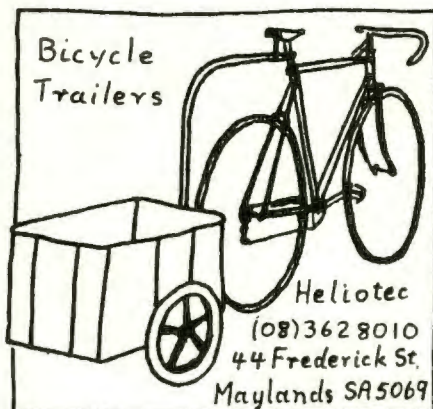
I now look forward to the new year with a renewed vigour as I am sure the talented Mason Stewart team will provide the magazine, the industry and the cycling scene generally with the boost it thoroughly deserves.

I am also looking forward to being JUST editor for a change. I may get more time to promptly answer contributors' letters, talk to more cycling people, write technical articles, develop new themes for future feature articles and even do a bit more cycling than the ten kilometres to and from the office I manage at present.

Of course there's still the Gong Ride to organise. That takes about four months work spread over ten so you see I am not going into an early retirement or anything of the sort. In fact I figure I will be busier next year than I was during this. What I really look forward to is being able to concentrate my efforts on one area of the magazine while a dependable team of professionals handles the rest.

It's a big move but one which I feel will have only the best results for the future of Australia's favourite bicycling publication.

The end of an era, perhaps. I like to see it as the beginning of a new one. Thank you for your support in the past and I look forward to bringing you many more fantastic *Freewheelings* in the future.



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The World Awheel



Outdoor Conference

The 6th National Outdoor Education conference will be held at the NSW Academy of Sport, Narrabeen, from January 7th to the 13th. The conference theme is The Outdoor Educator and mountain bike racer, Dave Howells, from the St Ives Cycles team will be demonstrating mountain bike equipment and machines at the conference on industry day Tuesday 10th. Dave aims to introduce the conference delegates to the joys and skills of mountain bike riding both as a recreation and as a sport. If

Riders in this year's Bikes For Bibles pose on the steps of the old Parliament House at the end of their epic 5 month, 15,750 journey. The ride succeeded in raising its target of \$500,000.

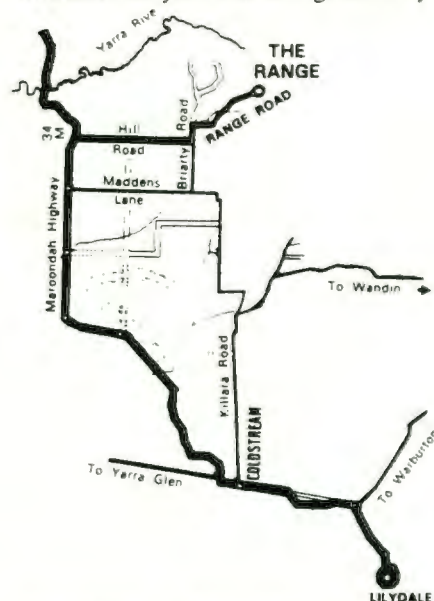
you want to know more contact the organisers The NSW Academy of Sport PO Box 57 Narrabeen NSW 2101 or phone (02) 981 0221.

Rage at the range

Melbourne mountain bikers in the know have for some time been seen observed

heading out towards the upper Yarra River valley on certain Sundays during winter, spring and early summer. Those riders were often sighted much later in the day returning; their bikes considerably muddied but their faces plastered with grins from ear to ear.

Now the true story can be revealed. MTB racing has taken on at a place called the Range a ripper bush circuit off the Maroondah Highway past Coldstream. Racing at the Range has been taking place on a regular basis since Autumn this year and is organised by



Jamie Hales. On the 11th December the final race for the year will take place and the winner of the series prize – a Shogun

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ing. Jim was taken by the cross frame design we mentioned in the *Weird and Wonderful* piece. This mountain bike design was built by the Kestrel carbon fibre frame designer Brent Trimble. John said that he had built one of his own but that he couldn't race it as it had been banned by the cycling federation.

John's elegant design uses cross frame members in tension unlike the conventional frame which uses its members in compression. To provide the tension John uses fine stainless rigging cables tensioned by means of two devices located on the underside of the bottom bracket.

The design is not new in the bicycle world. The famous Dursley Pederson utilised the tension concept but instead of wire it used small diameter tubing. The riders weight positioned on the hammock type saddle provided the tensioning force.

John, a member of Sydney's Dulwich Hill club decided to try the frame out on the track as a pursuit machine and with Michael Kiernan riding in a warm-up run at the Tempe velodrome the bicycle certainly looked fast.

However, when the bike was about to be used by Michael in the 1987 NSW Pursuit titles a referee disqualified it on the grounds that it did not comply with the UCI rule Article 49.

To read through Article 49 is a bizarre experience. Apparently the problem is a section that states quite blandly that the bicycle *shall have three main tubes*.

Following an unsuccessful appeal which resulted in a returned appeal fee

and polite letter stating that the NSW Amateur Cycling Federation could not give their permission until the UCI gave theirs John's innovative bike design has been left in limbo. Like the bureaucrats in Government departments the



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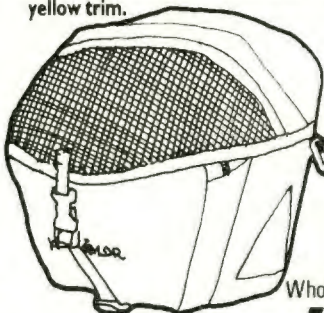
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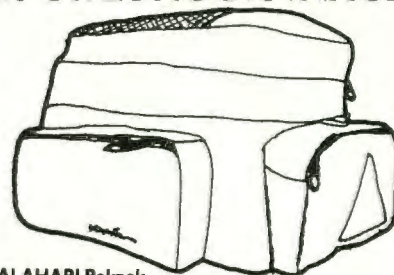
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Trail Breaker III bike will be announced. As all of this is occurring as the issue goes to print you will have to wait until next issue to find out who won.

Range racing is gaining in popularity and at the November 20 meet 71 competitors turned up for the series of uphill, downhill and cross country events. Warren Cay top scored and is currently running equal overall in the series with David Loakes in the expert class.

Brian Wright leads the vets, Andrew Hall the novices and S Bryce the under 19's. The Range races are now conducted under AMBA (Australian Mountain Bike Association) rules. For more info and notification of the 1989 series of race meets contact Jamie Hales (03) 877 6842. Racing at the Range is sponsored by Repco, Barracuda Sports, Rays Bicycle Centres and Shogun.

Oh yes, if you race at the Range you become eligible to receive a copy of Jamie's chatty little newsletter/results sheet - *The Range Report*. Good work Jamie.

News from the "Holy smoke Batman" Department

The latest off-road fun machine called the TMX (I think that means Tricycle Motocross) was recently launched in Melbourne. The three wheeler is the



creation of Brad Bonning who has produced a chain driven single geared machine with car type steering.

The makers Pedipower Products (the people responsible for the bright yellow trishaws seen in Melbourne and at Expo) hail their creation as the natural successor to the BMX bike and skateboard. Designer Bonning says that the TMX will teach kids proper car steer response and as the vehicle has a low centre of gravity it is more difficult to tip over.

Pedipower say the TMX will retail for \$630 (ex Melbourne).

Framed by the bureaucrats

A few issues ago we ran a story about the amazing new hi-tech bike designs currently appearing on the European velodromes. One even had the name Ferrari attached to it. The article produced a lot of phone calls from excited readers and one of them had his own story to tell.

Jim McLachlan is a builder of racing bikes and his specialty is track frames. His wife is Margaret McLachlan the current Sydney - Melbourne record holder who we recently featured in our special summer special issue on women's cycl-



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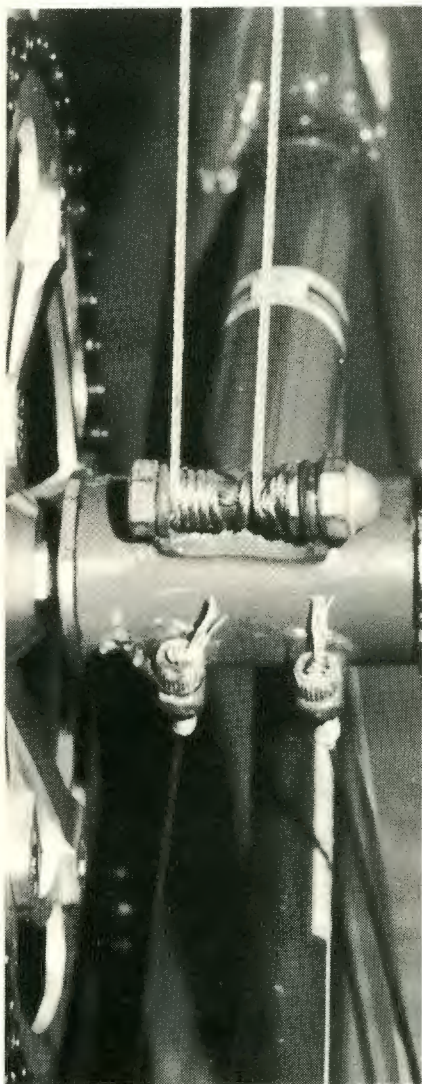
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amateur cycling officials have found that it is easiest to say NO.

What is sad is that if John was racing his bike on a European velodrome his design would have been snapped up and exploited by the cycling community immediately. But here, in out of the way Hawstrahlia, small minded officialdom relegates it to the TOO HARD basket. And sadly that's where the matter rests until some visiting European bike racer stumbles on it and takes it back home to race.

It's now wonder the sport of track racing is in a sad decline.



Simpson Desert Classic

During the September school holidays in 1989 riders will gather on the western side of the desert in central Australia for the start of a 600 km race to Birdsville. The event is being run to raise funds for the Royal Blind Society and will be organised by a committee consisting of Jack Mullins the eastern states contact (02) 588 5617 and Ike Treloar the western states contact (08) 264 4434. Full details will be published in our March/April MTB season preview.

A closing word from the Fat Tyre Fanatic

The fact that the 4th Nationals were held at the end of the year (and will continue to be held then) gives credence to calls for a mountain bike season based on the calendar year.

For the last two years it has become obvious to the retail sector of the bike industry that mountain bike sales are strongest after Christmas and continue right through into winter.

I even suggested that our local importers should really get their act together and release their mountain bike ranges in the normally slow (for them and the news media - hint, hint) time of January or February. So far no one has taken up

the challenge but the race scene and the bikers themselves seem keen to conduct their planning on that basis.

To kick things along we will be presenting a 1989 season preview in our March/April issue where we hope to detail the big events leading up to the 1989 Nationals to be held once again in Canberra during late November or early December. What ever happens it is sure to be the best year yet for Aussie fat tyre fanatics. What, you don't own a mountain bike yet? Better order the Jan/Feb *Freewheeling* from your newsagent to get hold of our "How to be a mountain biker" guide. Better still why don't you subscribe and get it home delivered. See page 5 for details.

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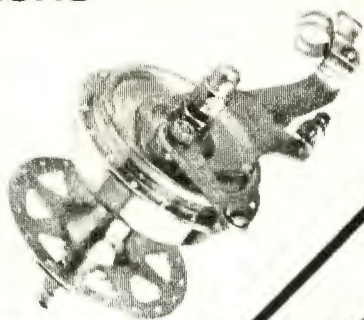
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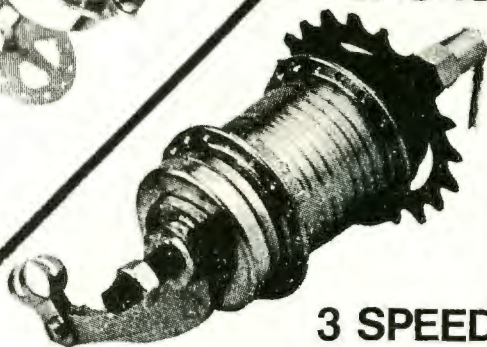
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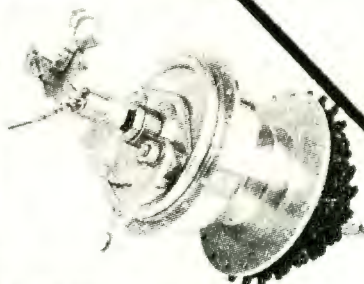


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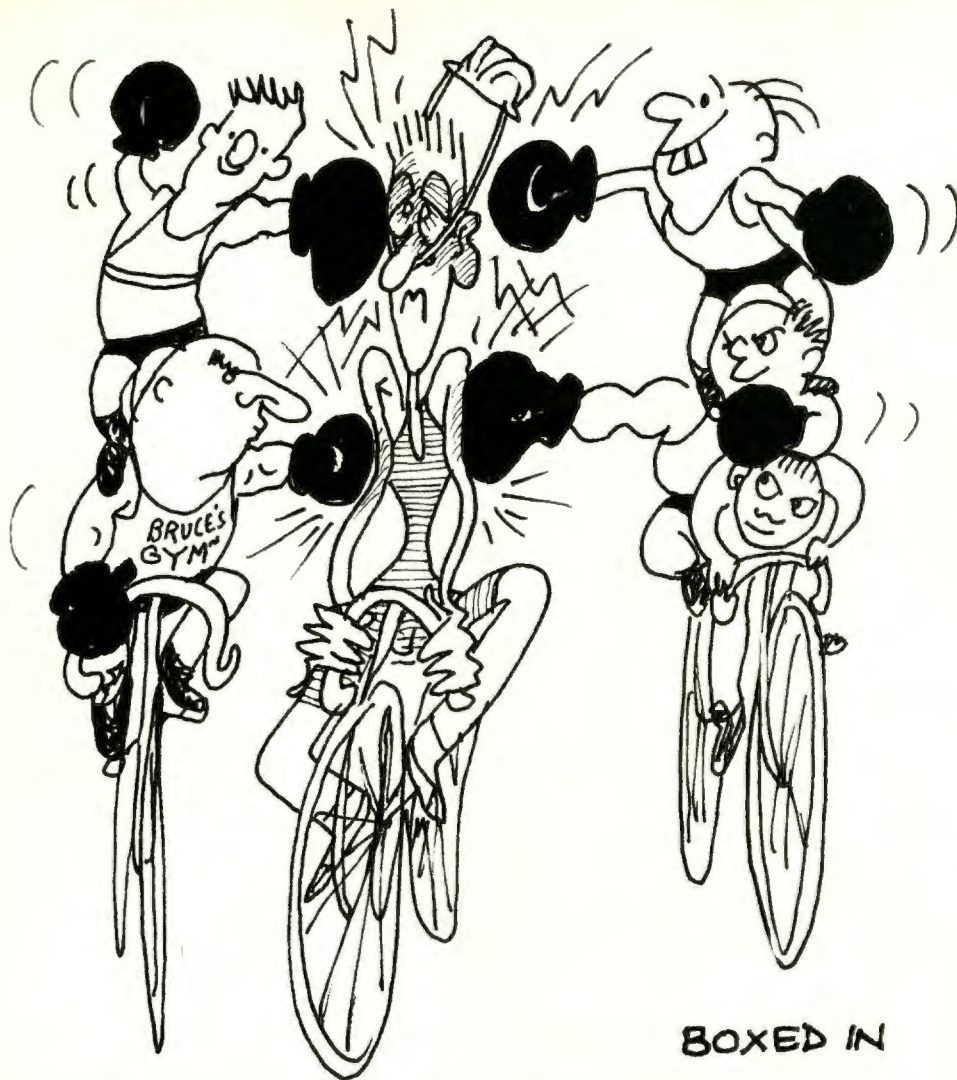
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BOXXED IN

BIKESPEAK

Coming to terms with competitive cycling

BY JOHN DRUMMOND

Every sport and every specialist field from surfing to psychology has developed its own language. As bicycle racing had its beginnings in Paris in 1868 and has since been dominated by the French, it is not surprising that the terminology of bicycle racing is French.

Here is a glossary of frequently used cycling terms that the newcomer to cycling will find peculiar and the old-stager interesting.

ACF – Australian Cycling Federation, the governing body for amateur bicycle racing in Australia

APC – Australian Professional Cycling Council, the governing body for professional cycling in Australia.

Attack – An aggressive attempt to break away from a peloton of riders or a single rider.

Bidon – A drinking bottle

Bit and bit – The sharing of the pace making

Blocking or slowing – To slow down other riders to allow team mates in a break a better chance of success.

Blow up – When a rider is weakened or exhausted by illness or extreme physical effort.

Boxed in – When a rider is surrounded by opponents.

Bonus – Time deducted from a rider's overall race time, usually won in **Hot Spots** or by finishing in the first three of a stage finish.

Break – The leading group of riders on the road.

Breakaway – To race away from the main group of riders to gain the lead in a race – either in a group or individually.

Bridge a gap – When a rider or group of riders from one bunch catch up to another bunch.

Broom or sag wagon – The last vehicle in the race which picks up riders who quit during a stage race.

Bunch – A group of cyclists racing together (also see peloton).

Category – The mountains of a Tour classified according to difficulty and put into categories, first, second, third and hors category (the steepest climbs).

Chute – Crash

Chasers – Those who are trying to close a gap.

Col – Mountain

Contre La Montre – A time trial stage which can be either an individual or team effort.

Crevaision – Puncture

Commissaire – Race referee

Directeur Sportif – A team manager

Domestique – A team rider who is in a race to help the team leader at all times. In a literal translation from the French the word would mean a servant.



DOMESTIQUE

Drafting – Riding in another rider's slipstream. Triathlon riders are not permitted to draft other competitors.

Dropped – When a rider can not keep up with the main bunch.

Echelon – A formation used by the riders to combat cross or headwinds.

Etape – Stage

Field – The total number of riders in a race.

Fixed gear – A direct one speed gear, as on a track bike.

Flyer – A surprise attack

Following a wheel – Riding close to the rider in front so as to shelter in their slipstream. Also **Sitting in** or **Drafting**.

Grimpeur – A climbing specialist

Groupe sportif – Team sponsored by a company

Hook – A change of direction designed to impede a riders progress.

Hors de course – Disqualified

Hot spot – Place along the race route where there is a sprint for points and time bonuses, usually contested by the sprint specialists in the race.

Handsling – A method of effecting a change of partners in a track teams race.

Jam – A jam occurs in a teams race on the track when a team or several teams combine to try and lap their opponents.

Jump – A quick acceleration.

Knock – An extreme form of hunger pangs caused by a fall of the sugar level in a rider's blood due to lack of food.



HORS DE COURSE

Laughing group – Riders so far behind the rest of the race that they are happy just to finish inside the time limit.

Leadout – A race tactic in which a rider accelerates to a maximum speed with a teammate in tow.

Maillot Jaune – The coveted Yellow Jersey worn by the race leader.

Musette – A cloth shoulder bag containing food and drink which is handed up to riders at the feeding points during a race.

National flag – Waved to start the day's stage in a Tour.

Neutralized zone – The opening kilometres of a stage race or a declared



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SAG WAGON

area where no competition takes place.

On the rivet – When a rider tries so hard and is close to the limit

Peloton – The main bunch in a stage race.

Prime – The point, usually on a mountain where the leading riders can earn points towards the climbing competition.

Prologue – The opening time trial, sometimes used to begin a stage race so that the race proper gets underway with a rider in the Yellow Jersey.

Radio tour – The race commentary broadcast to the press and team cars from the race director's car which tells what is going on in the race.

Ravitaillement – Feeding station

Red flag – Indicates there is danger ahead.

Red kite – A kite that is flown indicating that there is one kilometre to go before the stage finish.

Sitting in – An unpopular tactic whereby a rider will not take their share

of the pacemaking but gets all the advantages from the other rider's efforts.

Soigneur – A team's masseur

Time limit – A deadline decided on a percentage of the winner's time after which riders are disqualified from the race.

Turn of pace – Riding in the front of a bunch to break the wind resistance. All riders should equally share the turn of pace.

Working – To take turn of pace.

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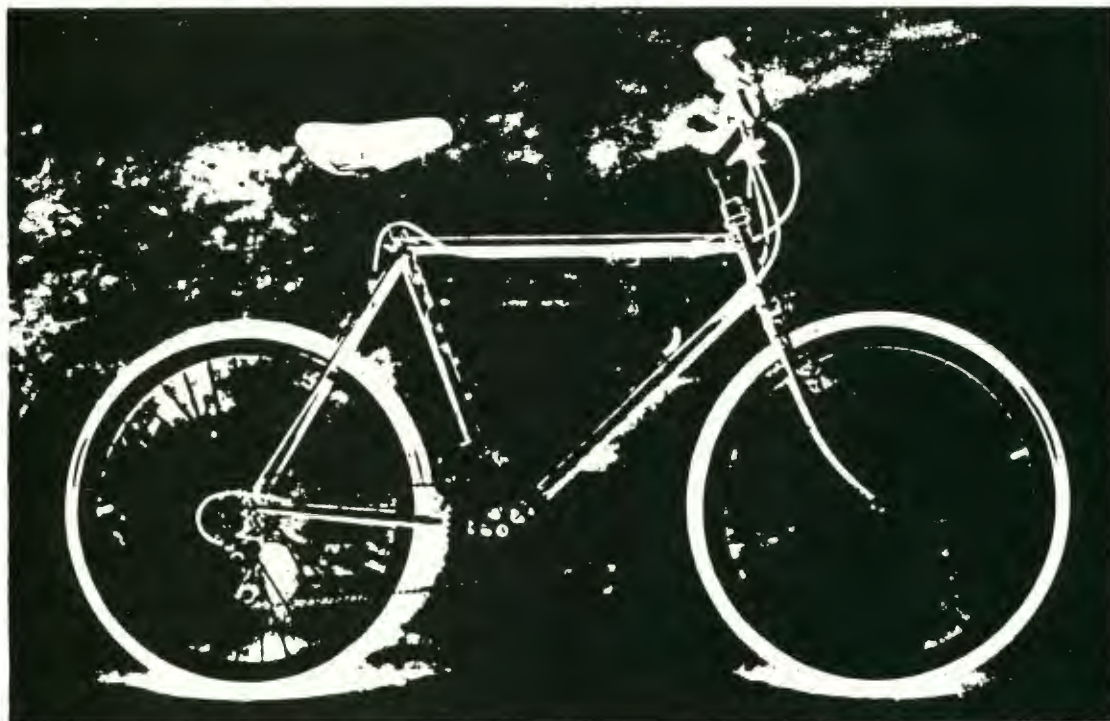
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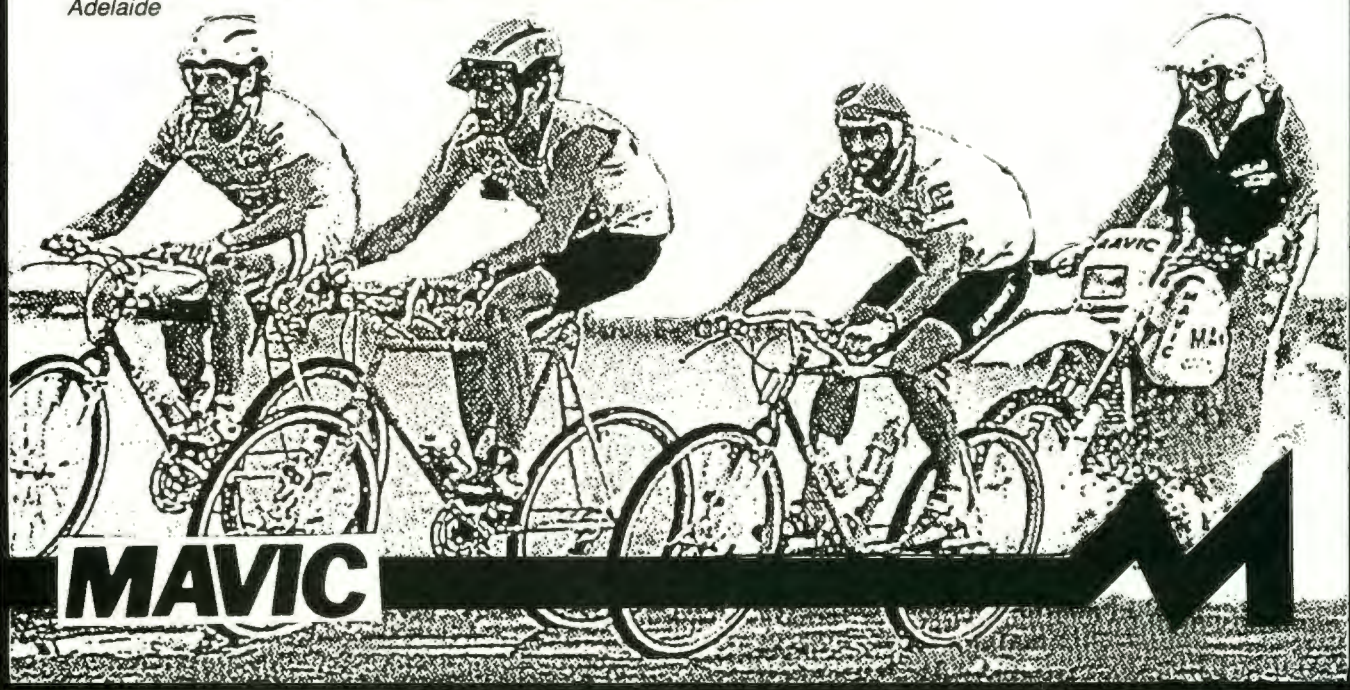
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MOUNTAIN BIKE CHAMP MAKES IT 17 IN A ROW

Werner Wohlrab successfully defended his mountain bike crown against a strong field at the fourth mountain bike Nationals.

BY WARREN SALOMON

IF ANYONE HAS EVER doubted the strength, determination and technical skill possessed by Newcastle's Werner Wohlrab, his performance in the fourth National Mountain Bike Championships cleared up any ambiguity and firmly established him as one of cycling's top specialist athletes.

Racing against a very strong field of 52 riders, which included some of Australia's top track cyclists, the winner of last year's Commonwealth Bank Cycle Classic plus the cream of the mountain bike world, Wohlrab rode his Reflex carbon fibre machine home to a 1 minute 31 second win over David Perry (also of Newcastle) and Leigh Nilsson.

Newcastle riders dominated the top ten and took five positions. The Apollo



Top: The Observed trials section of the Nationals attracted big crowds of mountain bikers and their friends. Not all the bikes in this picture belonged to competitors. Below: Karen Wells from Newcastle touches down on the appropriate named Ansett take-off. Karen went on to win the Womens Enduro section.

team with its Norwegian riders who had only recently completed the gruelling Gold Coast to Melbourne Commonwealth Bank Cycle Classic also finished with three of its riders in the top ten. Kjetil Kristensen, winner of last year's Classic, came in tenth 3 minutes 57 secs behind the winner.



*Leigh Nilsson, Woolly's Wheels
star rider, hurtles to the finish
to claim third in the 88 Nationals*

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For the first time in the rather spotted history of the sport the Championships managed to attract large numbers of riders and supporters. The two day program of events, held in pine forest country to the west of Canberra, offered both downhill and uphill events, observed trials and an enduro in schools', beginner's, veteran's, junior's, women's and expert categories.

The 1988 Nationals were the first championships to be organised under the control of the recently incorporated Australian Mountain Bike Association. AMBA president, Martin Whiteley, said that his organisation was extremely

Glen Roche demonstrates his superior bike handling skill during an early section of the Observed trials.

The Bell/Suntour team brought Olympic stars to the Nationals

pleased with the titles and after some years in limbo the sport could look ahead to an exciting future.

Close to a thousand competitors and supporters turned up in almost perfect cycling weather for the two days of events in Pierces Creek Forest. The first event, an individual 3.1 km uphill race, attracted a record 104 competitors and was won by Werner Wohlrab in 19 minutes and 54 seconds. The time gap between first and tenth was only 33 seconds. Graham Allbon, the first novice finished eighth overall.

Other major placings were: Overall 2nd - Ewen Gellie; 3rd - Leigh Nilsson; first beginner - (overall 16th) Jason Stef-

fen; first junior - (overall 17th) Travis Temme; first veteran (overall 18th) David La Porte; first woman - (overall equal 45th) Debbie Kinnear.

The uphill race climbed up a granite fire trail up onto the Black Springs Range on a gradually steepening grade. Riders were sent off at timed intervals and a similar format was adopted for the downhill event which followed.

The downhill course dropped away steeply at the start but levelled out on a gradual falling grade towards the end. In spite of the lack of slope nearing the finish line the riders still managed to push their machines to great speeds hurtling past the gathered spectators at a furious pace.

Ewen Gellie from Victoria won the downhill section in an all-stops-out time of 4 minutes 9.5 seconds, seven seconds ahead of Pete Smith (QLD) and 9.5 seconds ahead of Ross Style from NSW.

Wolfgang Maiwald (VIC) was the first novice to finish at 4:27.25 - 9th overall. Other category placings were: First junior - Andrew Robinson, ACT, (11th overall); First beginner - Noel Pennefather, ACT (21st overall); First veteran - Russell Moore, NSW (27th overall); First woman - Robi Van Nooten, NSW (78th overall).

After lunch on the first day the observed trials contenders were put through the ten section course laid out

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in the pine forest adjacent to the race headquarters. This part of the Nationals attracted the most visible crowds as hundreds of supporters closed in to get the best views of the forty two competitors as they hopped over logs squeezed between tree trunks and negotiated the many other course obstacles.

For the many Canberra people who were introduced to the sport over the weekend the Observed Trials proved to be the most interesting and accessible of events. The Trials event is run almost like a golfing tournament with competitors and spectators alike moving from section to section as the competitors move individually around the course.

Each Section consists of a series of obstacles demanding the highest bike handling skills from the individual competitors. Red and blue surveyor's tapes mark the left and right hand boundaries of the section and riders loose points for each time they dab (place their foot on the ground to recover their balance).

To compete for the title of Observed Trials Champion of Australia the riders had to complete the ten section course twice with as few dabs as possible. Riders touching ground over the tapes are scored five points and have to move to the next section. One hundred points is the maximum score and only three out of the field of 44 managed that score.

Many of riders had prepared their machines for the Trials event by removing their large front chainrings (to avoid damage jumping logs and the like) and selecting their lowest gear combination – for the Trials is not a test of speed or power but bike manoeuvrability and handling skill.

Current trials champ, Glen Roche, from Victoria wowed the crowd with a

dazzling all-clear performance (to clear a section is to not touch ground). In past championships Glen's superior bike handling skills have not been equalled but this time fellow Victorian, Ewen Gellie, showed the crowd what it takes to apply the pressure in this normally sedate event.

Ewen also cleared the course and, in an exciting lunch time ride off the following day, Glen Roche narrowly retained his title – for 1988 at least...

Other outstanding performances in the Trials were: Stephen Kidd (NSW) 9 points down and third overall followed by the first Junior, Andrew Robinson from the ACT with 13 points.

Wolfgang Maiwald was the first novice (23 points, 9th overall); George Foster – first beginner (equal 10th with 30 points); Brett Robinson, NSW, first Veteran with 69 points and equal 28th overall. Karen Wells from Newcastle NSW was the first woman down 85 points and 37th overall.

On Sunday the action shifted to the 4.6 km enduro circuit adjacent to the race headquarters. Two schools teams competed over two laps for the KIX FM trophy and the winners were the four riders from Dickson College with Copeland College as runners-up.

The single lap beginners section was won by Jason Steffen (NSW) followed by Noel Pennefather (ACT) and George Foster also from the ACT. NSW and ACT riders filled all of the top ten positions in this section.

The Novice, Veterans, Womens and Junior sections were all decided over two laps. Ben Munro of Queensland

Ben Alborne gives his all on the take-off. He went on to win the Junior section. ►

recorded the fastest time of 33 minutes 29.17 seconds ahead of the winners of the other sections: Graeme Allbon (ACT) Novice – 34:13.33; David La Porte (ACT) Veterans – 36:01.47; Karen Wells (NSW) Womens – 41:19.28.

The runners up in these four sections were: Novice – Mark Rotunno (NSW) and David Austin (ACT); Veterans – Ken Wells (NSW) and Brett Robinson also of NSW; Womens – Debbie Kinneer (the current Womens Road Champion from NSW) and Robi Van Nooten from NSW; Junior – Andrew Robinson (ACT) and Travis Temme from Victoria.

The four lap enduro to decide the Mountain Bike Champion of Australia began at a hectic pace with riders trying to push to the lead along the narrow trail through young pine forest. Laurent Vignes from Sydney's northern beaches area, racing for Apollo, established an early lead with the incumbent, Newcastle's Werner Wohlrab in hot pursuit.

By the second lap Wohlrab had gained the lead and was able to successfully defend it until the finish. He was never seriously challenged though number two rider David Perry (also from Newcastle) put in a good chase to finish a little over one and a half minutes behind.

Road racer Leigh Nilsson racing in Woollys Wheels colours finished a closer third with Norwegian Bjarne Johansen claiming a credible fourth for his first time in a mountain bike event.

At the end of the race Wohlrab was questioned by television journalists who asked him why the track Olympians had not raced well. Werner made the point that if he had raced on a velodrome then he would not have been in contention at all. Mountain biking is a specialised sport requiring a range of skills apart from those needed for smooth tarmac cycling.

Of the Australian Olympians entered in the event Brett Dutton put in the best performance finishing 21st – 11 minutes behind the winner.

The winner of the Omnium (the word must be related to omnipresent) the best performer in all events (28 pts) was a very deserving Ewen Gellie from Victoria. He and Glen Roche went through a very tough play off in the Trials finals and Ewen's performance in downhill, uphill and enduro was outstanding. Ewen received a Reflex mountain bike for his efforts. Werner Wohlrab (25 pts) and Ben Munro from Queensland (17 pts) were runners up.

All the major winners in each category received medallions and a Repco mountain bike each. Second and third place getters also received medallions.





A FAT TYRE FESTIVAL

Mountain biking - the sport - has finally arrived!

Sizable crowds, large numbers of competitors, a well liked course and effective organisation all combined to give Aussie mountain bikers their first real fat tyre festival centred on the best ever National Championships. It is still early days for the sport but the Nationals this year had the feel of being a true blue Aussie championship. The recently formed Australian Mountain Bike Association provided official sanctioning and an independent promoter Gary Patterson of Active Australia put together the two days of events centred on a forest camp in the hills to the west of Canberra.

At all of the previous Nationals there has been some cause for complaint by the riders and spectators alike. This time everyone seemed happy. The courses all offered sufficient technical difficulty without being dangerous and spectators were given some excellent vantage points to watch most of the action.

The race headquarters at Laurel Camp which also served as a start/finish area for the enduro events provided a good meeting place for riders.

Food and drink stalls kept hunger and thirst at bay and one of Canberra's more progressive bicycle retailers, Cycle City of Lynham, displayed the latest mountain bikes, equipment and accessories throughout the weekend.

Canberra laid on near perfect weather

conditions - what more could you ask?

On the Saturday evening mountain bike enthusiasts gathered in Canberra for the inaugural Annual General Meeting of the newly formed AMBA. New office bearers were elected and most of the existing mountain bike clubs across the country indicated that they would be soon applying for affiliation.

The meeting voted in Martin Whiteley as AMBA president, Dean Gibson as vice-president/treasurer, Chuck Smeeton - secretary and Alison de Jersey as second vice president. All office bearers are based in Sydney so AMBA will have its headquarters there, at least until the next AGM.

A technical commission comprising of

Tim Burns (VIC), Mick Jamison (VIC), Glen Roche (VIC) and Peter Heal (SA) was appointed to oversee the technical regulations which control bike and race safety. Several other important issues concerned with AMBA's future were discussed at the meeting including the establishment of a national calendar of AMBA sanctioned events. This calendar will list races in four categories: international class; national class (open to all Australian competitors); club opens (inter club events); and club events.

The meeting also decided that the 1989 Nationals would be held once more in Canberra between mid November and mid December.

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HOT HARDWARE

New equipment for the summer and winter season to follow

REVIEWED BY WARREN SALOMON

THE RECENT NATIONAL championships in Canberra brought together fat tyre fanatics from all round the country. These guys and girls are the real enthusiasts of the sport and a quick look over the hardware between their sun bronzed thighs demonstrates that to be a real mountain biker you must be well equipped.

The current national observed trials champion, Glen Roche, an accomplished rider AND frame builder agreed to take me on a tour of the exotica being flaunted at the Nationals. And what a tour it was. The riders weren't exactly parading their paraphernalia – but then again I didn't have to ask more than once to have an important piece of new gear fully explained.

Fancy frames

Frame builder John Kitchen from St Ives Bicycle Centre in Sydney wasn't at the race but a few of his unusual framed mountain bikes were. John's Fattracker has large main tubes to give the frame incredible rigidity. The main tube configuration results in an interesting treatment underneath the seat pillar.

David Griffiths was the proud owner of possibly the lightest bike at the Nationals: a featherlight titanium framed machine made by the racing bike makers Ultralite of Melbourne. David heard about their racing frames and went to them with a special order to build their first MTB frame. Its silver finish hardly distinguishes it from other machines but pick it up or ride it!!!! Wow.

The price certainly wowed me – a cool \$3600 for the frame and forks alone. Add a few nice alloy components and... Well what do you expect from the sports most enthusiastic adherents? Can I have one for Christmas mommy?

Thank heavens for custom frame builders. They may be erratic, fiercely independent, sometimes fixed in their ways and even difficult to track down but the good ones are worth their weight in gold

for they are the real innovators in a bike scene dominated by the world outside our shores.

One of the better frame builders happens to be an old friend of mine: Wayne Kotzur, who with Phil Sparkes runs Frameworks in Sydney. Wayne is a real engineering whiz and will try anything at least once. He has built a whole swag of historical replicas of famous bicycle designs for the Canberra bike museum and these days he has caught the fat tyre bug and is building some very nice mountain machines.

David Reid is a six foot eighter (you can tell I'm over thirty as I couldn't give

The Reflex ALX Carbon mountain bike – one of the Reflexes to feature prominently at the Nationals.

you David's height in centimetres without a pocket calculator to help me). Most of the bike importers still haven't realised that mountain bike frames should be fitted AT LEAST AN INCH (that's 25 mm for you metricants) SMALLER THAN ROAD FRAMES so the market is awash with large frame sizes looking for big buyers (pity the shorter rider). David's tall frame however, needs the special attention of a custom builder. Wayne to the rescue.

David's Frameworks frame is a massive 26 3/4" (68 cm) and is made from 501 plain gauge chrome moly aircraft tubing. It has an extra top tube for stiffness and to cap things off has a matching extra long handlebar stem and an enormous 35.5 cm (14") solid alloy seat tube. The seat tube has to be solid so that David won't snap it off. A big bike for a big boy – see what happens when you eat your greens when you are little!

Back to Glen Roche. Glen's K2 mountain bikes were everywhere at the Nationals. In fact you could hardly miss them especially the one with the amazing leopard paint job or the purple zebra. Glen's bikes are designed for good all round performance and go easy on the steep angles. He prefers to give the rider a bike that's comfortable to ride.

Glen is full of new ideas and has incorporated many into his designs like the custom handlebar stem made from the same size tubing used in bike frame top tubes. And of course there's the custom four front chainwheel set.

The teensy weensy fourth chain ring is a special modification for riding up stair-



Wilderness Trails handlebars and index lever mounts. Neat eh?

ways and vertical rock walls. As well the fourth ring comes in handy during the Observed Trails events where less than 1:1 gearing is de rigueur.

Who needs FOUR front chain rings? Ask Glen Roche – the K2 riders swear by them.

Imported exotica

I think I saw the best paint job ever at the nationals: the stunning yellow/pillbox red/fluoro pink duco on an imported alloy framed Klein. Lets leave aside the terrific frame and paintwork and look at this bike's other amazing equipment. Not seen before in Oz are the Wilderness Trail Bikes (USA) components like the WTB drop bars, thumbshifter mounts (that mount the shift levers in a similar position to the bodgie job I managed on my touring bike years ago) and the Bontrager Mavic rolled down rims.

Lets take them one at a time. The bars are heat treated alloy drop bars with the

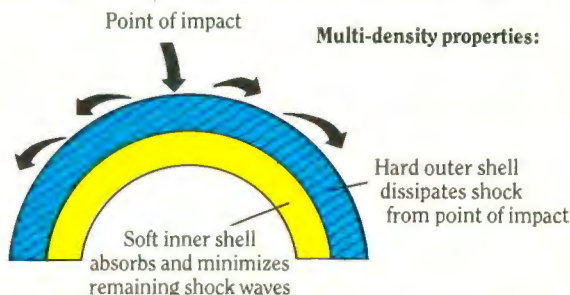


Exotica at the Nationals top to bottom: John Kitchen's Fattraker; Leopard paintwork on this custom K2 mountain machine by Glen Roche; The Klein Pinnacle and proud owner; large frame custom bike by Wayne Kotzur – note the chainwheel bash guard, extra long seat pillar (not all showing) and the long reach handlebar stem.

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by Life Technologies

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

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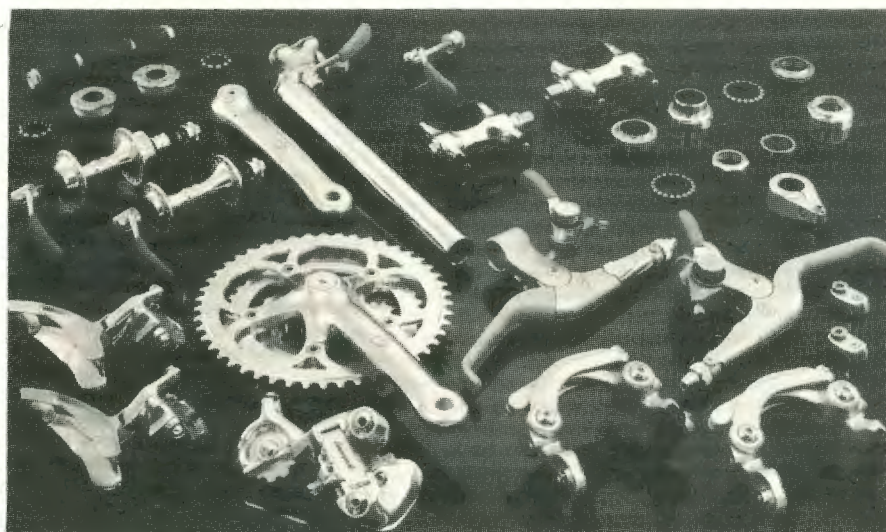
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drops flared out to the side to give the best of both flat and drop bar worlds. A few of the US pros still prefer drop bars like the European cyclocross riders so maybe this type of hybrid design will win a lot of converts.

The thumbshifter mounts are an add on extra and will accept indexed shifters in the best position for fast fingering. They are also made by Wilderness Trail Bikes a very small custom builder in California but when the gianormous Jap manufacturers realise that these little bits of metal are what the punters have been looking for all these years... Well I hope that they get their act together soon.

Keith Bontrager, another crazy Californian, takes the narrow (1") Mavic MA40 or MA2 rims and cuts out a four spoke section. He then re rolls the rim and joins it up to make - hey presto - a 26" ultralight narrow MTB rim that weighs about 400 grams reportedly 150 grams lighter than the Araya RM20. The Klein had them fitted with 26" x 1.5 tyres and they looked sleek and fast.

The Klein Pinnacle sells for about \$1500 in the USA. This one cost its owner much much more with the all the fancy ad-ons so I didn't ask for a test ride (oh yes, it also has an extra long one piece seat pillar and a specialized handlebar stem - but that's another story).



A giant stirs

Over in Europe the mountain bike scene is really hotting up. With the big Japanese component makers making the running (and fed with ideas and designs from the crazy Californians) the average MTB punter is faced with a dazzling array of machines and componentry from both the Japs and the local manufacturers. And now Campag is getting into the act.

Euclid it's called. That's Campagnolo's mountain bike gruppo just released in Europe. Campag have opted for the popular U brake system with their frame mount brake-set and the accompanying levers have that oh-so-smooth Italian look about them. The triple chainwheel set (is this a Campy first?) has plump crank arms that fit in with the group's chunky appearance.

I've heard whispers from those who have fondled Euclid gear at the recent

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Cologne bike show that its h-e-a-v-y. Could it be that they were really sprouting fat tyre jargon and what they really meant was i-m-p-r-e-s-s-i-v-e? Stay for the Euclid's next theorem. No news when this class equipment might appear in Oz but you had better have your gold Amex card ready when it does.

Reflex everywhere

One of the most obvious brand name bikes in use at the Nationals were the alloy and carbon/alloy framed machines from Reflex. This US company is now distributing its finery in Oz and did sponsorship deals with a few well chosen competitors in order to give their bikes a good workout.

Given the arrgh-isn't-it-rough condition of the enduro course the bikes ended up being given a real flogging. Glad to say none of the fancy lugwork came apart.

The Reflexes come in three models: the top of the line ALX Carbon and the ALX 99 and 89. They are all Shimano Deore equipped though the Carbon and 99 models are Deore XT equipped – an important distinction if you know your componentry.

Their most distinctive feature is the chrome moly wishbone shaped monostay rear triangle. (What a mouthful). The main tubes on the 89 and 99 are all Easton aluminium tubing and the Carbon has carbon fibre reinforced alloy tubes. All bikes have chrome moly unicorn forks. Nice.

Mavic Paris Gao Dakar rims & hubs

The fact that the mountain bike scene has captured the imagination of the industry is obvious when a major international manufacturer names a new range after a MTB event. Alright, we have probably had Tour de France cranks, saddles and shoes before but the sport is still in its infancy and the manufacturers are falling over themselves to get new gear onto the market.

Mavic are renowned in the road racing world for their superb rims and the Paris/Gao/Dakar race in Northern Africa was used as a testing ground for their new MTB ensemble. The PGD rims are 30 mm wide and are made of hollow section heat anodised grey finished alloy material. The 36 spoke holes have stainless eyelets and the weight per rim is 490 g. They will easily accept tyres from 44 to 55 mm width.

The PGD hubs have a forged duraluminium body steel skewer and light alloy axle. They are drilled for 36 x 14 gauge spokes and weigh 505 g for the pair with skewers.

Anti mud!

SunTour now make a mud cover for their XC Cunningham pattern roller cam brakes. The cover bolts to the cam assembly and keeps gunge off those important moving parts.

On the subject of muddy brakes; at last I think we have seen an end to that ridiculous fashion of mounting roller cam and U brakes under the chain stays where mud and grime love to collect. Sure it looks neat but apart from the appearance it has no practical use whatsoever. Next season the US and Japanese manufacturers will be mounting their U brakes (say good bye to standard cantilevers that stick out and snag) on the seat stays where they should be.

Bike mechanics will appreciate this trend as cantilevers, never very easy to adjust at the best of times, were almost impossible to tinker with under the chainstays.



Bash guard

One of the reasons why trials riders take their big chainwheels off during the event is to avoid wrecking those expensive alloy cogs when that log jump doesn't go according to plan. For everyday bush bashing you need those big and middle rings or else you encounter the dreaded Terminal Leg Spin over those flat open sections of trail. Bashguard is a high impact polypolypropylene protector which bolts onto your down tube and protects chainwheels up to 48 tooth size. The guard bolts on with stainless steel bolts and fits 1.25" down tubes.

Slick treads

We all know that most of you don't like to dirty your nice new equipment on gravel trails. Yeah, common admit it. Most of your riding is on city and suburban streets isn't it? Well, if it is you may be interested to hear of a new tyre that's made for fast and safe street use as well as climbing up smooth vertical sandstone and granite slabs. It's called the City Slicker and it has a gently rounded smooth surface with a thickened drop off at the side vaguely reminiscent of the profile of John Tomac's haircut. If that doesn't mean anything to you then you had better check out the tyre first.

John Tomac, if you didn't know already, is one of US's top MTB racers – better known here for his Bad to the Bone ads for Tioga the Japanese maker of the city slicker tyre. The City Slicker has a 130 tpi casing like the other off road Tioga tyres – Farmer John and Farmer John's Cousin and the smooth tread has a fine centre groove for water shedding. The tyre is available in 1.9 and 1.5 versions.



YERRANDERIE OR BUST

A blue mountains bike tale

BY ROD McDONALD

THE LAST TIME LIDA AND I went to Yerranderie was over a four day period at the height of summer in the heat and we both swore we would never do it again. Our route from Katoomba took us along Narrow Neck, over the end with ropes, down the notoriously steep White Dog Ridge road to the Cox's River. From there we forded the river, struggled up Mount Cookem, along Scotts Main Range to Yerranderie. Then we sneaked around Lake Burragorang, up to Oakdale and finally back to Penrith where we caught a train back to our home in Katoomba.

Well, that trip nearly finished us for good. But, three months later when recalling the trip with a friend, Rex, I found myself saying that, "yes, I *would* do it again". Rex said he wanted to do the trip. I simply said, "let me know the dates" and we left it at that.

Some months passed before Rex brought up the trip again and mentioned the 27th July as our starting date. Instantly I realized that this was in the middle of winter and once again the

going would be tough. Rex, although keen, had almost no touring experience and was still a smoker.

As the time neared I suggested a get-fit campaign in as gentle a manner as possible. However, Rex was now caught up in the heat of touring fever and seemed unable to hear what I was saying. The same applied when I offered suggestions on how to pack the panniers I had loaned him onto the bicycle I had also loaned him!

At this moment I felt fear. Still, I reasoned, caution and sensibility should overcome all problems (including my fear). Our plans progressed until, 7.30 am on a winter's Monday, we were ready to leave.

The plan this time was to do the trip more slowly over five days and, as usual, I had packed enough food to cover us for an extra couple of days if necessary. Setting off with Rex in the lead, we were soon going up our first hill in Katoomba as usual, the first hill of the day seemed to test every muscle in our bodies.

The weather was overcast but did nothing to dampen our enthusiasm and

The mountains in a magnificent mood. Looking southwards from Narrowneck on the morning of the second day.

after removing excess warm clothes we headed out on to the Narrow Neck plateau.

Already, at this early stage, Rex's smoking was affecting him and he had commenced coughing. Poor man, he continued to cough fairly solidly for the first two days, however, he refrained from further nicotine intake and his chest eventually settled.

Morning tea found us about halfway out on the plateau with the mists lifting and spectacular views of the valleys on both sides. Hot tea with lacings of honey plus chocolate chip biscuits soon had us on top of the world and we headed on out past the fire tower towards the end where we planned on having lunch.

Within sight of the end I stopped, took photographs and waited for Rex to catch up. When he failed to appear after fifteen minutes I retraced my path until I found him. He had mechanical problems and his derailleur was destroyed. Inexperience and over zealousness in changing gear had bent the long arm into the spokes where it had promptly snapped off.

On my way back to Katoomba for spares, having left my tools with Rex to remove the old derailleur, I got a puncture with 10 km still to go. I ran back to Katoomba, with the bicycle, unbolted a long arm derailleur from another touring bike, threw in an old one as well, and changed my own tyre and tube in the rush.

Two hours later, back at the end of Narrow Neck I enjoyed a hot cuppa while Rex put his bicycle back together. In my absence he had put up the tent and got the fire going, so with no further ado I got dinner started.



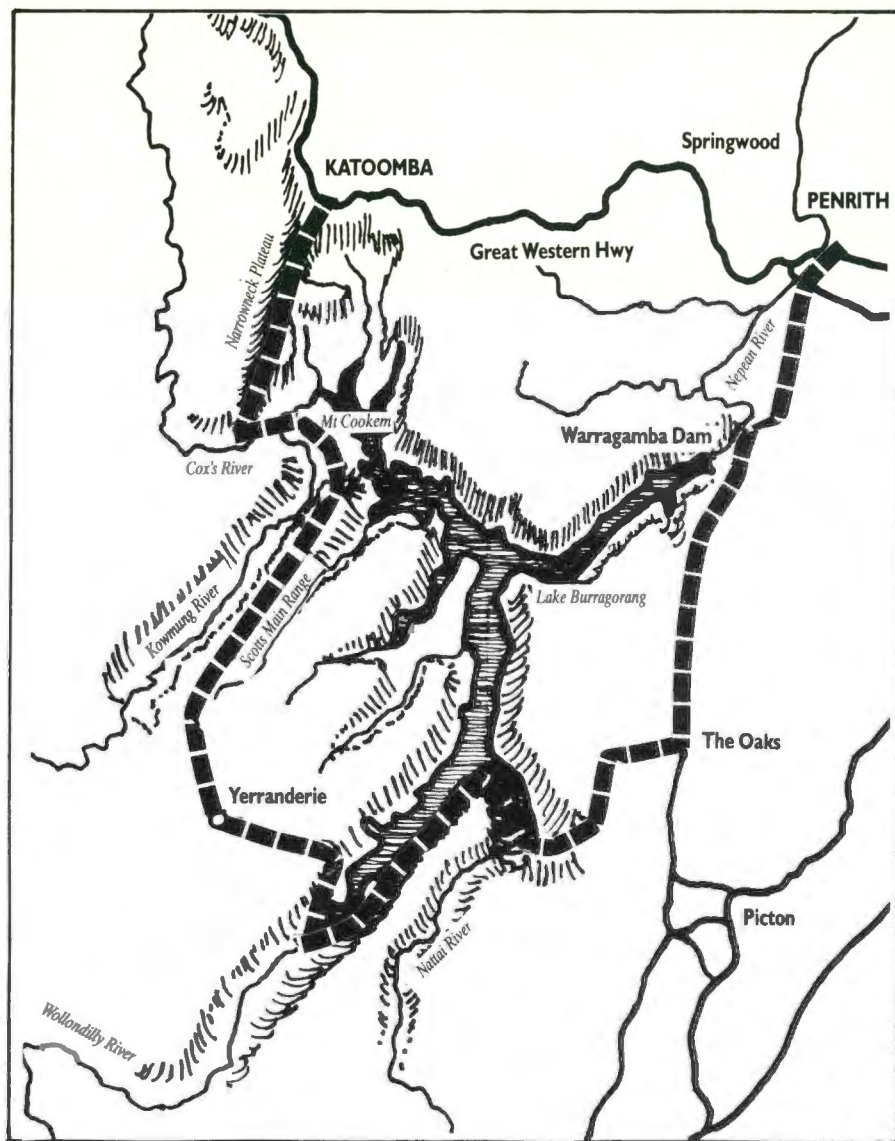
As if to put an end to this first day, down came the rain so we headed for the tent. I slept like a baby in spite of the rain.

Day two and it was still raining so I spent another hour in the sleeping bag until it eased off. It all took a while to get going but we felt our routine would get better. Besides, this was supposed to be our holiday!

Eventually we got mobile again and immediately, down came the rain. I had been testing the new Forza Gortex rain jacket and it had already proved it's worth. It fitted easily into my pannier side pockets and when in use was proving completely waterproof. All this is getting round to saying that the rain caused us to don rainwear and ten minutes later we had reached the end of Narrow Neck.

The short walking track over the end of the plateau to a point where we could lower our bicycles and gear over the edge with rope turned out to be, as was becoming a pattern, a little bit more than difficult. Not to be daunted by a few rocks, however, we worked our way downwards, pausing at times to view the scenery and wonder over the small stainless steel plaque on the side of a southern facing boulder, remembering Walter Taro of 'Taro's Ladder' fame.

Arriving at Walter's actual spikes, driven and cemented into a sheer twenty metre rock face, we paused again for another cuppa. Sitting on the edge of forever with swirling mountain mists rising about our very feet was an experience, little short of spiritual. The Trangia soon provided us with steaming tea and we took delight in talking with a hungry currawaong while we meditated leisurely over our path for the next hour or so.



The actual descent went smoothly though perhaps it's worth noting that, having tried both the area of the spikes and the sheer cliff, it is best to use the latter when lowering the bikes and gear by rope and then descend by the spikes last of all. Coincidentally, we both pondered momentarily on the placing of the last spike! Meanwhile, the flood gates of Heaven still seemed stuck open and the rain poured down.

With loads securely tied down by octopus straps we continued on down to the high tension power line pylon, stopping only to remove sticks and 'small trees' from our drive chains. We could hear the electricity humming at the tower as we took the power line access track down to the Cedar Creek road, and with the rain continuing, we cycled the kilometre or so up to Medlow Gap. About this point, what we had considered heavy rain ceased and the real rain commenced.

Pausing again, we looked at the track out of the valley towards the Megalong and reflected on our decision to go on

past what was our last emergency exit. From here on there was no turning back. It doesn't take long to reach the magnificent but extremely steep 'White Dog Ridge' descent and we stopped periodically to absorb the scenery, or bush scents, or wildlife or even philosophize over this, our last major down hill.

Almost at the bottom of this amazing drop to the bottom of the world, the Water Board has provided a construction hut (with toilet) and water tanks. With the Cox's river in earshot we cycled down to the river's rocky edge and quickly set up camp. The day had been short but with the extreme conditions we felt safer pitching camp and resting before our next little 'sortie' down the river to Mount Cookem.

Next morning the rain had eased and we took our time preparing for this day's short trip down river past the Kowmung to Mount Cookem and up the big hill. In order to get to the base of the mount we had to cross the river four times and at each crossing point we found the best method was to escort the bicycles across



Nearing the end of the Narrownneck road on day two with cloud moving in.

The hard slog up Mt Cookem



with one of us in front and one behind. In fact using this method, we were able to leave the bicycles loaded and except for me slipping and falling into the water on the first crossing the exercise went smoothly.

The first time up Mount Cookem we took the bicycles (I also hauled up the front panniers) and second time we carted the rear panniers. I slipped back down a third time to collect the last of my luggage and on arrival back at the top we set up camp for the night.

Sitting by the fire after dinner, we both reflected philosophically on our geographic position and the incredible splendour of where we were. We also wondered what were the orange and green lights to the north, maybe from the Aviation Department's beacons at Wentworth Falls.

During the night the wind blew a gale but our tent, a new MacPac Eclipse performed better than anything in the past and not once were we troubled by the usual flapping so common when stuck in the wind.

Next morning, within minutes of mounting our bicycles, Rex unfortunately destroyed his second derailleur. Once again my fear welled up and as I fitted the last spare, my mind travelled the distance we had yet to cover. I understood exactly how Rex must have felt so I was able to use this understanding to settle my now nervous mind.

The day was overcast with a light drizzle as we set out down Scotts Main Range yet again. Calling the scenery magnificent doesn't really do it justice but we stopped regularly to enjoy it and, as usual, paused for our morning cuppa. A late lunch time brought us to within ten kilometres of our goal for that day and we eagerly dismounted and organised hot soup with flat bread and cheese as our aching bodies got used to being in a vertical position once again.

A cold front came over us as we ate lunch so, without pausing for another cup of tea, we loaded up and cycled the remaining distance into Yerranderie itself.

After settling ourselves into the campground, a delightful setting in front of the old Court House, we ate a meal and drank copious amounts of tea. The day had been demanding so the next morning we took it easy walked back to the old Private Town and inspected the existing premises where Bill the resident caretaker lived. Yerranderie is now owned by Valerie Lhuede who arrived by light plane shortly before our exit around 10:30 am. The old buildings are a credit to her imagination and vision of an educational monument to an era long gone.

Soon after leaving Yerranderie we came to the point where we could go home via the Oberon/Colong stock route or take the more obvious and

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much shorter Water Board track via the Sheepwalk, Wollondilly crossing and Lakeside Road itself to Oakdale. Choosing the latter, although illegal by Water Board rule, we enjoyed travelling the abandoned valleys of the Burratorang. What a magnificent area this must have been prior to the building of Warragamba Dam. The valley is inhabited by hundreds of kangaroos.

We continued on and soon were travelling the well kept but hilly road alongside Lake Burratorang. Four pm saw us at the bridge over the Nattai and we stopped here and organised our last campsite. What a truly magnificent spot this was and we chatted easily into the night seated a large and very warm campfire. During the night everything wet froze solid, including our tent. It continued to prove it's durability and in our -15 degrees down sleeping bags, we enjoyed our best night's sleep so far.

What a trip this had been. A learning experience for both of us but, more importantly, a rest from the pressures of life in suburban Katoomba.

Feeling as though we had been reborn (possibly due to the 0 degree temperature) we set out next morning to climb out of the valley and cross the gates to a point where we no longer felt so vulnerable. Traversing the long abandoned bitumen roads we revelled in the surrounding forests and abundant bird and animal life. It only took an hour and we were out of the so called prohibited area. Oakdale is only a few kilometres away and we felt strange phoning home after a five day absence.

Onwards, onwards to Silverdale and of course a last hot lunch and cuppa. Penrith is only an hour away and by mid-afternoon we were sitting on railway station looking back on our six day adventure. It's a funny feeling to confront people after a period in the bush and the confrontation on the platform seemed harsh and brutal after where we had been the night before.

Late reflections found us looking back on a magnificent trip with Rex talking openly of taking the family there by car. Me, I'll stick to bicycle, and yes - I'll go again - one day.

Editors note: This is a very difficult trip for mountain bike riders and takes at least four to six days depending on the weather conditions. Snow can even be expected in winter.

People often get lost in the Blue Mountains area and even though this trip is along well mapped fire trails you should always notify the Police of your itinerary and contact them when you are through. The NSW Central Mapping Authorities Blue Mountains and Burratorang contour map is the best guide to the area and shows the Water Board prohibited area.

Some Sydney friends who have done this ride recommend that this trip be done in the reverse direction as it is then possible to wheel a loaded bike down Mt Cookern and up the White dog fire

trail on the other side of the Cox's without the need for double and triple trips for the luggage.

As to the Water Board... Their policy of prohibition is ludicrous to say the least especially when you look at what they are supposed to be protecting. The Cox's River is polluted with sewerage from Lithgow and Wallerawang. You will get sick if you drink it. South of the Cox in the wilderness areas around Yerranderie things are better. However, further on the Nattai and the Wollondilly dump the Southern Highland's gunk into another arm of Lake Burragarang - Sydney's main water storage dam. Any wonder Sydney's tap water stinks of added chlorine in summer.

The Water Board have told me when I tried this year to organise a mountain bike event through the area that they don't like cyclists littering and loitering around the stored catchment areas. Its the litter problem they say.

As if a few cyclists and bushwalkers dropping orange peels and Mars bars wrappers are the problem! The real outrage is that it is the sewerage and drainage of the towns in the Warragamba catchment that are pumping poison into Sydney's water supply. Like the city fathers in Henrik Ibsen's play *An Enemy of the People* the Water Board will point the finger elsewhere because they aren't upset the status quo and admit the real problem.

The Water Board has a stranglehold over a massive area of wilderness and forested area surrounding Sydney and actively enforces its prohibition on recreational usage (even carefully planned and controlled usage) with regular ranger patrols and stiff fines. Recent reports from the Blue Mountains area indicate that the Water Board has stepped up its patrols and is now charging cyclists caught in the prohibited area rather than issuing a stern verbal caution as they did in the past.

So, if you plan to venture into the prohibited area to ride this magnificent route I strongly recommend you contact your NSW member of Parliament first.

NEXT IN Freewheeling

- *Getting fit for the road season*
- *The big rides - with pictures of our own Sydney to the Gong event*
- *How to be a mountain biker - a guide to what's what in MTB's*
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Werner Wohlrab congratulates place getters at the finish line of this years Nationals. A superb athlete, Werner won victory over the strongest mountain bike field ever assembled in Australia.

WERNER'S WINNING WAYS

Freewheeling interviews the Aussie mountain bike champ

BY WARREN SALOMON

WERNER WOHLRAB IS a 33 year old quietly spoken family man from Newcastle NSW. He and his wife Lynn have two children, Peter 7 and Christie, 5 who are both keen on mountain bikes. Werner started cycling about three years ago when he became involved with the newly formed Hunter Valley Mountain Bike Association. He had taken up cycling to help his recovery from an old back injury. His first win was also his first race – the HVMBA Paterson Winter Classic. He has not lost a race since.

What do you do to prepare for a big race and what drives you to win during the event?

Preparation is the most important part of the entire process. I normally run at least a four week training program leading up to the event. This time (for the 1988 Nationals) I trained for two months.

I now use a stationary trainer working on anaerobic fitness working out for 45

seconds of effort and 15 second break. Stop start training. Mountain bike racing is different like that. On road racing you can easily get into a groove and sit in behind someone for a bit of a rest but in mountain bike racing you have to go at it all the time.

Before the race I don't usually do a warm up but I think I should as it's a bad blue starting cold. Mentally what drives me is the fear of being beaten. It's a silly position I have let myself get into and I don't like it. It's probably because I have yet to be beaten in top competition.

In the early stages of a race the others expect me to perform and I may not feel like performing but they always seem to watch what I do so I am always under pressure to set a pace.

The crucial stage of any race is at the start. Do you go all out to establish a lead and how does the course its self influence the way you ride?

I told everybody before the race that I intended to be in the top three going into

the bush after the short gravel road section at the start. All I wanted to do was to survive the start. It was a very bad start in that there was a risk of being knocked down by an inexperienced competitor or someone who was a little too enthusiastic. I had planned to be in contact with the leaders as we went into the Pines – I didn't want to be down in mid field if I could help it.

I didn't like the course because it was very rough and there was a good chance that I could either damage my equipment and not finish. I thought that the fast riders would go all out and break either themselves or their bikes and not finish. I couldn't afford to take the chance and sit back and wait for them to break so I had to go at what ever pace was needed to keep the top pace. If I broke at least I was putting the chase on.

On the very uneven and rough sections through the pine forests I rode very conservatively. You can't go at it flat out. You have to consider your equipment otherwise you damage your bike or crash. On the first section I started fast and only Lawrence Vignes was leading me.

It's common knowledge that I start fast. However, my plan is that whoever starts faster I will go with them and try and push them. I look at it one way there has to be a breaking point and I will stay with them until either they or I reach breaking point. Hopefully with my preparation and determination I will stay with them until they give up and fall back.

How do you pace yourself around the course to maintain your lead without burning yourself out needlessly?

I have people (family and friends) stationed around the course at least two points and when they tell me how much time I have in front I know then how hard to go at over the rough and dangerous sections.

I prefer to race. When the gun goes I go hard. I'm not going to coast around the course, let someone else set the pace and knock them off at the finish. I don't want to sit on someone's tail and sprint home at the finish – I want to go hard all the way.

I have heard say that you go all out downhills. Is that the way you ride?

No, I am a very conservative rider down hill. I have lost my nerve on downhill riding. Where I make it up over the faster downhill riders is in pedalling strength. I aim to finish and where it is easiest to make a mistake is on the downhill sections. I may not be the fastest of the downhill riders because I have seen too many crashes on downhills so I usually ride very cautiously.

What about the unrideable steep up-hills. Do you run to maintain a fast pace?

I never ever run up the steep sections. If you give 100 percent while you are pedalling when you get off the bike you shouldn't have the strength to run. Running burns up energy. If you efficiently walk up hills get back on the bike and pedal off it should be sufficient.

From what you say you are really a cautious rider. During the Nationals I was surprised when you apologised to the crowd at the Ansett take-off because you didn't go for up for a spectacular jump.

When I approached the take-off I felt that the crowd wanted the Australian Champion to do the best jump. I was trying to do the job I was there to do – and that's race hard – so I tended to joke with the crowd to explain away my moves. Too much can go wrong when doing stunts. I plan to ride to finish and to do that I play it safe.

Following the takeoff there is a sharp corner leading onto a hill. Whereas other riders may had difficulty with their gears coming out of the turn I didn't hear as much as a clatter from your shift down.

I try to think ahead and keep in control at all times. I try to pick the gear I want in time. If you turn a corner into a hill and select the wrong gear then its a bad blue. I use almost all the available gears. I do get onto the small chainring on climbs because I aim to minimise the strain. It's no good grinding away at a high gear because you are burning up energy but not gaining any speed. I try to go for efficiency and ride in the gear that feels most comfortable.

Okay, so you aim to set a fast pace early on but how can you keep riding at maximum effort over four laps in race conditions?

Before each race I do a lap on the course riding hard. Before the Nationals I rode an 18.5 minute lap and thought that was good. However, in the race I rode my first lap in 15.5. I took three minutes off just by the extra adrenalin. But yet it didn't hurt me. I could have continued along at that pace. I didn't feel it.

At every race the same thing happens. I go out and train on the course. I usually do one sprint lap to see what time I can get. But yet I think: no I couldn't go faster than that. But in the race I do every lap faster than the sprint lap. When someone pushes me I just go faster but when I am on my own I can't go fast enough.

If people leave me alone and I am not pressured I will ride at about 85 percent of my potential. But if I am pushed I will call on those reserves.


What makes you win? You had your best ever competition at the 88 Nationals including the best of our Olympic track team. Why did you win and not them?

The key to my performance is determination. I don't think that I am a top performer at downhill or uphill but where I come through is putting it all together. If ten people pass me up hill I will try harder I may not be faster but I will try harder.

I don't consider my self in the same league as the Olympic track and road racers – they would blast me off a track – but what I lack is made up by determination.

There's often more than that. What about the psychological side of things? Isn't it common for road racers to mentally wear down their opponents? How do you operate?

I usually use a bluff system. If I start hard I can bluff the other riders. They



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can't match the pace and they have to back off. They can't ride under that kind of pressure so they have to back off. But once they back off I also back off. But I try to make sure I don't back off before they do.

I only continue at the pace I start at. But as a personal challenge I try to finish the last lap at the same pace I start at.

However I am mostly an open book. I train openly with other riders and they can see at all times what I am doing. I don't use secret training or racing methods. I have made a lot of friends in the sport and I hope I have not made any enemies.

Now that the sport is well underway do you think that team racing will take on in mountain biking like it has in road racing?

Mountain biking is a very difficult sport for teams to work effectively. Once the gun goes you are on your own. Teams just can't stick together. You have to go for yourself. If a team member breaks down you can't go back or wait.

What do you think of the way the sport has attracted road riders and triathletes?

It's good the way these people are coming into the sport but the race officials have to realise that the riders are not irresponsible. I didn't like this years endurance course at the nationals. That kind of very rough course will only turn people away from our sport. The road racers are

not used to that degree of bumpiness. When they try it they say, "Stuff it", and throw it in. The Canberra course was the roughest course I have ridden. When it was off-road it was ROUGH. It had a nice mixture but the road riders found the rough sections far too rough.

How about next year. Will you be defending your title for the fourth time at the 89 Nationals?

I am really interested in putting as much back into the sport as I can. My big interest is the safety side and I am always keen to help the upcoming riders achieve their goals.

Reflex Cycles asked me to ride for them this year and gave me a carbon fibre bike to do it on. I always give my best and ride to win so I went all out in my preparations. At the first Nationals I trained for two weeks while this time I trained for two months. The times are getting faster and the riders are getting stronger.

As to next year I am not sure where I stand on this point. I haven't decided yet if I will be contest the title. I am not as young as I once was and this year the rough course upset my old back injury. I guess it depends on what kind of personal and other incentives there are at the time to encourage me to undertake my usual preparation for the event.

If I'm there you can expect a good pace and a good race.

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ON THE TRAIL

TO OBERON An easy weekend ride just west of the Blue Mountains

BY JULIA THORN

ONE WEEKEND I DECIDED to try a ride on the far side of the Blue Mountains and venture beyond to explore some less-visited but scenic and historical areas. So here is a suggestion for a ride of 120 kilometres which can provide a pleasant two days' riding. It is quite hilly so if the thought of a ride with

virtually no horizontal stretches horridifies, you have been warned. But if your lungs and knees are crying out for a challenge, go for it!

I enjoyed this ride for its quiet roads and the uncluttered views of deep valleys, patches of forest and secluded small settlements.

I started at Mount Victoria which has an hourly train service from Sydney and is worth a look around. It has some pretty colonial style buildings, team rooms, antique shops to browse through and a museum in the railway station.

More importantly to the cyclist starting out on a day's ride you'll find a large cafe right there on the highway where you can stoke up on breakfast. This could be crucial, because on the day I did this ride most of the little shops marked on my map between Hartley and Oberon were closed.

From Mount Victoria I descended the Victoria Pass, feeling glad I wasn't having to ride up it, to Little Hartley and then Hartley. From here on there is far less traffic. Hartley grew up at the time the Victoria Pass was completed in 1832 and there are consequently a number of preserved historic buildings there. The convict-built courthouse (1837) is the most prominent building, and there are also two pubs from the 1840's, two old churches and cottages. In the old presbytery is a National Parks information centre.

I continued down to Cox's River where there is an ice cream shop and camping area. The river looked most inviting for a quick swim. After this route climbs steadily for several kilometres, with excellent views eastwards into the Kanimbla Valley and across to Shipley Plateau. You have to be wary of cross winds up here. At Lowther there is a pretty church and small cemetery by the roadside.

Hampton features a hotel and two shops one of them a tea room which is usually open on weekends. The day I cycled through I had planned to buy lunch there but unfortunately none of the shops were open. Four kilometres out of Hampton the road forks, the left fork heading down hill for the Jenolan Caves and the right fork leading to Oberon. At the junction, which also marks the boundary of the Jenolan State Forest, there is a picnic area with barbecues.

As I continued there was no respite from the hills. This route into Oberon is characterised by descents to rivers or creeks and long arduous ascents (the steepest section is the last stretch into Oberon) but with a net altitude gain for the day of only 150 metres. Take gloves for the downhill sections because your hands can get pretty cold in the breeze you generate.

I reached Oberon just in time as there was a thunderstorm half an hour after I put my bike to bed. The whole town was dramatically illuminated by huge strips of lightning. Oberon is a small town with two hotels, two motels and a caravan park. There are also numerous milk bars, clubs and a supermarket.

The Royal Hotel has been pleasantly restored, and has a cosy bar and innova-

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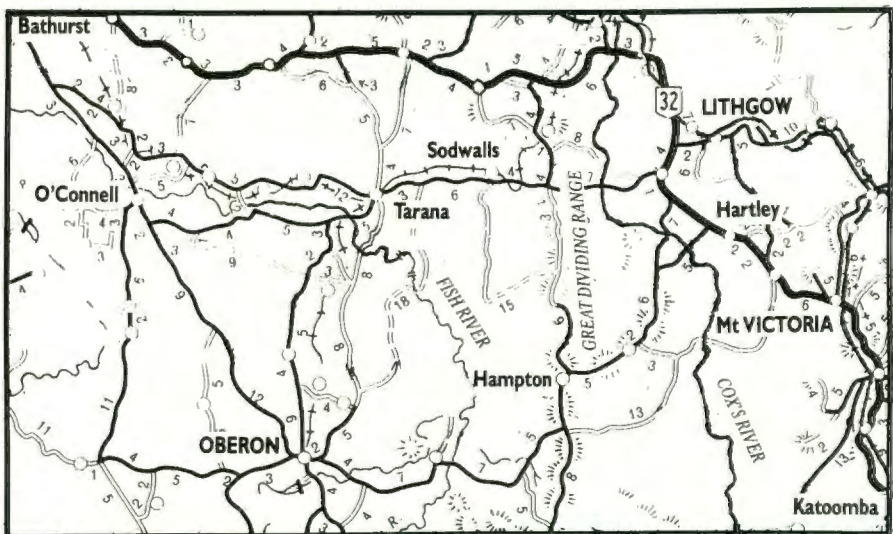
tive restaurant. My room featured an old brass bed and an old pine bookcase filled with a collection of well worn school texts.

The Oberon Dam picnic area is two kilometres from the main street (follow Ross Street then Jenolan Street) and has barbecues and picnic tables.

On the second day I headed for Tarana, following the now disused railway tracks along North Street past the timber mills and the old station. The railway line was originally intended to link Oberon and the Jenolan Caves but was never constructed past Tarana. This part of the route is predominantly downhill with a notable two kilometre descent about eight kilometres out of Oberon where I picked up a good speed.

Four kilometres out of Tarana I reached the O'Connell road by the Fish River which has beaches and little falls at this point. Further towards O'Connell there are several popular swimming holes. Tarana has a pub and a shop, but again the shop may not be open. There is also a station there so you can catch a train to Sydney if you can't face any more hills.

To leave Tarana I followed the quaint signpost showing "Sydney 105 1/4" which leads through Sodwalls, a place with an unfortunate name. This stretch is hilly again, and the road surface is very poor, having been patched fre-



quently which makes some of the descents uncomfortable. I felt that even if my bike survived intact, I would be rattled to pieces.

Ten kilometres out of Lithgow starts the newer road which skirts the Lyell Lake (only shown on more recent maps). This lake is very pretty, flanked by green hills; there is ample time to admire it during the four kilometre climb up to the Great Western Highway and outskirts of Lithgow.

If you still have time or energy to

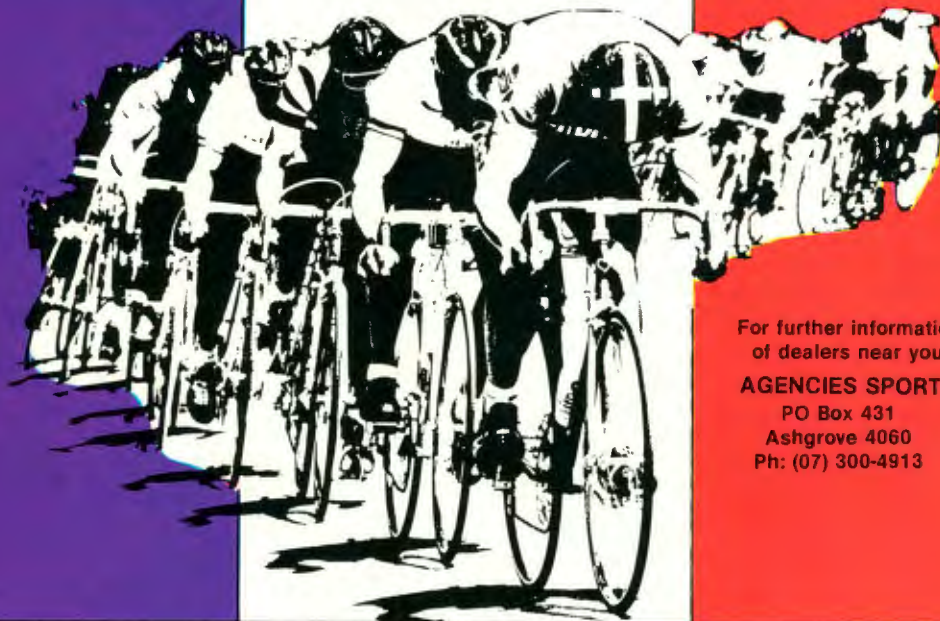
spare there are plenty of pleasant spots around Lithgow. There is the zigzag railway which snakes dramatically down the mountain east of the town. Hassans Walls lookout gives excellent views over the mountains south of the town.

For catching a train home, the railway station is in the centre of the town. Cyclists have been known to rave about the meat pies at the station buffet, and indeed a hot pie can be most welcome on what I reckon must be one of the draughtiest railway platforms around.

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POLES APART

The 1988 Commonwealth Bank Bicentennial Cycle Classic is won by the Polish team

STORY BY JOHN DRUMMOND
PHOTOGRAPHY BY JIM FORDE

While most sports wound up their winter programmes with end of season grand finals in enclosed stadiums, out on the roads between the Gold Coast and Melbourne tens of thousands of spectators watched and cheered as participants in one of the most colourful sporting occasions ever to be witnessed in this country whizzed by.

The Commonwealth Bank Bicentennial Classic was contested this year by 50 of the world's best Continental cyclists, some direct from the Olympic Games, and 30 of Australia's top cycle racing

talent. And for the spectators it didn't cost a cent to see.

Last year's winner starts in the Yellow Jersey

It was a pity that Norwegian, Kjetil Kristiansen, won the opening time trial segment for the right to wear the race leader's Yellow for it exposed him immediately to extreme pressure without the advice of an experienced team leader like Morton Saether who was everything to Kjetil last year.

I subsequently interviewed Morton, a thoroughly experienced cycling strongman, who was full of praise



Last year's winner glances across at the Polish rider who has just beat him to the finish line at the Wollongong Criterium. West German Schumacher won this stage. Inset: Tour winner Marek Kulas (LOT/Poland).

mostly for the guts demonstrated by Kjetil (who isn't the strongest member of the team) and for the discipline of the Apollo/Norwegian team in general. Of course, Morton said nothing about himself, but a blind donkey would have seen that he was the driving force in the 1987 winning push.

Not only was the talented Norwegian very forthcoming on the allegiance of his team. He was equally eloquent on the conduct of the Classic. I recollect he said: "The race only needs the injection of some Eastern European teams to

make it one of the great cycling events of the world".

Well, it happened in our Bicentenary year when Poland joined the Classic field and annihilated the opposition in a controlled and powerful performance that had competitors on the ropes from Port Macquarie to Melbourne. It confirmed the dominance of the East Europeans so evident at the Seoul Olympics.

If defending champion Kjetil Kristiansen upstaged several Seoul Olympians in the prologue to this year's Classic, then his hopes of continuing the action were dashed in stage 1 from Byron Bay to Grafton a distance of 198 kilometres in windy hot conditions, making it probably one of the hardest stages of the race.

Italian Eros Poli (Europa/Italy), who has an impressive list of championships to his name, including the 1987 World Road Cycling Championship conquered the conditions to score narrowly from Australian Barney St George (White Pages/Australia), who broke away from the peloton about 15 km from the end of the stage into Grafton.

Third was another Australian Eddie Salas (Australian Sports Commission/Australia). Salas who was sixth in the Seoul Olympics championship was one of the favourites of the long distance Classic.

St George put plenty into his breakaway ride but Poli showed greater strength in the final 10 km, grinding down St George until finally passing him within 10 km of the finish line. Kristiansen blew-up and virtually put himself out of the race by finishing 18 min 53 sec down.

So the Yellow Jersey passed from last year's victor to Italy's Eros Poli.

Eddie Salas was the popular victor in the second stage when he outsprinted the field in a 32 km criterium before a large vocal crowd in Grafton. He defeated Poli (who managed to retain his Yellow Jersey) and Kjetil Kristiansen who staged a comeback finishing in third place.

Meanwhile the wily Poles were summing up the field just off the pace.

The Poles exposed their latent power in stage 3 from Grafton to Coffs Harbour when Cezary Zamana won the sprint into Coffs from Longines/Switzerland's Fredy Gmeur, Neil Hoban of England and Barracuda/New Zealand's Stuart Immrie.

Eros Poli was still in Yellow when the action began in stage four - 180 kilometres of undulating country. This was the stage when the Poles chose to consolidate the leading team position they had held narrowly from the start. And consolidate they did with great skill and daring adding over 10 minutes to their total advantage.

Salas lit the fuse when he attacked and led away an eleven man break that included the Polish riders Mieczyslaw Karłowicz, Marek Kulas, Cezary Zamana and Harry Lodge of England - all in the top ten overnight. Race leader Eros Poli was also with the group when it formed after the 118 km mark, but punctured and a slow change saw the big Italian trailing home by 2 min and 15 sec with the peloton 5 min 14 sec off the lead on the finish line.

Poli showed great courage and power in his endeavours to retrieve the leaders, but each time he got close the three Poles quickened the pace. Their skill and technique was unique in Australian road racing and a delight to watch.

Salas just failed to run down New Zealand's Gavin Stevens in front of a huge Port Macquarie crowd.

It was a dramatic finish to a decisive days cycling which saw Eddie Salas, 22, from Doonside in Sydney's west (last year's runner-up) don the race leader's Yellow at 40 sec from LOT/Poland's Karłowicz and Poli, now 41 sec off pace.

Nothing changed in general classification following Dutch cyclist Bob Rasenberg's win for the World team in the Port Macquarie 30 km criterium. Rasenberg representing the Hampshire sponsors won from criterium specialist Rajmund Lehnert of the Bosch/West German team with Mark Calwell of Avocet/Bell/USA in third place.

Eddie Salas lost his Yellow Jersey in stage 6 from Port Macquarie to Forster when he finished 27th over the finish line. The field resolved in a mad charge led by the Poles and Italians when the Australian champion punctured on a gravel section of road some 30 km after the start.

The peloton disintegrated and Salas finished in the second group when the dust settled.

At Taree the field had amalgamated but shortly after five riders distanced themselves from the peloton in a vicious attack led by the Poles, it included Zamana, and his team mate Slawczyk, Italian Gian Pierobon, Kjetil Kristiansen and Japanese Kazuo Oishi. The five cyclists stayed clear of the pursuing peloton, only Clayton Stevenson Holden/Australia, John Groom White Pages/Australia and Italy's Maurizio Molinari were able to bridge the gap and the breakways finished one minute clear with Zamana being first across the line from Molinari and Pierobon.

This changed the whole complexion of the General Classification. Zamana was now in Yellow from Eros Poli and also was points leader. Gian Pierobon took over King of the Mountain from teammate Francesco Frattini. Marek Kulas (LOT/Poland) was in third place overall. Eddie Salas was fourth and Karłowicz (LOT/Poland) was fifth.

Salas held his race position on Gen-



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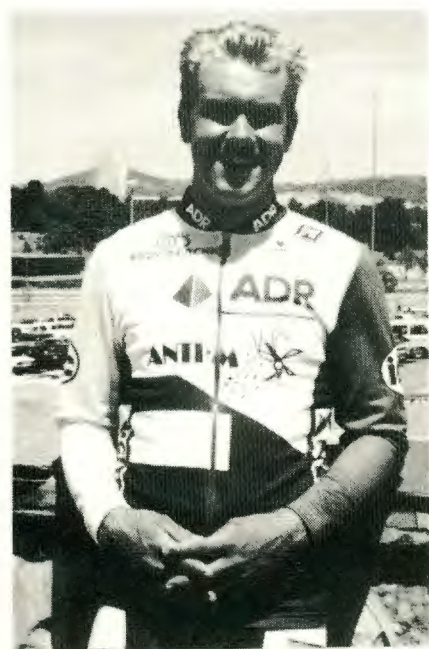
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Clockwise starting top left: Tony Davis ready for the start of the time trial prologue on the Gold Coast; The Polish Team on the mark at Port Macquarie ready to start the stage which virtually decided the outcome of the Classic; Italian time trial champion Eros Poli (centre); the Polish team L-R - Karłowicz, Krawczyk, Kulas, Lesniowski and Zamna; Colin Sturges the sole Englishman to win a stage.

eral Classification but had slipped on time at Maitland to be 8 min 59 sec in arrears of the new race leader Marek Kulas. It had proved a difficult, if not impossible, task to run down the Poles and Eddie was hostile on the way the European teams were ruling the race on the road.

Salas is no slouch, as proved by his international record. His resentment at being restricted by inexperienced team support, for the second year in a row, got the better of him and at Maitland he blew-up.

"I don't know why the race organisers did not keep the team from Seoul together. We had built into an organised unit leading up to the Games", he said later. "But in this race we are different teams competing against each other, and frankly speaking our total Olympic experience as a unit would be hard pressed matching wits with class of some of the overseas teams especially the Poles."

After spending two days judging the standard of the opposition the Poles had moved in to take over the race. Now, a week into the event, they had four riders in the top ten placings. Was it any wonder Salas exploded?

Marek Kulas led from compatriot Cezary Zamana with Eros Poli third. Next came Salas, Karłowicz, Harry Lodge, Guido Elckelbeck (Bosch/West Germany), Krawczyk, Jeff Stewart (Repcor/Australia), and Barney St George.

But it was really Gian Piero's day. He virtually clinched the KOM title with a second placed climb up the almost perpendicular 300 metre Bumble Hill out of the Yarramalong Valley and then defeated LOT/Poland's Cezary Zamana in the sprint into Gosford.

The prominent two led a quartet comprised of Longines/Switzerland pair Tiziano Mancini and Jaques Dufour 1 min 27 sec ahead of Maurizio Molinari (Europa/Italy), Bo Andre Namvedt (Apollo/Norway), Harry Lodge and Neil Hoban.

The main bunch, including race leader Marek Kulas, Eros Poli and Salas was 4 minutes 53 sec down on the line.

On General Classification Kulas now led by 2 minutes 51 sec from team mate Zamana, who was 7 min 59 sec down overnight, with English Olympian Harry Lodge moving up to third at 6 min 19 sec. Poli was fourth at 8 min 50 sec, followed by Salas at 8 min 59 sec.

However, the Poles had further strengthened their grip on the Classic.

For the second day in a row no Aussie rider was part of the leading group. The Australians had reverted to the now discredited practice of riding negatively and waiting in the peloton for something to eventuate.

Even the internationally experienced

riders: Salas, Barney St George and Scott Steward seemed prepared to squander their opportunities, and with half the race over victory in the Classic was slipping away from them.

Olympic cyclist Clayton Stevenson had a rough landing when he catapulted out of his saddle and onto the road before Gosford. The 19 year old Cronulla cyclist, who was a member of Australia's road racing revival team in Seoul, struck an lane marker reflector in the middle of the Pacific Highway and ended up flying 30 metres into the bush.

The CIG/Medishield Sports Medicine team doctor Seamus Dalton and Coordinator Keith Rule were quickly at the scene. Stevenson was cleared of any

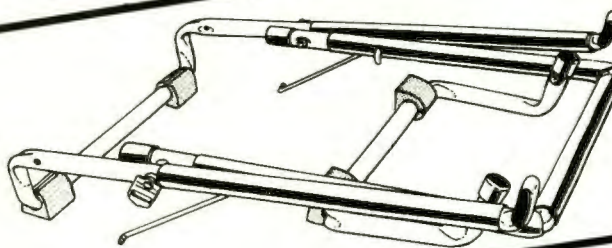
broken bones, but was ordered out of the race owing to the copious loss of skin on the front part of his body.

Stevenson's fall continued his wretched history in the Tour having been injured three times.

At the Coogee criterium 10th stage, West German criterium specialist Rajmund Lehnert pipped French former professional Phillipe Lauraire and Poland's Slawomir Krawczyk and Eros Poli in one of the most sizzling finishes ever witnessed in the 100 year old history of the sport.

The big crowd was thrilled by the racing but sadly the Australians were again negative and nothing happened to alter the general classification.

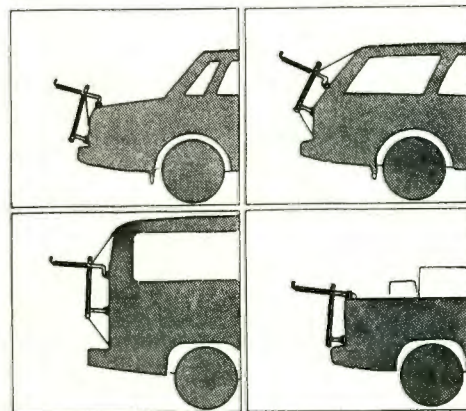
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Bosh/West Germany's Hans Peter Schumacher fulfilled a 12 month dream when he won the criterium in Wollongong. The 21 year old from Cologne snatched victory right on the line in the 50 km race at Flagstaff Point from Bob Rasenberg and Australia's Scott Steward.

The win did nothing to alter the General Classification and caused little consternation among the Tour leaders. The Poles broke ranks in the 11th stage from Wollongong to Goulburn a tough 135 km climb onto the Southern Tablelands from the coast.

Under the pressure of the Macquarie Pass climb (1 675 metres over 13 kilometres) two of the Polish powerhouses, sixth placed Mieczyslaw "Mick" Karłowicz and eighth placed

Poles apart: Top - Karłowicz signs on at Wollongong; Bottom - the team on the bus from Wangaratta. Kulas is front centre.

Slawomir Krawczyk, suddenly vanished out the back of the peloton and the news quickly breathed a new breath of life into the sagging bunch.

Up front legs pumped with precision as team managers called for more speed and drove their charges harder up the mountain to ensure the two Poles did not regain momentum. For Australia the Polish collapse was propitious, for it moved 20 year old Barney St George, who had been battling to hang in with the leaders, to ninth. More importantly, the action rejuvenated the Australians, for it revealed the Poles human frailty.

The Poles fought hard. Kulas and Zamana rose to great heights as they proved themselves tough and experienced Tour riders up front covering the breaks to shelter their weakest team mate Jan Lesniewski, against the relentless pressure being applied by the Repco and Websdale teams.

Aided by strong cross winds and the techniques of the Poles the breaks did not develop and a chance was missed to relegate the Poles from their comfortable team advantage of 37 min 59 sec. (The Ampol Teams Championship is awarded by an aggregate of the three fastest times recorded by each team member from each stage.)

It was world team member Dutchman Bob Rasenberg, who was in last place in the individual section that was allowed to ride away when he took the initiative 20 kilometres from the finish, only Englishman Mark Gornall was positioned to grab his wheel and the two thrilled a large Goulburn crowd with a titanic struggle for the stage win - it went to Rasenberg.

Following a rest day in Canberra, the remaining tour cyclists set out for Wagga Wagga from Yass on what was expected to be a stage full of incident, particularly as the day was hot, the roads narrow and the echelons ragged as a result of the prevailing cross winds - all the things that cause tempers to become frayed in the peloton.

But strangely the stage was subdued with the top runners playing a waiting and watchful game. Predictably it was the LOT/Poland captain, Mieczyslaw Karłowicz, that got away with Chuck Lawrence (Avocet/Bell/USA) and Bo Andre Namvedt (Apollo/Norway). They remained clear of the peloton for 100 km with Karłowicz winning the stage from Lawrence and Namvedt.

The only incident was a complaint that Eros Poli, who punctured twice, grabbed Englishman Mark Gornall's handlebars in an attempt to run him off the road when he refused pace in a chase to regain the peloton.

Paul Swaddling (Repco/Australia) led about 40 riders across the finish line 2 minutes in arrears of the breakaway. The stage result tended to increase the Polish domination in the General Classification.

Stage 13 was a 30 km criterium in Albury and was won by Hampshire Homes/World rider Frenchman, Philippe Lauraire, after a strong lead out by Dean Woods. Slawomir Krawczyk was second and Hans Peter Schumacher third.

Then it was on the road to Wangaratta for stage 14 where the town's favourite son staged a glorious hometown win. The 22 year old triple Olympic Games medal winner, Dean Woods, was riding the Tour as a build up to a possible

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AGENTS IN MOST STATES

switch in his cycling career from the track to the road in Europe next year, and he was having great difficulty hanging-in from a preparation based on track cycling training.

He dearly wished to win the stage into Wangaratta before his mother and family, and the people of Wangaratta, who have given him tremendous support. Woods reckoned on pursuing the peloton over the five-laps of 1.2 km circuit around the town. To the cheers of the large crowds and the hysteria of local school children packing the roadside Woods opened up a five second gap at the start of the five laps.

With the help of blocking moves by his Holden/Australia team mates (and the additional support of White Pages/Australia rider John Groom) sheltering him from a chasing bunch of 12, Woods pursued his way further ahead.

After opening up a 30 sec advantage, Woods eventually won the stage by 18 sec. It was a marvellous win and fitting that it should have occurred in the hometown of one of the greatest pursuit riders that this country has produced.

Tour leader Marek Kulas also had a good day, increasing his advantage over each of the next ten riders in general classification when he got away with the chasing bunch of 12 pursuing Woods.

Olympian Colin Sturgess (Websdale/England) won the Shepparton criterium 15th Stage from Bob Rasenbert and South Australian Alan Gill.

The next stage to Bendigo brought the race to a stop amid drama and controversy on the second last day of the 1874 km event.

The stage was stopped after 33 km by the International Commissaire Remy Le Goff after the Course Director Frank Bates had demanded action be taken against the riders for just "rolling along". The 63 remaining riders rode out of Shepparton annoyed that the earlier than scheduled (by 30 minutes) start of the 15th criterium stage (announced only the night before) was done purely for the benefit of Channel Ten's Good Morning Australia programme.

After rolling a lap for the TV cameras, the race was stopped and re-started at the originally scheduled time of 9 am.

The English, West German and Polish riders were also upset that after the longest day of the Tour, and a late night to fit in a 'Classic Body' contest in Shepparton, they were kept awake by celebrating HSC students at their hotel.

"It is fairly normal in long races in Europe for riders to take it easy at some stage, even in the Tour de France, particularly towards the end of the race - but because the last day was hard and as most wanted to get to the finish the riders decided to take it easy for the first 50 km today," a spokesman said.

The "go slow" was not a unanimous decision, of course, it suited the Poles as

there was no need for them to defend their enviable position and it was already too late for thoughts of defeat.

Phillipe Lauraire won the bunch sprint before a massive crowd in Bendigo from Slawomir Krawczyk and Eddie Salas. The stage result did not change the general classification with Kulas 3 min 11 sec ahead of Zamana, Harry Lodge at 6:44 and Eros Poli at 9:40. LOT/Poland led the Ampol teams standings by 39 min 17 sec from Europa/Italy and Repco/Australia.

The final two stages held on Saturday 29th October were academic but nevertheless necessary to conclude the Tour.

They consisted of a 132 km segment from Bendigo to Melton via Mt Macedon prior to a criterium at St Kilda and offered a variety of terrain for exploitation by cyclists on the borderline of victory. At least that would have been the reasoning for the choice of route, but it was not the reality, for the Polish masters launched the full power of their relentless pedalling machine on their unfortunate opponents.

The LOT/Poland quintet rode from the front to protect Kulas' 3 min 1 sec lead over team mate Zamana in the tough ride form Bendigo. They spearheaded a breakaway group into Melton 25 minutes ahead of schedule

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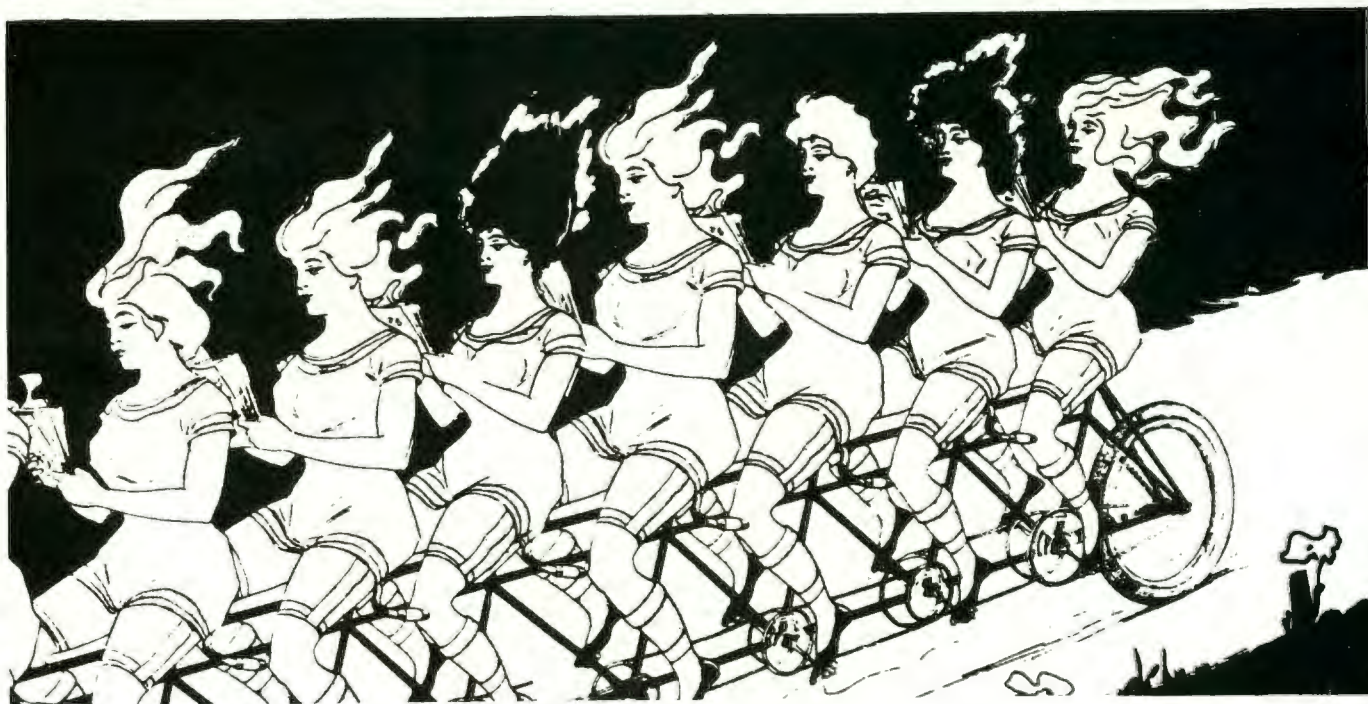
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after racing at more than 60 km/h in the beginning of the stage and then forcing the pace again after the final 10 km.

The riders made a breathtaking descent from Mount Macedon at sensational speeds (often reaching 115 km/h) after establishing a nine minute lead on the nearest group approaching the 8 km climb to the top.

It was a display of awesome pedalling seldom seen in this country; maybe the best ever!

Slawomir Krawczyk was first over the finish line from Bob Rasenberg at 2 sec with Hans Peter Schumacher next at 10 sec. The criterium at St Kilda was an attacking race with almost every contestant seeking to be the first over the line before a huge Melbourne crowd. Alas! that prize also went to the irresistible Poles when Team Captain "Mick" Karłowicz flashed over the line clear of Tour second placed Cezary Zamana and Englishman Harry Lodge. First Australian to finish was overall fourth place getter Eddie Salas.

A final comment

Sections of the Australian sporting press displayed an appalling amount of ignorance of Australian cycle sport by constant attacks on the supposed negative practices of Australian riders, without reference to the high standards of their opponents.

The Polish Olympic 100 km Time Trial Team came second, beaten by East Germany by only 7 seconds, in the recent Seoul Olympics. If you are of the 'Tifosi' you will know that the Eastern European nations have been dominating categorised road cycling for a decade. Australia came 9th in the trial toppling more fancied opponents such as the USA, Holland, Australia and Britain, along with a whole host of cycling countries.

The Repco/Australia and the Australian Sports Commission teams finished third and sixth respectively in the overall team result in the Bank Classic, thus riding right up to Olympic form.

It is only by seeking the opportunity of riding with international opponents, such as those provided by the Bank Race that Australian road cyclists can hope to match their European counterparts.

The pre-race blurbs led us to believe that the distance and the gruelling nature of the race would sort out the men from the boys. But to the 'Tifosi' a casual glance at the race line-up of riders showed that the Poles and perhaps a dozen others would be the contenders for the honours at the finish.

The terrain with so many fast stretches in between stages with only one first category climb and the inevitable criterium suited the style of the vic-

torious Poles who are quite familiar with this type of presentation thanks to years of involvement with The Peace Race. With the benefit of hindsight perhaps the course planning could have been different.

Kulas goes on to bigger things

Now Poland will have a professional team involved in the European cycling season – thus following the example of the Soviet Union.

Spurred on by the success in the Commonwealth Bank Cycle Classic the Polish Cycling Federation has affiliated with the FICP (the pro controlling body) and the move has the blessing of the Polish Ministry of Sport.

A ten man team will be sponsored by EXBUD (a Polish building company) and lead by Marek Kulas. What a tribute to the international standing of the Bank Classic.

The Polish team will be managed by Ryszard Szurkowski, a former world road champion and four times winner of the famous Peace Race, who will relinquish his position as national coach to take on the team. Szurkowski's program for 1989 includes Paris-Nice, the Circuit of Sarthe and Paris-Moscow (all open events) as well as the one day classics.



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Freewheeling 53



Clockwise from top left: Dean Woods the Wangaratta Wonder; British Channel 4 commentator Phil Liggitt interviews Kristiansen at the start of the Classic; The Coogee Criterium saw one of the most desperate finishes and the poorest crowds of the tour; In contrast thousands of spectators turned up for a superb days racing the next day in Wollongong; Polish rider Krawczyk.



RESULTS

1988 Commonwealth Bank Bicentennial Cycle Classic

Stage Results

Stage/km/Start	Finish	Winner	Team	King of Mountain	Stage points
Prologue 4 TT	Palm Meadows	K Kristiansen	Apollo/Norway	—	—
1 198 Byron Bay	Grafton	E Poli	Europa/Italy	F Frattini	E Poli
2 32 Criterium	Grafton	E Salas	ASC/Australia	—	E Salas
3 87 Grafton	Coffs Harbour	C Zamana	LOT/Poland	—	N hoban
4 181 Coffs Harbour	Pt Macquarie	G Stevens	Barracuda/NZ	G Pierobon	M Van Barle
5 Criterium	Pt Macquarie	B Rasenberg	World team	—	B Rasenberg
6 134 Pt Macquarie	Forster	C Zamana	LOT/Poland	G Pierobon	C Zamana
7 167 Forster	Maitland	S Krawczyk	LOT/Poland	G Pierobon	S Krawczyk
8 130 Maitland	Gosford	G Pierobon	Europa/Italy	G Pierobon	G Pierobon
9 30 Criterium	Coogee	R Lehnert	Bosch/VW Germany	—	R Lehnert
10 Criterium	Wollongong	H Schumacher	Bosch/VW Germany	—	S Krawczyk
11 135 Wollongong	Goulburn	B Rasenberg	World team	J Dufour	J Dufour
12 200 Yass	Wagga Wagga	M Karłowicz	LOT/Poland	M Van Barle	M Van Barle
13 30 Criterium	Albury	P Lauriare	World team	—	P Lauriare
14 80 Albury	Wangaratta	D Woods	Holden/Australia	G Pierobon	G Pierobon
15 30 Criterium	Shepparton	C Sturgess	Websdale/England	—	C Sturgess
16 144 Shepparton	Bendigo	P Lauriare	World team	S Krawczyk	P Lauriare
17 132 Bendigo	Melton	S Krawczyk	LOT/Poland	S Krawczyk	S Krawczyk
18 30 Criterium	St Kilda	M Karłowicz	LOT/Poland	—	M Karłowicz

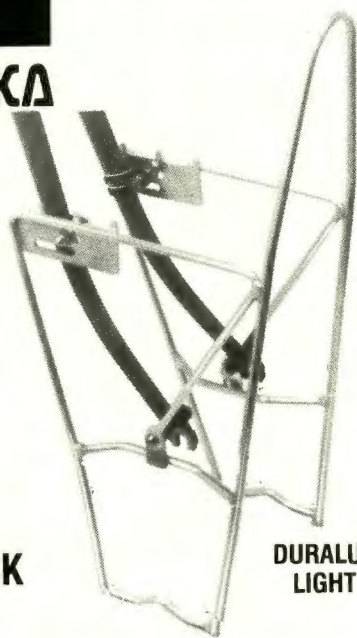
Overall Positions

Yellow Jersey	Lead team	Points leader	KOM
K Kristiansen	—	—	—
E Poli	LOT/Poland	M Karłowicz (12) E Salas (12)	E Frattini
E Poli	LOT/Poland	E Salas	F Frattini
E Poli	LOT/Poland	K Karłowicz	F Frattini
E Salas	LOT/Poland	E Salas	F Frattini
E Salas	LOT/Poland	E Salas	E Frattini
C Zamana	LOT/Poland	C Zamana	G Pierobon
M Kulas	LOT/Poland	C Zamana	G Pierobon
M Kulas	LOT/Poland	C Zamana	G Pierobon
M Kulas	LOT/Poland	C Zamana	G Pierobon
M Kulas	LOT/Poland	C Zamana	G Pierobon
M Kulas	LOT/Poland	C Zamana	G Pierobon
M Kulas	LOT/Poland	C Zamana	G Pierobon
M Kulas	LOT/Poland	C Zamana	G Pierobon
M Kulas	LOT/Poland	C Zamana	G Pierobon
M Kulas	LOT/Poland	C Zamana	G Pierobon
M Kulas	LOT/Poland	S Krawczyk (26), M Karłowicz (24), C Zamana (22)	G Pierobon, S Krawczyk, J Dufour
1. M Kulas	LOT/Poland,		
2. C Zamana	Europa/Italy,		
3. H Lodge	Repco/Australia,		
4. E Salas	Apollo/Norway,		
5. E Poli	Bell/Avocet/USA, ASC/Australia		



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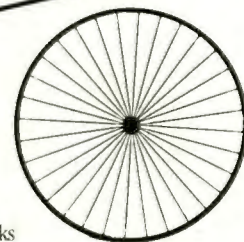
The aerodynamic shape not only looks great, the blades cut through the air with the minimum resistance, improving performance.



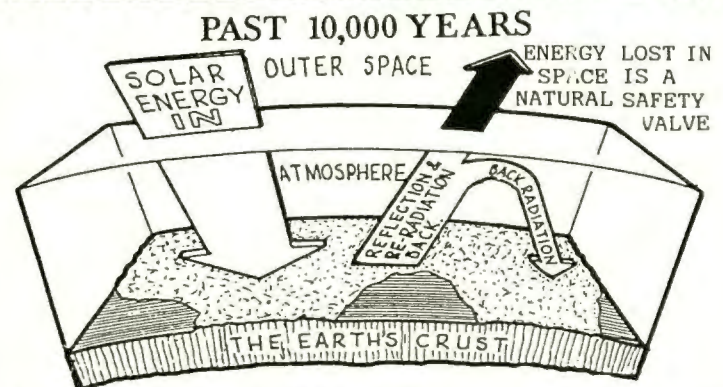
The hook design makes installation a simple task, just hook the end into the hub hole, once the wheel is assembled, the tension on the hook end holds it securely to the hub. Unlike other bladed spokes, the unique Hoshi Spoke eliminates the time consuming duty of enlarging spoke holes and threading. Simple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

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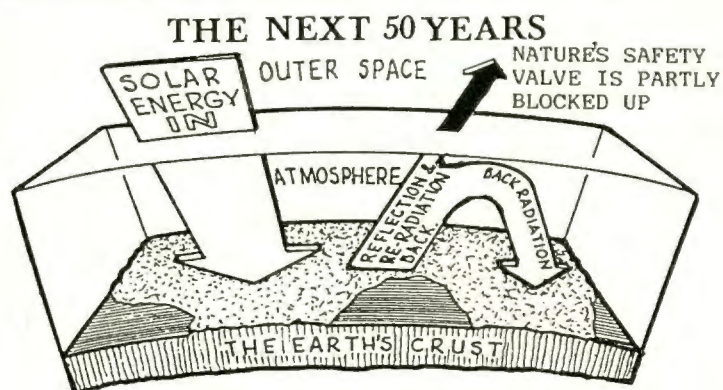
HOSHI SPOKES



THE GREENHOUSE EFFECT



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COMBUSTION PRODUCTS HAVE DESTABILIZED THE CLIMATE BY STOPPING SOME OF THE REFLECTED AND RE-RADIATED SOLAR ENERGY FROM RETURNING BACK INTO OUTER SPACE.

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British and Soviet research teams had established why the decade of the 1980s was the warmest in over a century and why the mean atmospheric temperature may rise 3 degrees celsius and produce a two metre rise in the sea level by 2030 with catastrophic consequences across the globe.

Approximately 40% of the atmospheric overheating is due to the carbon dioxide and nitrogen oxides exhausted by the 380 million motor cars in use and the accumulation of internal combustion engine emissions over the last thirty years.

What is the Greenhouse effect?

The Greenhouse Effect is not a new scientific theory. As long ago as 1896 a Swedish chemist, Svante Arrhenius, theorised that the world's atmosphere functions like a greenhouse and coined the term. The drawing which shows a segment of the earth's crust illustrates the basic concept of the Greenhouse Effect, but the scientific detail is far more complex.

The concept is based on the fact that a greenhouse and the earth's atmosphere both trap the sun's energy and allow organic life to survive in a stable climate within a limited temperature range.

The atmosphere is likened to greenhouse glass that holds in life giving warmth. If the carbon dioxide, water vapour and other naturally occurring gases did not absorb some of the sun's energy coming inwards and retained much of the energy reflected back from the earth's surface then our world would be lifeless like that of Mars.

These gases also protect us from deadly radiation that is given off by the sun when it's surface explodes with massive solar flares as well as other deadly rays from outer space.

Too much gas?

Since 1896 the industrialised countries of the World have been on an energy binge. As a result the planet's liver, the

BICYCLES TO THE RESCUE?

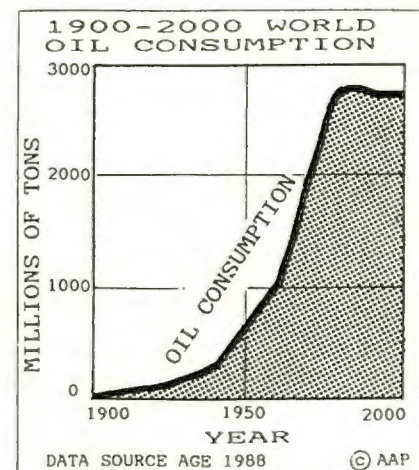
How bicycle transportation can save the World from the disastrous consequences of the Greenhouse effect

BY ALAN A PARKER

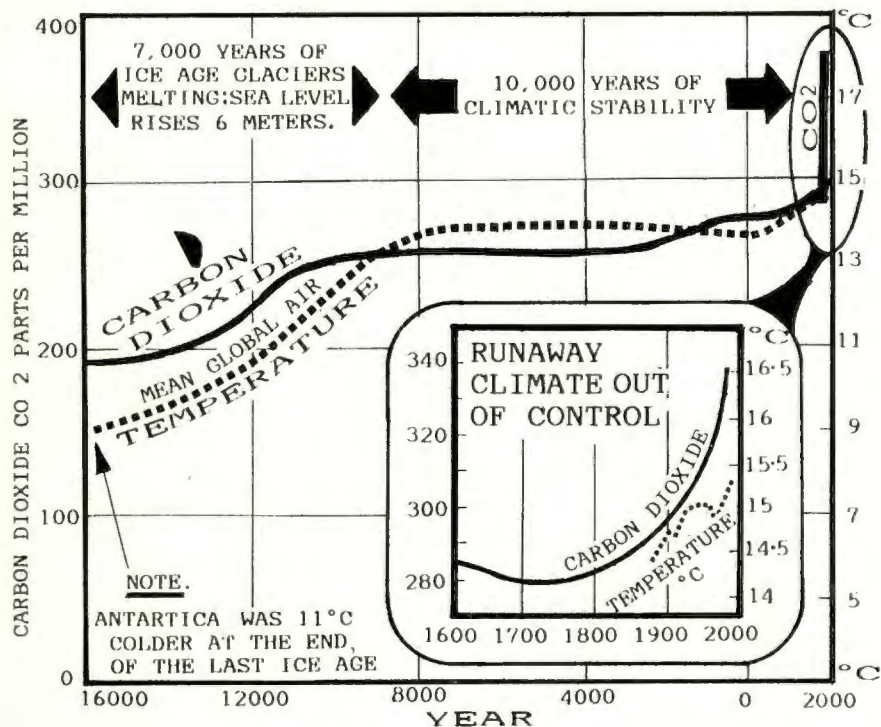
IT HAS TAKEN scientists nearly a hundred years to find out conclusively that we are now locked into a period of human influenced climatic change that could slowly but surely devastate world food production and put many coastal cities under water. When governments finally work

out the huge hidden costs of putting millions of tons of combustion gases into the atmosphere every year, the non polluting bicycle and energy efficient public transport systems may at long last receive priority in the provisions of transport funding.

At the end of March 1988, American,



TEMPERATURE AND CARBON DIOXIDE (CO₂) LEVELS SINCE THE LAST ICE AGE TO THE YEAR 2000



biosphere, has finally broken down with atmospheric cirrhosis due to accumulation of more and more gases released by burning coal and oil. In the early years we burned fuel to stoke the fires of the factories and homes of the first industrial revolution, more recently to satisfy our passion for motorised mobility.

The massive increase in world oil usage is expected to level out by 1990 and as shown on the graph. As three tons of carbon dioxide are produced for each ton of oil used and half of this remains permanently in the atmosphere, then 4,500 million tons of this gas will be added to the atmosphere each year. Coal and gas combustion will add a similar tonnage of carbon dioxide to the atmosphere each year.

The graph showing carbon dioxide levels over the last 12,000 years puts the small changes in levels of the gas into some meaningful perspective. As carbon dioxide levels fall the temperature drops and as levels increase so does the atmospheric pressure. It does not take much of an increase in temperature to destabilise the climate.

Over the last 10,000 years, the climate has been relatively stable and the atmospheric pressure has not varied more than 2 degrees since the Ice Age. Not only is the temperature rising nowadays but it is rising very fast in terms of what has happened before.

No one knows what the safe level of manufactured carbon dioxide additions to the atmosphere would be and what this would mean in terms of desirable limitations on the burning of fossil fuels.

What is happening is still not fully understood and the exponential growth carbon dioxide levels that has accurately been measured over the last fifty years may continue for a long time yet no matter what counter measures are taken.

In addition to carbon dioxide there are other greenhouse gases. Methane fluorocarbons and oxides of nitrogen are all interacting in the thickening blanket of greenhouse gases. The damage they do to the atmosphere is shown on the chart.

TYPICAL BREAKDOWN OF ENGINE EXHAUST

GAS OR COMPOUND		% VOLUME	PROBLEM
SAFE EXHAUST PRODUCTS	NITROGEN N ₂	72	NO PROBLEMS
	WATER H ₂ O	10	
	HYDROGEN H ₂	4	
	OXYGEN O ₂	2	
HARMFUL EXHAUST PRODUCTS	CARBON DIOXIDE CO ₂	13	ATMOSPHERIC POLLUTION CREATES GREENHOUSE EFFECT
	NITROGEN OXIDES NO _x	0.04	
	CARBON MONOXIDE CO	5	CREATES SMOG AND AIR POLLUTION IN THE CITIES
	HYDROCARBONS C _m H _n	0.06	
	SULFUR DIOXIDE SO ₂	0.005	
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* NITROGEN OXIDES ALSO CREATE SMOG

For twenty years the scientific community has warned of the possible dangers of a climate running out of control and only a pitiful amount of research has gone in checking whether or not manufactured pollutants could melt the polar ice caps.

In the book *Limits to Growth* published in 1972 the predictions for carbon dioxide levels in 1988 are the same as the actual 1988 figures. It seems criminal that a trillion dollars a year is spent on armaments yet basic research on whether or not our own climate will fry

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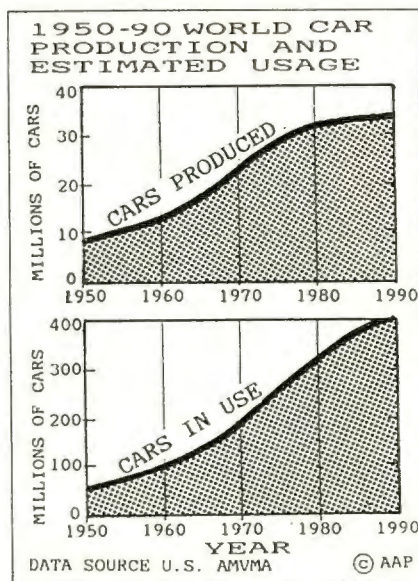
An unstable world climate is a threat to every nation's security second only to a nuclear world war yet we remain totally unprepared to deal with this problem.

The nations responsible for destabilising the climate should apply the 'user pays' principle to their own transport systems when they work out the true costs of motoring. Transport planners have ignored the non polluting role of the bicycle for so long because they did not know what was happening. Now they have no excuse for not taking into account this monstrous hidden cost of motoring.

The hidden costs of motor vehicles

Throughout the world there are about 380 million motor cars of which 132 million are in the USA and 6.5 million are in use in Australia. Motor vehicle exhaust contains nitrous oxides and is responsible for much of the 0.4% increase per year in atmospheric nitrous oxide and will at least equal the contribution of carbon dioxide to a warming of the atmosphere.

Exhaust emission controls reduce nitrogen oxides by 50% BUT do not reduce the carbon dioxide content. More effi-



cient cars will also reduce both carbon dioxide and nitrogen oxides in new vehicles but this will be more than offset by the growth in the number of new cars produced and used for ten to twenty years. In poor countries cheap labour enables old cars to be kept going for over twenty years. The world wide growth in motor car use and production is shown on the graphs.

Do any of the world's 380 million car owners responsible for a third of the

carbon dioxide in the atmosphere ever consider the hidden costs of their mobility? For example if there was only a partial polar melt down and only a billion people starve to death in the next 100 years who is going to pay the bill.

The reason for the growth in the car industry was the ridiculously low price of oil - only \$14 per ton in the 1950's. This price was so low because of a mixture colonial exploitation and corrupt local leadership; it has nothing to do with the long term value of oil as a non-renewable resource which needs to be conserved.

We have to change our attitudes. It's a bit like the dustbowls created by over farming or over grazing. One can only avoid the gross mistakes of the past if they are recognised as mistakes. If, from now on car dominated passenger transport systems are not recognised as being obsolete, then very little will happen to stop the exponential growth of the combustion products that will lead to an icecap meltdown.

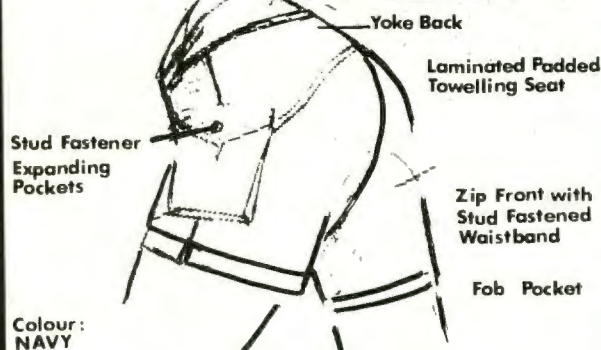
The situation is now critical but current trends show that in western countries there is a trend towards multiple car ownership by families and for less passengers to be carried by cars on trips to work. In addition more women are now working and they have the greatest rate of increase in car ownership of any social grouping. It is probable therefore

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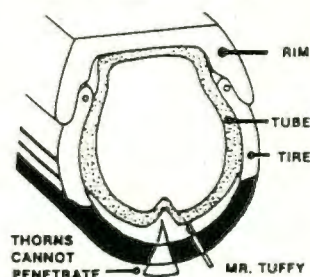


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that exhaust emissions will remain as high as they are today unless there is a major shift to public transport for the trip to work in the large cities and bicycle trips substitute for car trips in those cities that are small enough for people to go about their business by bicycle.

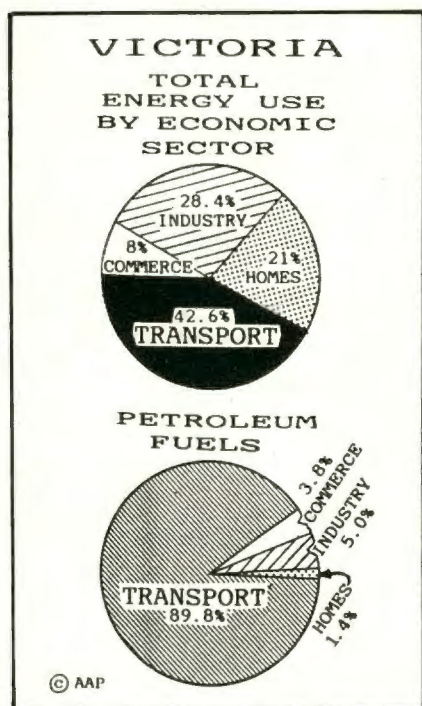
Such lifestyle changes will not occur overnight indeed where the public transport infrastructure is not present it will take many years to create a viable system.

The USA and Canada combined do more atmospheric damage than all the developing nations including China and India because they use so much energy for heating, cooling, transport and manufacturing.

Our contribution to the greenhouse gases

200 years ago when Europeans first settled in Australia they used the energy equivalent of half a ton of oil per year to live. The energy sources then were mainly wood, some coal and muscle power from animals and human beings. Today the per capita energy use required to satisfy Victorian consumer needs is the energy equivalent of nearly five tons of oil per person. Nearly 40% of this energy is lost before it can be used by the consumer, due to refining, generating or distribution losses. Unfortunately consumers need electricity at low voltages (unsuitable for efficient long distance transmission) and can't burn crude oil in their cars.

In Victoria only 1% of energy derived from hydro-electric or solar sources so the 99% of energy is from burning fossil fuels and this will create approximately 15 tonnes of carbon dioxide for every Victorian per year. Victorian energy

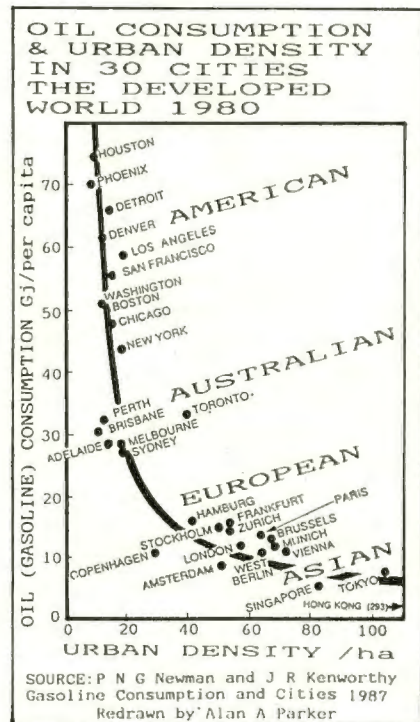


data for 1985 shows that fuels for motor vehicles are the largest contribution to the Greenhouse Effect.

The percentage of energy used by the economic sector is shown on the pie charts which clearly shows how large a component the transport sector is in Victoria and that 85% of the fuel used is for transport. Only 8% of these fuels are used by heavy trucks so most of it is used by people driving private or company owned cars, station wagons or taxis. The average motorist will consume enough petrol each year to add 6 tons of carbon dioxide to the air of which about 3 tons will permanently stay in the atmosphere.

To use Melbourne as an example, our per capita transport energy consumption is one half that of Los Angeles, but two to three times more than European capitals and four times more than Tokyo. The reason for this is that the Europeans and the Japanese use public transport more and cars much less than we do.

The car trip to work in all Australian cities is costly to the individual and to society. Each week day Melbourne motorists travel 20 million kilometres to and from work and burn up more than 850 tonnes of petrol which produces around 2,500 tons of carbon dioxide and local atmospheric pollution.



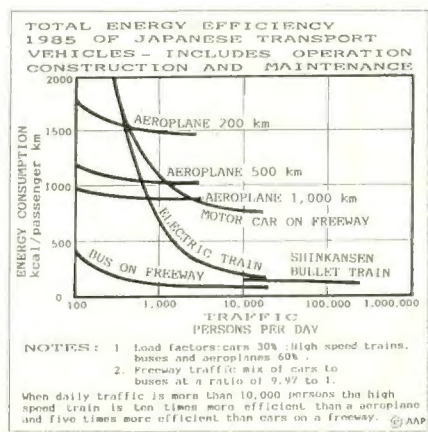
Clearly we need a more effective public transport system here. We also need to make our cities safe for cycling and to make it possible to use bicycles as feeders to energy efficient buses and trains. The graph shows how energy wasteful Australian cities are compared to European and Asian cities.

The bicycle to the rescue?

With the problems of the Greenhouse threatening future life on our planet the crucial issue is do we really need to consume all this energy. Surely we can put together alternatives that: do not destabilise the climate; are personally satisfying; and are even healthier and more fulfilling than the way we presently live. Our way of life can be changed as there are lots and lots of ways using energy less wastefully by running existing machines in ways that are more energy efficient and by utilising new technologies that will enable us to use solar energy directly.

In Europe and Japan with their energy efficient public transport systems, it is the oil and coal fired power stations that are doing the damage, but in Australia it is motor vehicle exhausts that make up most of our contribution to the Greenhouse Effect.

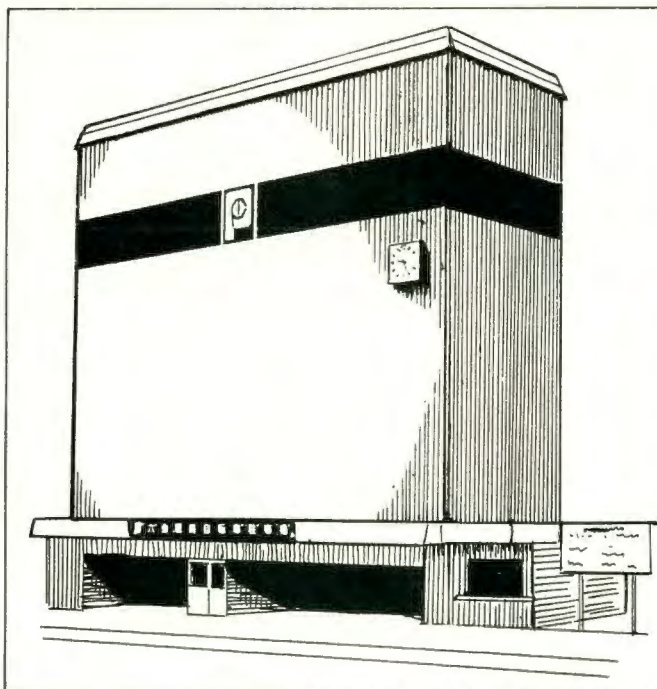
Japan's contribution to the Greenhouse Effect partly comes from the cars they export or are manufactured under licence overseas as well as their own power and steel production using Australian coal. Japanese cars contribute as well but the public transport systems are what we should be studying when looking for solutions to this problem. Japanese rail systems are the most energy efficient in the world.



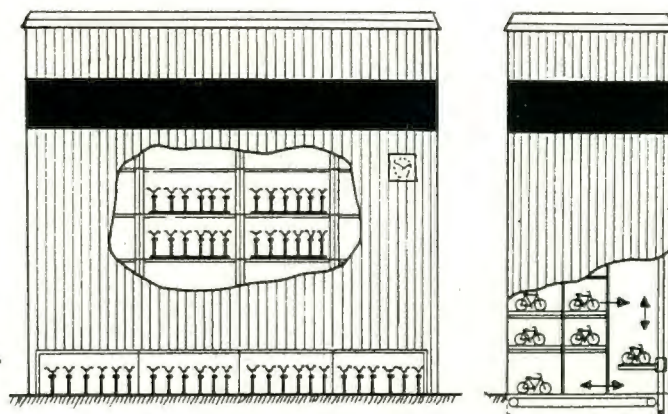
The graph showing the energy efficiency of various forms of transport clearly how much more efficient ordinary rail traffic is. Note that even bullet trains (Shinkansen) are five times more energy efficient than cars on freeways. Even more energy efficient are express buses running on freeways and in Australian cities there is great scope for using bicycles as feeders to express bus services.

The fast and effective rail commuter systems are the backbone of the Japanese passenger transport system and they are the reason that large Japanese cities use one fourth of the transport energy of Australian capital cities.

We can't copy the high density living of their inner and middle suburbs but we



AUTOMATED WAREHOUSE STORES BICYCLES AT RAILWAY STATIONS J JAPANESE NATIONAL RAILWAYS



Warehouses come in a range of sizes
larger units can store 1,800 bicycles
and handle 3,000 bicycles per day © AAP

can learn from how they cope with their equivalent of suburban sprawl. Instead of low density sprawl they have satellite and dormitory towns that are just as far away from peoples work as they are in Australia, but they still manage to use public transport. In the outer areas of their cities they use bicycles to access

the rail station and not just a few hundred as in Melbourne but several millions.

The Japanese have been extraordinary competent in encouraging bike rail trips on their suburban rail network. Metropolitan rail systems have acquired over two million bike users in ten years.

Their increasing bicycle theft problem has been controlled and does not constrain the increase in bike/rail patronage. The Japanese rail engineers have developed innovative and cost effective means of storing large numbers of bicycles without the problems of theft or vandalism.

The Japanese also use smaller cars than we do and have pioneered more energy efficient vehicles. However, Japanese railway engineering expertise and planning is what Australia really needs.

In the book *Bicycles and Public Transportation; New Links to Suburban Transit Markets* (M Replogle 1983) it states that bicycle access to public is growing throughout the world: "The growing importance of bicycle access to public transportation... is not limited to Japan. Indeed, in countless European communities 10% to 55% of railway patrons and up to 20% of bus riders arrive at their transit boarding point by bicycle. In the Netherlands, over one third of all access to rail stations nationwide is by bicycle, making this the predominant access mode. The share of all travel involving a combination of bicycles and transit has more than doubled in Denmark since 1971, reaching 5% on all trips, according to the Danish Traffic Directorate. Similar growth has been observed in many parts of West Germany."

Fostering bike-transit programs requires developing plans and designs that make it easy and safe to transit and securely park the bike. Overseas, rail authorities encourage local government to provide safe bicycle routes to the stations. Fundamentally it's a matter of forming a policy than following through

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step-by-step with the necessary implementation measures.

The whole system must be thought through and put together from pedal to park and the most practical way of doing this is for the Ministries of Transport to develop a bicycle transit strategy, that incorporates the provisions of secure storage facilities and a marketing program. What is currently being done in Australia can only be described as being pathetically inadequate.

Using bikes to make better use of cars

Uncontrolled urban sprawl and the diffusion of employment in low density employment zones along main road routes, mostly not adequately served by public transport, has created a degree of motor vehicle dependence that will constrain the use of bicycles for trips to work.

The decline in the percentage of car passengers over the last ten years shows that the present informal system of sharing cars is contributing to an overloaded road system because the great potential to make better use of cars is being ignored by government.

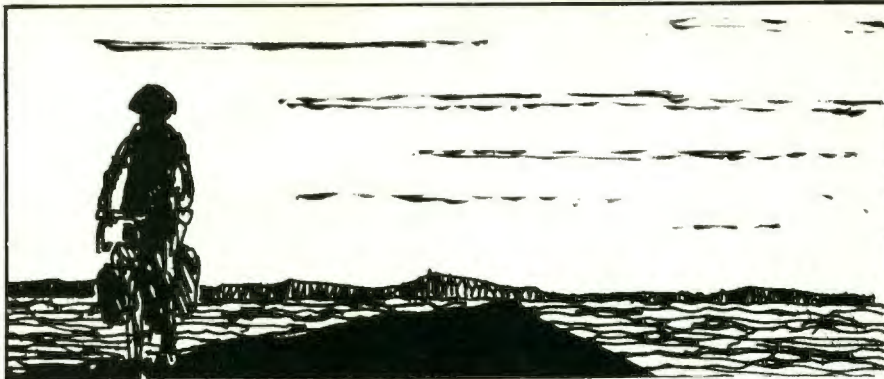
Government's policy of doing nothing is obviously not working. A way must be found of enabling workers to reduce their transport costs by sharing their cars. Furthermore adult cyclists, most of whom drive to work, need to be encouraged to ride to fellow workers homes and then be driven the rest of the way to work.

Government needs to develop this concept further because bicycles have great potential as feeders to shared cars. Relative to walking cycling increases the catchment area around the shared car drivers home by 9 to 14 times dependent on the type of bicycle and local terrain.

What is needed is a computerised service that can not only tell you as driver or passenger who you might share with, but short list them in terms of compatibility to your special needs such as hours of work. Then surely it would be possible for hundreds of thousands of people nationwide to be able to come together to share a car.

With a computer matching system the limited contact people have now at their place of work is greatly increased, because it is not limited to a few people they know but extends to the locality which may have many factories, offices and shops.

Bicycle/car sharing arrangements could take many different forms but what is needed is tax relief which creates a financial incentive to car drivers so that they seek out one or more paying passengers who cycle or walk to their home or a pick up point that is convenient to the driver. Cars or minibuses could be used for this purpose.



THE BOULDERS TO BOURKE

BY JOE MARTIN

So, I wandered up to Queensland
To escape the Melbourne smog
And misty wintry mornings.
And the missus came along.
She could sun up at The Boulders
But me, I'd be a jerk,
I'd take my "Old Black Bess" along
And ride it down to Bourke.

So I hopped upon my mangle
And headed down the track.
My bluey is a bivvy bag
And pint pot's in the pack.
There's hard tack in the tucker box,
No time to pause or shirk.
You gotta get the pedals going
If you're gonna get to Bourke.

Way up through Millaa Millaa
And down on through the Lynd.
There's yet more miles of bitumen
And a light but helpful wind.
My tyres are singing merrily
And spirits start to perk,
But there's days and days of unmade roads
'Twixt me and bloody Bourke.

Oh! I cursed those flaming wheel tracks
That some goat called a road.
And I took my share of headers
From my bike, when'er bestrode:
But the sun is climbing higher
And there's eight more hours to work
Ten "clicks" per hour is mighty slow
When you're reaching down to Bourke.

And I'm sick of singing love songs
To the goats and to their kids,
And dodging sand and gibbers
And talking to the grids—
And looking ever forward
For the road to give a quirk
For sameness: never ending
On this dreary road to Bourke.

The days seem even longer
And I wish the sun would down,
And could I spot a possie
For my bluey on the ground?
And in some nice secluded spot
From prying eyes could lurk
For there's trigger happy nit wits
On that lonely road to Bourke.

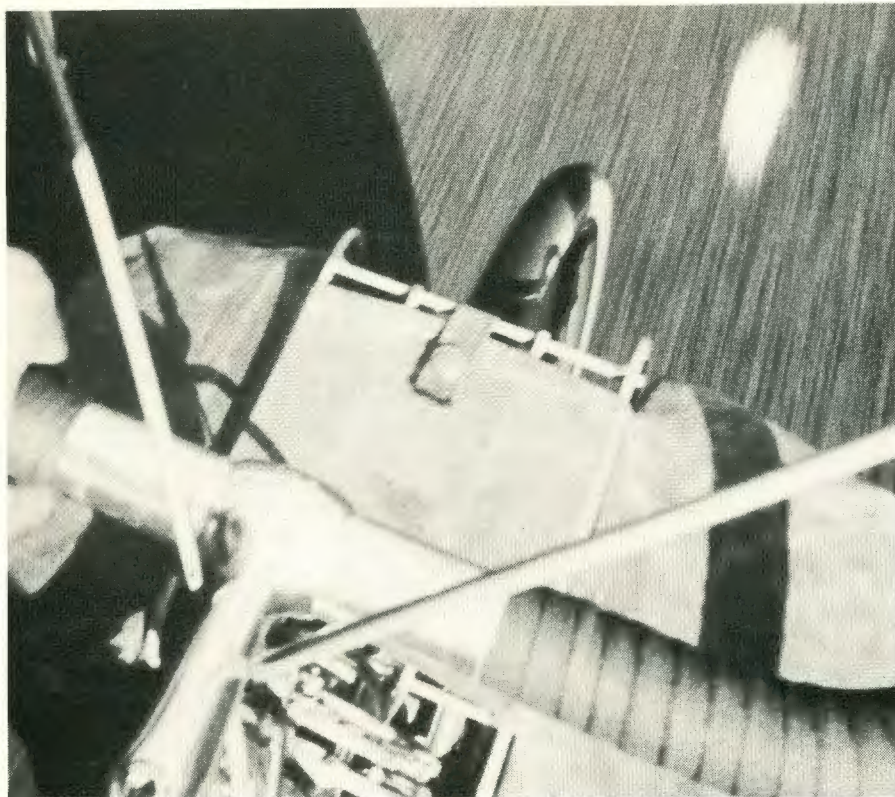
Wheeling down the Warrego,
West of the Condamine,
Where the grids are never ending
And the cattle stand in line.
Where the emus run in circles
When they see me through the murk
Just them an' roos an' cattle
In that country north of Bourke.

I'm holed up in a railway hut
The wind is howling round.
There's not a blasted tree in sight,
No shelter to be found.
The hut is full of bullet holes
and the weather's gone berserk.
It's raining cats and bloody dogs,
I wish I was in Bourke.

The sun had topped horizon
When C'mulla passed away.
Now I have my weary eyes on
The ending of the day.
But pub ahead is lit up!
Hooray! I'll knock off work!
Curse the inhospitable bludger
At Barrington, north of Bourke.

But it can't go on forever,
The border I've just crossed
And Queensland's now behind me
And the gravel's all got lost.
If my fortune I could only see
I'd wear a gleeful smirk—
There's a free cab lift to a public house
And long cool beers in Bourke.

Now I'm back down in the city,
In Melbourne's wintry sleet.
Where people jostle people
Just to walk along the street.
Where kids sleep in the open
And no one feels the irk
And I'm glad I've been to where that Australia is,
Way out, The Back o' Bourke.



EXPEDITION TOURING

Good advice for the international bicycle traveller

BY MARK JENKINS

You're not going across Victoria or New South Wales? Not riding up the Murrumbidgee or along the coast from Sydney to Brisbane?

Not even close. You're going someplace far away, a place wild and woolly and you're not sure what else.

You plan to ride a bike where most people ride camels or mules or probably just walk. No bike shop with a part that will fit your machine. No signs in English, every menu a mystery, many local customs a bigger mystery and hardly any post offices. No fluoridated water, probably no clean water, possibly no water!

Where you will pedal the roads will be narrow, maybe rough pavement maybe just potholes, or all cobblestone or gravel or dirt or a road of rocks or a path of ankle deep mud. As one seasoned

traveller has said: "This ain't no party, this ain't no disco, this ain't no foolin' around" – it isn't America or Canada or Australia or Japan or Europe either. It's the other three quarters of the world. It's where bicycle touring becomes an expedition.

Expedition touring and standard touring are analogous to ocean sailing and bay boating. In boating, as in most bicycle touring, you can dock wherever need be for repairs, respite, fine dining, entertainment, etcetera. In sailing and expedition cycling, you are often alone, out somewhere, days form a real city.

If something goes wrong, you must have the tools, parts and know-how to fix it. If you haven't the tools then you need more know-how. If you haven't the tools or the parts you've got to have lots of ingenuity.

Food? You won't find a beer in the Sahara or an ice cream cone in the Congo. Entertainment is just that singular blend of culture and landscape that makes the country unlike any other and made you want to bicycle it.

There are no rules to expedition touring. It's not a game. And it's not easy. However, there are a few hints that can make a ride where no one else rides an expedition rather than an ordeal.

1. Before leaving your own home town, write to the embassy of every country you plan to visit. Explain your proposed route and ask for: (a) their most detailed road maps, (b) at least general information on weather, particularly temperatures or precipitation figures for the month you expect to be there, (c) visa requirements and (d) vaccination/immunization requirements.

2. For more detailed maps, contact each country's geological survey service, the United States Geological Survey and the U.S. Defense Mapping Agency.

3. Take a course in First Aid.

4. Get every vaccination/immunisation you can. The basics: tetanus, yellow fever, cholera, diphtheria, polio, hepatitis, typhoid. Have all these recorded on an official vaccination record (with doctors's signatures) and carry it on you at all times.

5. In order to avoid carrying a life savings, arrange bank-to-bank money transfers to be collected on designated dates at foreign banks.

6. Take with you a small group of prophylactic drugs for dysentery, diarrhoea, malaria and infection.

7. Take sunglasses with 100% UV protection.

8. Take along a watch with a built-in light and alarm clock.

9. Take a handkerchief large enough to alternatively serve as a turban, a wash rag and a towel.

10. Carry a large, non-deodorized bar of soap for washing everything, hair or underwear.

11. Always carry your own roll of toilet paper, everywhere.

12. Wear versatile, coloured clothes that don't show the dirt. Cotton is best for keeping cool, polypropylene for keeping warm.

13. Take candles. They're lighter and last longer than batteries.

14. Remember that in the most remote cities, getting a shower, shave and haircut is easy and usually costs as little as a dollar.

15. In any village, if you give money to one beggar, you'll be obligated to give to them all; if you pay to take a picture, you'll be obligated to pay for them all.

16. In any region, learn the ten phrase dictionary: "Hello" and "Goodbye" (both said with a big smile and verve); "Thank you"; "How much"; "which direction is..."; "post office"; "eat" or "food"; "water"; and the numbers one

to ten. Write this dictionary in your journal.

17. Bring extra passport photos for emergency visas.

18. Before leaving home, pile every item you plan to bring on your adventure (down to that "weightless" band aid) onto the kitchen table... then mercilessly cut half of it. Then load your bike with the remaining "necessities" and pound up the steepest nearby mountain. Road grades in Third World countries are often 12% to 15%; do you want to slog up an endless hill with what you've got?

19. Strictly in terms of cycling, don't use a mountain bike unless you're sure you must. They're heavier thus slower thus more work.

A bike built exclusively for touring is often too long making it sloppy for up-hill riding. Sport frame geometry is ideal.

20. Choose the most reliable componentry gruppo you are intimately familiar with. Sealed mechanisms for hubs and bottom bracket are preferable.

21. Wheels are the most fundamental part of a tour. Weinmann concave rims laced four-cross with heavy DT spokes plus Specialized Expedition tyres is one of the most unbeatable combinations of durability, reparability and lightness.

22. A comfortable well-worn-in saddle is a must.

23. Standardise bolts to as few different allen key sizes as possible.

24. Don't bring half a tool kit, expect fallibility from every part and have the tools to fix it. A basic kit: 3 spare tubes, at least one spare tyre, twice as many patches (and glue) as you'll think you will need, including those that can repair a blowout, 10 spare spokes of the right length with nipples, spoke key, 2 aluminium tyre levers, 10 spare chain links, chain tool, chain lubricant or oil, grease, channel locks large enough to work on the headset and bottom bracket, bottom bracket tools, allen keys for every bolt, 8 or 10 mm spanner for standardized bolts and nuts, cone spanners and several extra bearings for both front and rear hubs and bottom bracket, freewheel remover, 6 inch shifting spanner, one high-quality reversible screwdriver with both Phillips and standard heads (and preferably with a large diameter handle).

25. Put together an all-purpose repair kit that will hopefully put whatever you can't imagine breaking back together. The basics: large roll of 2 inch strapping tape, pocket knife, 3 feet of light fencing wire, heat glue (used with a candle to patch holes in tent etc.), 15 feet of nylon cord, variety of needles and thread, handful of strong thick rubber bands, miniature can opener, 2 plastic cigarette lighters.

26. Always carry \$30-\$40 in American fives and tens while in any Third World country; money talks, especially US greenbacks.

27. Save all receipts for exchanging money, they may be requested at the border. Only cash exactly what you need, nothing more.

28. Know the black market, repeat, know the black market, before, repeat, before you trade in it.

29. At any border crossing: 1. Be cool, calm, and infinitely patient; acting the ugly Aussie can make for a missing Aussie. 2. Know what you are taking through customs, and what's illegal. Depending on the country and the beligerency of the demagogue at the control post, alcohol to locally made silver bracelets to Time magazine to a book by Shakespeare can all be considered "subversive materials" 3. Make sure you look like the person in your passport photo.

30. Always, always have your passport on you.

31. When in other countries, always expect airmail letters to your family or friends back home to take at least two weeks, if they make it at all.

32. Finally, again before ever leaving your armchair, take the map distance guestimate for each week of touring, and halve it; take your weekly expenditure budget, and double it.

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FEAR AND LOATHING

On the road with the solo bicycle adventurer

BY D CAHIR

DARK BUSH – God, I hate camping in dark bush. It has been a mere three weeks since my stormy departure from air-conditioned suburbia. It feels like months! Throwing down my bedroll and sleeping bag, I collapse on top like a rag doll. Exhausted.

“Bastard of a day”, I mutter to myself. Lying sprawled out on my back, it was possible, even in this near pitch darkness to see an outline of the waist high scrub surrounding me. It resembles a scrawny, coarse carpet. Not a glimmer of human breath unsettles the ambience of this desert. Apart from me. Tramping across this haunting dust bowl that appears eternally thirsty.

For three weeks now I have stumbled, cycled and walked. It is not getting easier. Oh yes my legs are stronger. My back doesn't ache as much. My feet, calloused and unfeeling.

But each plodding day there is the heat. The gluttonous heat. Cooking the very ground I walk on. Like a devilish curry. It scorches my now red and angry skin; scalds the veins of unnumbered leaves; percolates the very heart of every rock exposed to it's touch. No respite. No relief.

Fumbling for buttons, I virtually tear off my outer shell of clothing. An army of stars in the southern sky bathe me in their soft parade of light. I groan loudly. The day has been taxing.

Crusty sand crunches as I shift around, jockeying for a comfortable spot. I find it before long, and give a grunt of satisfaction. Exhausting as the day was, my toils seem worthwhile as I make an impression on the red desert ground. Sleep is not quick to arrive, but I wait. Tiredness will overcome me soon enough.

My thoughts gravitate towards this striking landscape. What is the attraction out here: explorers bones under a bleaching sun; retirement form the inane squabbles of domestic life; the painful unfolding of wisdom? I am too spent to ponder further on the subject. I promptly fall asleep steeped in the reverie of dreams.

UPON STIRRING, I glance towards the horizon. An infant sunrise is making a humble attempt to pierce the dark sky. In my imagination the few clouds hanging in mid-air look like fat mens' paunches. Fold upon fold. With scant cloud cover about, any heat trapped within the red

earth wends it's way back into the heavens.

It is positively cold. The scrub encircling me is mute. Poised for the midsummer day that sucks the moisture from my lungs. I reach for sleeping bag nestled underneath me. An intuitive feeling impels me to hastily curb all movement.

A time passes – I don't know how long. Just there, I can feel it – something foreign. It's size is hard to gauge. My sleeping bag is an effective buffer between me and whatever it may be.

While I lay anchored to the ground, I launch a witch hunt for ideas. I mean to assess what lays prostrate at my feet before doing anything else. Up to now fear did not play any role in my deliberation over what to decide it was. I have an exaggerated belief in my ability to meet whatever contingencies might arise. But, recollections of a passage from a book I'd read long ago changed my cocky attitude smartly.

Snakes are frequently observed to coil up next to objects radiating warmth. This includes campers who unwittingly may become a half-way house.

I suppress an immediate desire to kick the snake away. A rational voice within me rejects this idea outright. Such a rash action could be deemed a gesture of aggression. The very last thing I want to do is provoke it to turn on me. I soberly restrain from such a knee-jerk reaction. Not without a good deal of sweat swimming out of pores.

There are no sticks close by big enough to ward it off. Nor could any of my belongings fend off a taipan or king brown snake. I quickly drum up an alternative to confrontation. A passive approach is required to escape unscathed. If I remain stretched out on my back, I reason, the snake may just slither away of it's own accord – in due time. Part of me begs to differ. It is no easy feat to purposefully stay unmoving. Motionless.

My breath is hurried. I fear my heaving diaphragm will unsettle the reptile. I've never listened to my body so intently before. A barely discernable twitch in my foot gives me the unmistakable premonition of a violent cramp. A cramp large enough to enrage my sleeping 'friend'.

Terror is climbing a scale of unparalleled magnitude. Civilization is the best part of 300 kilometres away and then it's just a bloody petrol bowser! I morosely picture myself as just another snake bike fatality.

Just like a thunder bolt striking a tree – an idea! A real God send: I figure, that the best way to avoid it's lunging fangs will be if I can lay eyes on it.

My torch is within reach. All my movements are slow and deliberate. I gingerly search my carry bag. Hands trade tasks with eyes. The mental strain is harrowing.

Luck, or fate whatever you wish to call it, is smiling brightly on me. My torch, stained brown from rust and yellow from dust, is sitting atop my meagre belongings. *God help me if the batteries are flat.* I dispel such dim thoughts. The probability of such an occurrence must be slim indeed.

In the solitude of darkness I meditate upon my planned manoeuvres. A snake can strike extremely fast if it has a firm base from which to manoeuvre; this much I know of them. Consequently my initial 'leap' shall be tantamount to my well-being. It is imperative that I put as much ground between me and it, in the shortest possible time.

Time to act.

I steel myself as best I can. There was no intention on my part to yell or scream. Like a tightly sprung jack-in-the-box I launch myself into the air. At the same time I let out a loud hurried cry.

The accuracy of my frenzied leap and subsequent tumble to the ground has an air of military precision. I snap the torch on. With auroral light blazing from my battered flash-light I stand terrified.

Quickly I swing the arc of yellow light to where I'd slept. Nothing there. No sign of a snake. My bed roll is crumpled on the ground. I feel tormented. Dark images of the snake trailing up behind me prompts me to thrash about wildly. As if it had been dropped down my pants.

I regain my composure. Calming myself by playing the light in a sweeping motion. Like a search light seeking out an enemy plane.

The darting beam of my torch fleetingly lands on my bedroll. Underneath my bedraggled sleeping bag lies my boots. The dullish light bounces a little off the leather toes poking shyly out. Clear as noon day, I can see right through my fears.

My war of nerves is attributable to a pair of smelly boots! I feel depressed as much as relieved: relieved to discover the dreaded snake is in fact a melancholic looking set of footwear; and depressed because I allowed a colourful imagination to denigrate me so.

THERE IS nothing to do now but to be on my way. With my gear packed securely on the bicycle, I pick my way back onto the track. Everything appears dull and flat. The sun seems to be labouring it's way into the sky today. A washed out bronze tinge settles on the scrub. The corrugations and sand drifts begin anew. The pedals turn like they're weighted with lead. I turn my head momentarily looking back to where I camped and exclaim loudly for nobody to hear: "Welcome to the bush!"

Classifieds

TOUR MATES

TOUR 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.

MELBOURNE TO CAPE YORK Young companion wanted for low budget tour heading north on mountain bikes. No time limit. Leaving early 1989. Please contact Brett (03) 725 0319 after 7 pm.

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CALENDAR

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

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

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.

MARCH

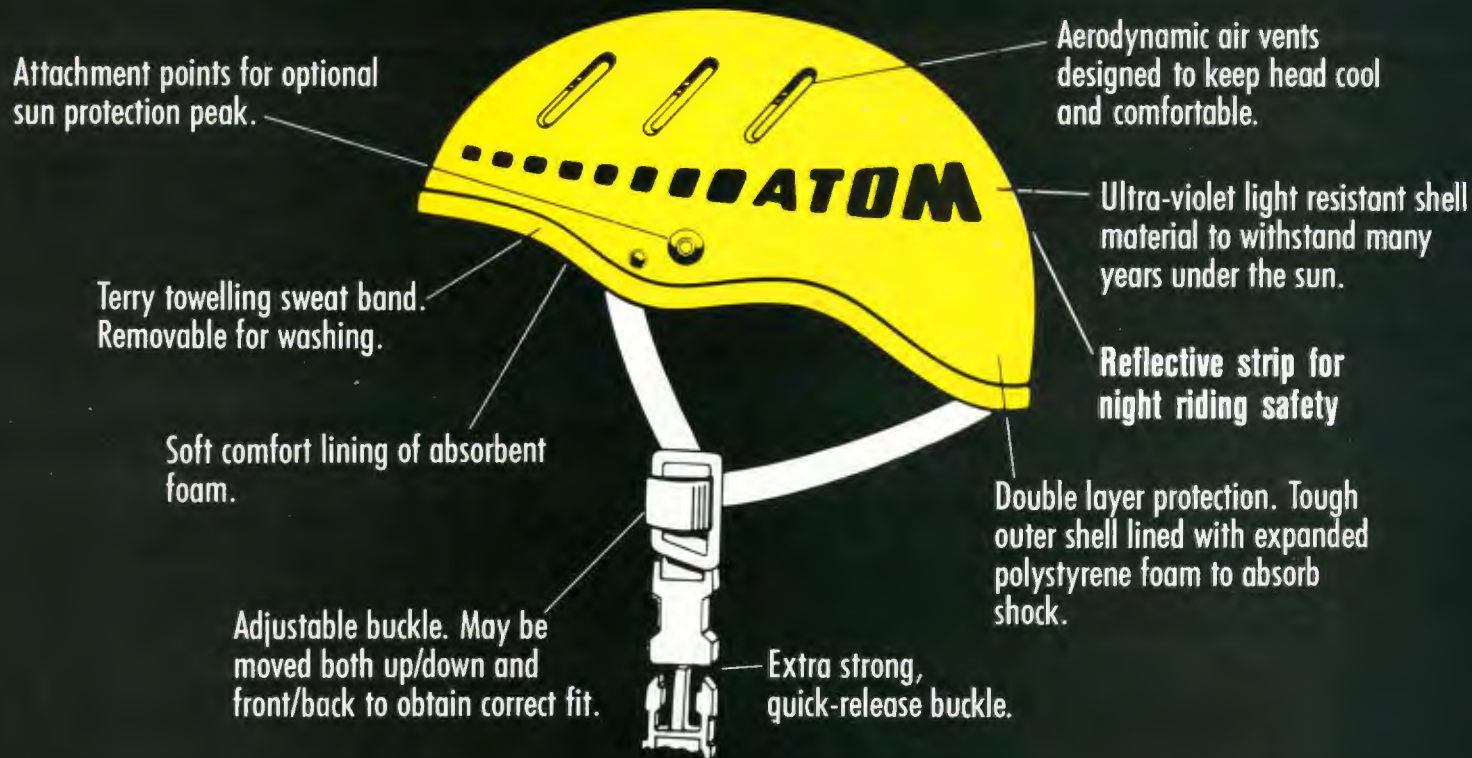
Sunday 5 Hills Cycle (Grade Easy to medium) 30-50 and 90 km routes through Sydney's beautiful Hills district. Entry fee funds to Diabetes Australia. Starts at Mt Wilberforce lookout, West Pennant Hills. Food and drinks available at end of ride. A souvenir of your participation will be issued. Entry fees \$8 single \$20 family of four. Contact Ron Jamieson (02) 872 3000.

CLUB CONTACTS

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

Armistide Community Cyclists (067) 72 8951. **Audax Australia** (03) 435 4437 (02) 608 1125. **Bathurst** Bicycle Touring Group (063) 31 9459. **Bicycle Australia** (046) 27 2186 (after 9pm). **Brisbane** Bicycle Touring Association (07) 369 9326. **Brisbane** Mountain Bike riders interested in forming a club should contact Mike or Kelli on (07) 359 1244. **Canberra** Pedal Power ACT (062) 49 7167. **Geelong** Bicycle Touring Club (052) 75 6661. **Illawarra** Touring Cyclists' Club (042) 83 6524. **Melbourne** Bicycle Touring Club (03) 818 4011. **Melbourne eastern suburbs** - Knox Bicycle Touring Club (03) 754 4069. **Eastern Bicycle Touring Club** (03) 762 7928. **Victorian Pedal Clubs** provide fun and training in bike handling skills for children of bicycle riding age. Call for information on a club near you: (03) 337 6399. **Newcastle** Cycleways Movement (049) 46 8298. **Bicycle Institute of New South Wales** (02) 212 5628. **South Australian** Touring Cyclists Association (08) 272 6406 (08) 388 8331. **Sydney** region bicycling clubs can be contacted through the Bicycle Institute of NSW (02) 212 5628. **Tandem Club of Australia** (03) 241 4453. **Cycle Touring Association of West Australia** (09) 330 3659. **Darwin** Huffers & Puffers (089) 81 2141. **Wagga** Bicycle Touring Group (069) 21 6787. **Vintage Cycle clubs** Vintage Cycle Club of Victoria (03) 527 5759. **Southern Veterans** (Sydney Vintage Cycle Club) (02) 587 8017.

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ATOM



**Because it is important that a helmet be correctly fitted,
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