

AUSTRALIA'S PREMIER CYCLING MAGAZINE

Freewheeling

SEPTEMBER/OCTOBER 1989

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feature

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cliffhanger win

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Beware the hole in
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Cover photograph by Warren Salomon with thanks to Henry Port. Our ride to work feature starts on page 16.



WIN A BIKE HELMET
See page 21 for details

Freewheeling

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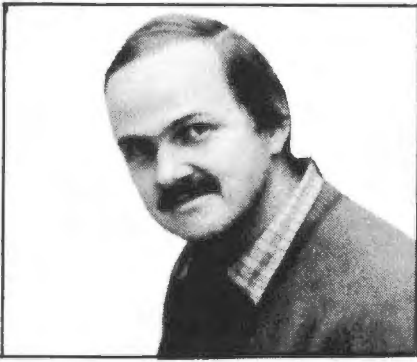
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Warren Salomon

Doing your bit for the environment

Why it makes sense to sell your second car and ride a bicycle

THIS WINTER I SPENT TWO glorious weeks bicycle touring in Central Queensland. It was Fitzgerald season in the Deep North and on Monday July 3, 1989 the morning newspapers were full of speculation on the contents of Commissioner's findings.

Elsewhere in the press that day two other stories caught my attention. One reported a research paper published by the CSIRO which proposes a program to plant billions of trees over the next decade. The other was a depressing piece about a plan to clear new pasture lands by killing 5 billion gum trees across 100 million hectares of Central Queensland by aerial spraying of the chemical Graslan. The next day the government there denied that they intended to spray the chemical. But the stuff is freely available and at our journey's end we saw a Graslan advertisement in the local Roma newspaper under the heading: "Kill the suckers".

All along our route we saw thousands of dead and dying trees (mostly ring barked - it's cheaper than Graslan). The creeks were badly eroded and when they contained water it was always the colour of poo. Corruption is the big issue in the Deep North but only so far as it relates to narrowly defined dealings between members of the human species. The Earth can be exploited but not, as yet, corrupted.

Back home for the release of the "World's Greatest Governmental Statement on the Environment" by the Prime Minister. Planting lots of trees seems to be the go in the supposedly more environmentally aware southern states. To my amazement, however, the Government's policies were remarkably silent on Australia's biggest contribution towards a degraded atmosphere and global warming: motor vehicle exhaust emissions.

Transport it seems is not yet part of the environment. That's because almost everyone drives and relies on a motor vehicle of some sort and it is yet to be

widely realised that the long term effects from the overuse of motorised personal transport can result in an urban environment just as polluted and unpleasant as a woodchipped forest is to a family of koalas.

Putting your newspapers out for recycling once a month may currently be the trendy thing to do in Sydney and Melbourne but you can do a lot more for the planet and its environment if you take a critical look at your personal transport.

Now don't get me wrong. I don't think that cars are intrinsically 'bad' it's just that we tend to use them unthinkingly and so contribute to large scale air pollution, clogging and choking of our cities with traffic and noise, rapid depletion of non-renewable oil resources, a dramatic increase in global warming due to the Greenhouse Effect as well as a decline in personal physical fitness.

By reassessing and (hopefully) rearranging your personal transport you can make a direct contribution towards an improved environment and become healthier to boot.

Take a look at your friends for example. If they are constant car drivers and over forty they probably look very pudgy and have difficulty walking up a set of stairs (when they have to walk somewhere). Replacing even short car trips with bicycle trips would reverse the slide into bad health.

Riding to work (provided it's not more than 20 km distant) is the best (and often the quickest and most efficient) way to start and finish the work day. You needn't use busy roads as our feature in this issue points out.

In any case you could try public transport. Is it really as bad as you think? Try riding to the station if you live beyond walking distance. A walk to your workplace at the other end will also help you keep fit. Public transport's big deficiency is the amount of time you spend waiting for it to arrive. But the service is not going to improve if no one uses it. Start a new trend.

It's in the realm of short distance journeys that the bicycle comes into its own. It's easy and fun to replace the second car with a bike (or bikes for all the family). Do you really have to drive to the local shop to buy a bottle of milk? Do the kids really have to be driven to school? Why can't they ride bicycles? They don't have to use main roads and their growing bodies really need lots of exercise.

The reason the health of environment has suddenly become a major community concern is that the results of so much unthinking behaviour in the past are starting to show some alarming consequences. We have all heard a lot about the Greenhouse Effect and the possible disastrous consequences (to coastal real estate values alone) of global warming on our civilisation within the next fifty years or so.

But did you know that Australia's biggest contribution to the increase of gasses producing this warming is from transportation. Unlike the Japanese who are much more efficient transport users (and users of bicycles and public transport) the bulk of our Greenhouse gasses are not produced by burning coal but by burning petrol.

Lately the Esso company has been running a series of advertisements in the national press warning us that our local oil reserves will start to decline and run out during the 1990's. Even if (and it is unlikely) that overseas oil prices will remain low it will still place a huge burden on our national balance of payments.

So by using your car less (preferably replacing your second, third and fourth cars with bicycles) you will not only help the environment and improve your health but you will also be doing your bit for the Aussie economy.

And think of the other benefits if more people rode bicycles: less noisy traffic; less people killed on the roads; cleaner air; and roads that would be a pleasure to ride on.

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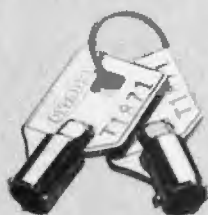
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John Drummond

At last a cycling World Cup

Pro cycling gets into gear with a points ladder and a world series

In 1882 the International Cycling Association (based in Britain) was formed to control a burgeoning cycle racing movement. Since then its name was changed to the Union Cycliste Internationale or UCI for short. In 1966 the body created two sections in order to manage the destiny of both the professional and amateur divisions.

The structure probably wouldn't have changed if the International Olympic Committee hadn't threatened to expel UCI for professionalism! To avoid ejection, UCI created two Federations, FIAC (Federation Internationale Amateur Cycliste) and FICP (Federation Internationale Cycliste Professionnel) both Federations are affiliates of UCI.

FIAC represents amateur riders and FICP represents all national federations who deal with professional riders.

The UCI has two modern-day objectives: The first is to reorganise cycling in contemporary terms – not a simple task. As a relatively old sport, cycling had formed some structures well before the advent of the UCI or the affiliated bodies. However, today a light shows at the end of the tunnel and the setting up of a World Cup constitutes one of the last stages in the restructuring operation which was started several years ago.

The idea behind the setting of points to determine the Perrier World Cup series is a simple one. The organisers want to see a more public pecking order in professional cycling, and they want to decentralise the focus of the traditional classic races in France, Belgium and Italy.

The FICP-Velo world computer listing at February 1, 1989 is the basis for selecting teams for World Cup races. This is calculated on the points of the best placed five members of each team. Rankings are based on points gained in major one-day and stage races.

Above: Laurent Fignon becomes the first professional to top the World Cup ladder at the start of the series.

Each World Cup race will have a field of 200 riders, with a maximum of eight from each of the top 20 teams in the FICP-Velo table. The other 40 riders can come from teams based in the country of the event organiser as long as they are amongst the first 36 teams classified in the FICP-Velo listing.

A complicated three-tier system of awarding points has been established for the different periods of the World Cup, spring, summer and autumn with different levels of points aimed at encouraging teams to support the series right through the year with more points being awarded to later events.

There are 12 counting events which commenced with Milan-San Remo, a regular Classic of 294 km in Italy which saw Frenchman Laurent Fignon (Système-U) become the first Perrier World Cup overall leader.

Britain and Canada are the first nations to benefit from the new initiative. FICP President Hein Verbruggen is overseeing the opening segment of the World Cup series. In his official capacity he attended last year's Sport For Television's presentation in Britain of the 236 km Wincanton Classic at Newcastle Upon Tyne and was clearly impressed. He granted the event a place on the select list of 12 counting events. It is to be held on July 30. Also included is the Grand Prix of the Americas, a 224 km event to be held in Canada on August 6.

As this series concludes the UCI measures to make cycling a true world sport, there is naturally great interest being shown by Europe's leading professional cyclists along with some criticism that the organisers should have included the highly popular traditional classics such as Fleche Wallonne, Ghent-Wevelgem or Paris-Brussels.

Unfortunately, the calendar cannot be stretched. This year there are 12 events in order to preserve a classic-to-new balance. The priority is on the internationalisation of cycle racing. UCI had to make a start, no doubt problems will arise which will require solutions.

As I see it the series would carry up to 16 events. Perhaps the UCI organisers are keeping their options open.

There was no change in the World Cup rankings following the result in the Amstel Gold Race in Holland. Still Van Hooijdonck led Sean Kelly, who crashed in the closing kilos of the 242 km race, yet still managed 12th place to Eric Van Lanker (Panasonic-Isostar) Belgium.

Juiced up athletes

Considering the recommendations of the Senate Committee inquiry on drugs it appears that juiced up athletes are common in the top echelons of world sport. For that reason it came as no surprise that Victorian Cary Hall gave a positive drug test of the anabolic steroid Stanozolol at the national track championships in Sydney earlier this year.

What was surprising was the attempt by the Australian Cycling Federation to suppress the name of the cyclist concerned, and the innuendo that action created.

Although in line with the UCI rule on penalties for drug abuse Hall's suspension from competition for three months and banned from the sprint event for life is quite inadequate. A two year ban should apply to any cheat found to be using performance enhancing drugs. To my mind anything less is outrageous. Even in the event of a loss of competitiveness in international competition.

The use of steroids implies long calculated cheating. It could also mean long term disability. ▶



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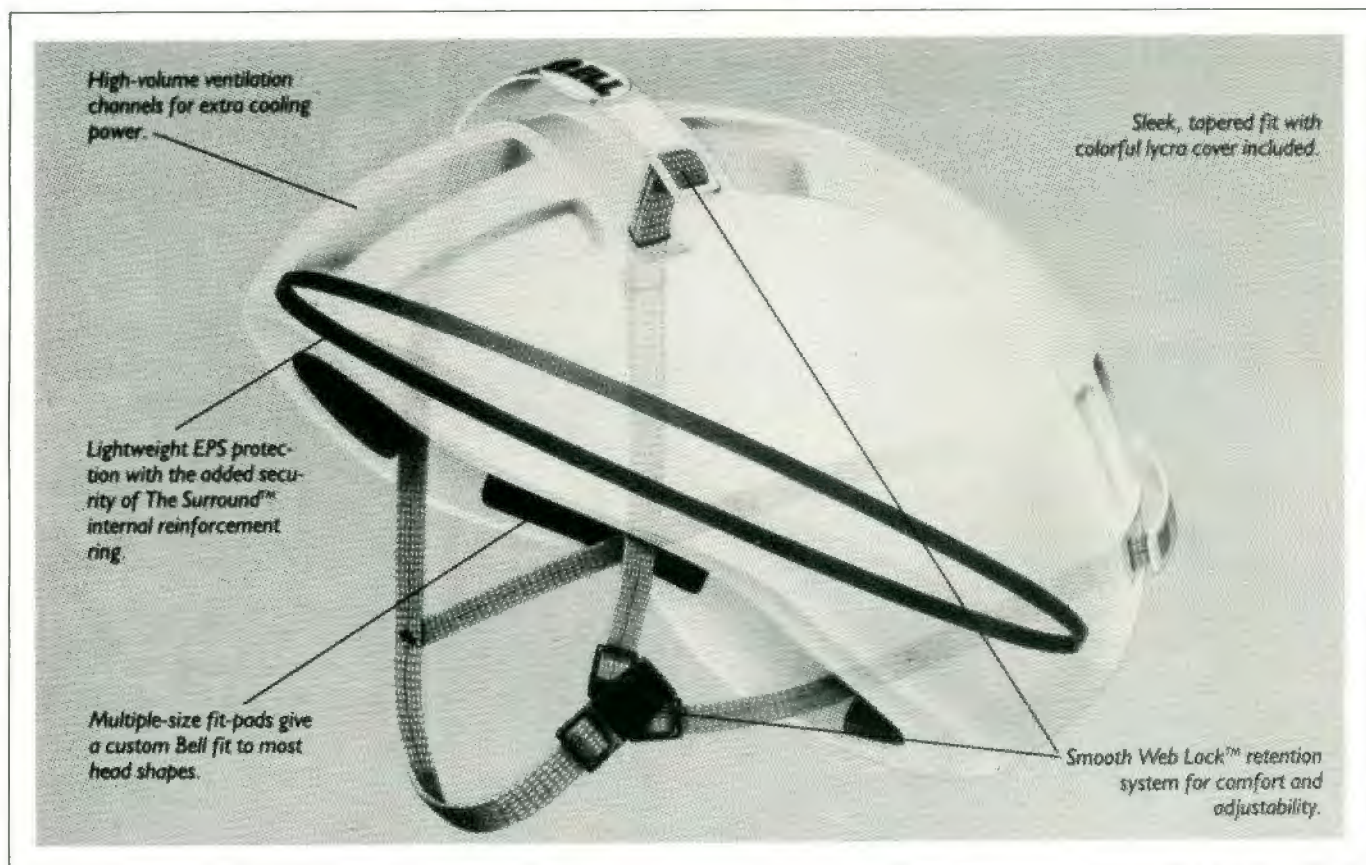
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▷ There must be no drug abuse in cycling for if young competitors get the idea that drug abuse will not be dealt with in a positive manner then there will always be some to try it.

A question of loyalty

The decision of Brett Dutton to pull out of the Australian track squad at present training in Europe for the forthcoming Commonwealth Games comes as no surprise. Dutton and Australian track coach Charlie Walsh have had personality clashes before but this time the split appears to be more permanent.

The demise of Dutton was due to not agreeing to follow Walsh's instructions on race strategies and team commitments for the future, a situation no self respecting coach could tolerate, let alone a successful one. The split means Dutton will not represent Australia at the Commonwealth Games next January, nor is he any longer a member of the Australian Institute of Sport.

The Dutton saga sparked off a vitriolic attack on the Australian Cycling Federation and Charlie Walsh by one newspaper reporter without regard for the facts and apparently hinged on an alleged grant of about \$5000 by the New South Wales Government. Since it is alleged Dutton has contacted ACF President, Ray Godkin and has asked to be taken back on the team.

The episode is sure to be high on the agenda when the Australian Cycling Federation Technical Commission makes a recommendation on job specifications for cycling coaches and managers at the ACF conference next September.



A happy Billy Guyatt accepts the plaudits of the crowd at the finish of the Melbourne to Warrnambool race.

It all seems to me a question of loyalties and that includes the loyalty of administrators to a very successful coach.

Silver medal

Australia has again won a silver medal in the teams pursuit at the world junior cycling championships. The team emulated the achievement of last year by finishing second to the Soviet Union in the final. (This column will contain a full report on the World Championships both Senior and Junior in the next issue.)

Billy Guyatt dies

Billy Guyatt, track cyclist extraordinaire, has died but the sporting exploits he created back in the 1950s remain imperishable. contemporaries of

the man rated by many as a great of Australian cycle sport will recall with awe and affection, whenever they meet, his feats which have earned him a place in cycling history as a champion among champions.

Among the stories I resurrected when news of his death reached me in Newcastle some would probably be rated apocryphal, but there would be many veteran cyclists and supporters in Sydney and Melbourne to testify that the truth about Billy Guyatt is indeed stranger than fiction.

Of all the great sprinters Australia has produced – the continent has only seen a fraction of them – Guyatt would be rated among the best, one of the few men in the world called on to give the great Jeff Scherens a start in a handicap in Brussels, and shown his back wheel to European greats ranging from Van Vliet to Harris, Plattner, Ghella, and even seven times Professional World Sprint champion Scherens himself.

Winner of 240 out of 300 match races, holder of 50 odd Australian championships, and among the biggest money winners the sport has known in Australia, Billy Guyatt ended the most colourful career of any Australian trackman by switching to the road in 1954 to win the world's greatest road handicap, the 260 kilometre Melbourne to Warrnambool.

After retiring from cycle racing in 1954, Billy set himself up in business as an electrical goods specialist. He was just as successful in that endeavour as he was as a cyclist.

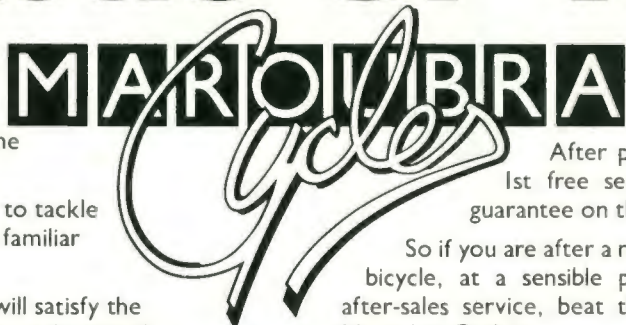
Freewheeling extends its sincere sympathy at his passing to his family and friends. ●

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Left: Brisbane cyclists were recently treated to a bike ride organised by the City Council's FREEPS program. Riders started the 13 km ride in the city botanic gardens and rode along a cycleway following the Brisbane River to Toowong where cross-river ferries were provided to take participants across to West End. The ride attracted about 1500 riders of all ages like the father and son combo in our picture.

Falls, continuing to Bong Bong and up Old South Road. The next settlements passed are Alpine, Yerrinbool, Yanderra, Tahmoor, Bargo and Picton. The route ends with a climb over Razorback Mountain and a swift descent to Liverpool.

For more information contact Phil Bates or Jacqueline Magnay on (02) 540 1699.

NSW Bike Week

This year Bike Week in NSW falls from 14 to 22 October. The week long event is coordinated and promoted by the Bicycle Advisory Council in the interests of safe and enjoyable riding. The theme this year is "Ride to arrive".

As in previous years a variety of things will be happening, with fun rides at the start and end of the week (see our *Rides of Summer* feature), ride to work day, special promotions and encouragement of public awareness of bike riding.

For information about Bicycle Week contact David Martin on (02) 662 5292.

Strikes and bikes

What does it take to convert a sedentary traveller into a cyclist? One of the major bike retailers in the UK has sold 100,000 bikes in May this year as compared to 11,000 in the same month last year. The reason? There have been a series of public transport strikes which have paralysed London. Another reason is said to be the unusually warm weather in the south east.

Human power

Adrian, Michigan is the setting for the fifteenth annual Human Powered Speed Championships taking place from 14 to 17 September. Competitors will be out to better the existing speed record of 65.48 m/h (105.42 km/h) and the longest distance covered in one hour of 41.6 miles (66.98 kilometres). Water craft will also be competing on Lake Adrian and there is to be an "all terrain" race over water, bitumen, forest trails and sand.

Pymont Bridge for bikes

The Bicycle Institute of NSW is campaigning to have bicycles permitted on

Sydney's Pymont Bridge. At present the bridge, which is a wide strip of level bitumen, is closed to all except pedestrians, denying cyclists a potential safe route into the city from inner western suburbs.

BINSW is encouraging riders, and others, to write to the Darling Harbour Authority or the Department of Local Government to urge their case. Opening the route to cyclists would help acknowledge the health, safety and economic advantages of cycling.

Addresses are: The General Manager, Darling Harbour Authority, Level 8 25-29 Dixon Street, Sydney 2000 and The Hon David Hay, Minister for Local Govt and Planning, Parliament House, Sydney 2000.

First woman around Oz

A new entry for the Guinness Book of Records is the first round Australia ride to be completed by a female cyclist. This was achieved by Barbara Tipp, a Canadian, as part of the Bike for Bibles Round Australia marathon in 1988.

Vets for Russia

A team of Aussie veteran riders will be racing in Russia in June 1990 in the national veteran road championships. Melbourne veteran Cec Cripps will be participating and hopes to take a team with him. The series will include races for male and female riders and team time trial events. The site has not been decided but will be either Leningrad or Moscow.

Any veteran riders or their supporters who are interested in joining this team should contact Cec Cripps at 19 Stayner Street, Chelsea 3196, telephone (03) 773 1808.

Safety warnings ignored by cyclists

The results of a survey carried out by the Australian Bureau of Statistics published in 'Bicycle Usage and Safety, New South Wales October 1988' are surprising. For example the highest proportion of households in the Sydney area with bikes were found in the outer northern and western suburbs and in the state as a whole the Murray Murrumbidgee region had the highest level of ownership. Inner Sydney had the lowest level of ownership in the state.

Over sixty thousand bikes were stolen, the most common case being theft from the home. A fifth of the households reporting a theft had more than one bike stolen.

As regards safety, an alleged seventy per cent of cyclists do not have a helmet ▶

Melbourne madness

Funny happenings in Victoria. Bicycle Victoria tell us that on the same day the announcement was made that a Melbourne Bikeplan was to be prepared, the Minister for Transport, Jim Kennan, cut off funding for the Safety and Resource Centre manned by Bicycle Victoria in central Melbourne. It sounds like a weird case of giving with one hand and taking away with the other, and is clearly an unnecessary blow to potential and existing cyclists in the state. Ironically on the same day new signs appeared on some of the city's bike paths urging cyclists to ride safely and wear a helmet. We can only await an improvement.

Goulburn to Liverpool Classic

On 10 September the Goulburn to Liverpool Cycle Classic, Australia's premier one day cycling event, takes place, the 76th and expected to have 250 competitors. This race is an official selection trial for the 1990 Commonwealth Games in Auckland.

As usual a good turnout from local residents along the route is anticipated. This year the route follows the Hume Highway for the first fifty kilometres, then turns off for Exeter and Fitzroy

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▷ and of those who do, less than half actually use them.

Nearly seven per cent of cyclists had at least one bike accident during the year, and ninety per cent of these accidents involved either no other vehicle or the other vehicle was a bike too.

On a more pleasing note the report tells us that 98 per cent of bikes had brakes fitted.

It would have been nice to know the sample sizes and locations used for the survey. Generalisations across an area as diverse as NSW are hard to swallow.



Round Oz record

Last issue we mentioned Rod Evans' attempt for the round Australia record. Well we can now report that he succeeded and in grand style, knocking some thirty days off the previous record. He made the trip in 49 days, 22 hours and 31 minutes, reaching Perth at 11.01 am on 2 July.

Reports say that he was looking in good shape at the end of the ride, as were his support crew of wife, father and two friends. He managed to knock such a large chunk off the previous record by riding long into the night most of the time and handling daily distances of around 400 kilometres rather than the 200 or so he had planned on.

Vets record

On 19 March a new Australian record was set for the veterans over 65 unpaced time trial by Eric Aldin. The distance covered was 33.640 kilometres. Not that

this is Eric's first record; in 1979 he established an unofficial record for Aussie veterans over 55 when he rode 36.706 kilometres in an unpaced time trial. And in 1947 he won the university students world championship road race at Livorno, Italy.

Pollution solution

The League of American Wheelmen has brought out a new publication called "How to promote bicycling as a pollution solution." This leaflet gives technical information about the chief pollutants and their effects, and goes on to explain why taking to bicycling is the best answer.

In terms of specific journey types the leaflet addresses the topic of commuting to work as being the area with most room for improvement. It seems that many more people would ride to work if their workplace provided better facilities and the roads were safer for riding. However there are already many state laws and ordinances in effect in America which encourage cycling in the cities.

You can get a copy of this document from LAW, Suite 209, 6707 Whitestone Road, Baltimore MD 21207, USA at a cost of US\$1.

Sunshine cycling

How about joining a bike tour on Queensland's Sunshine Coast? Sunshine Cycling Safaris have a selection of tours of one to five days duration in the coastal area and hinterland.

The tours are flexible with participants choosing their accommodation type, length of trip and difficulty of tour. A back up vehicle is provided and all tours are accompanied by two tour leaders.

For more details contact Sunshine Cycling Safaris, PO Box 456, Strathpine, Queensland 4500 or call in at Berretto Bicycles, 724 Gympie Road, Chermside, telephone (07) 359 4923.

New Zealand Pedaltours

NZ Pedaltours organise tours in the north and south islands or combining both. The company has been operating for six years and apart from bike riding there are opportunities for short walks, rafting, jetboating and scenic flights.

Participants get a full back up service in the form of an eleven seater sag wagon with bike trailer. The usual pattern is to bus through cities and over the rough Haast Pass.

More details can be obtained from NZ Pedaltours, PO Box 49-039, Roskill South, Auckland, New Zealand, telephone 64 9 3020 968.

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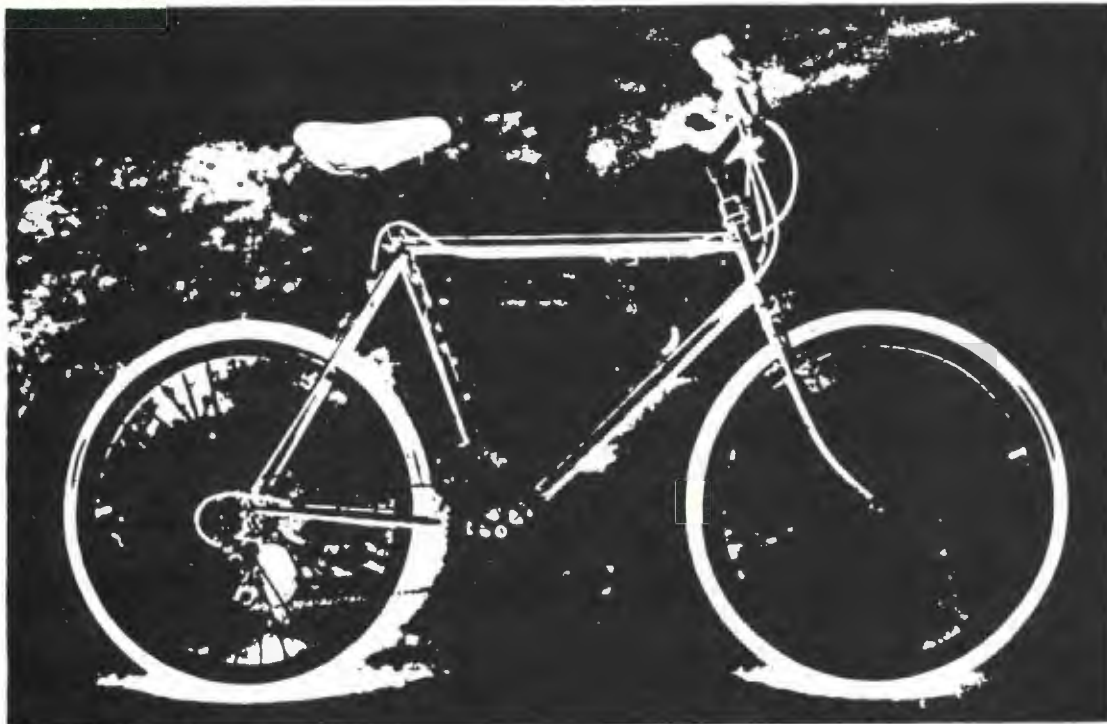
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14 Freewheeling

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United we stand...

Cycling in Australia cannot afford the luxury of cycling purism, elitism, insularity – or call it what you like. For too long the several strands of cycling have treated with scorn others in the family. The result today is an appalling lack of unity, and therefore of political clout in the interests of cycling in all its forms, be they sport, transport, recreation or touring.

The future for cycling looks really bright. Big things are happening on the mountain bike scene, in touring (as we see in club riding and the huge organised tours), in triathlon and in racing. The public perception of bicycle riding has changed. But is that enough? The short answer is, "No".

Some governments are beginning to move in the right direction, but viewed nationally the conditions for cyclists are still pretty terrible. One sign of that movement is a national workshop of state bicycle committees held last month in Geelong. Each state was invited to send a user-group representative. Just finding any such person from some states was very difficult, leaving aside questions of fares and time off for volunteers.

A truly united assault by all cyclists groups on the neglect of cyclists' needs is urgently required. That means working together. Touring and lobby groups cannot operate in isolation. The racing fraternity cannot in their own interests afford to keep at arms length from the touring and lobby groups.

Sure, we need individual diversity. For each sub-group – be they BMX, track or road racing, MTB, triathlon, touring or commuting – life must go on. But the longer we all choose to go it alone the less will be done for all cycling.

With shared goodwill, cycling in Australia could be put on the front page.

Michael Oxer
Acting President
Bicycle Federation of Australia
Ivanhoe VIC

When is a tandem...

I have recently received a copy of your journal number 49 dated May/June 1988 and must take issue with you concerning the illustration and its caption on page 15.

The dictionary defines "Tandem" as being a line generally used in connection with horses and cycles, the latter may be two or three wheeled. It is therefore quite wrong to describe a cycle on which the riders sit side by side as being a tandem.



The machine in question

So far as the product referred to as being revolutionary, here again that is quite wrong since the "Sociable" or "Companion" was in production before the turn of the century! Yesterday, at the rally of the Benson Veteran Cycle club one such was ridden, as in former years by Mr and Mrs Mike Edwards.

Jim Shaw
Hon Secretary/Treasurer
Fellowship of Cycling Old Timers
Marlow, Buckinghamshire UK

Bicycles on urban tollways

The NSW state government has announced plans to build four new toll roads, the South Western Freeway from Moorebank to Beverly Hills, Western Freeway from Mays Hill to Prospect, the Castlereagh Freeway from North Ryde to Seven Hills and the Pacific Highway Deviation from Bulahdelah to just south of Taree. Tenders for the first two mentioned freeways closed on 16th June and work is expected to start on them within twelve months and hopefully completed by 1992.

Financing of these roads will be by toll collection. This method still exists on the Waterfall to Bulli Tops Freeway and existed on the Berowra to Mount White Section of the Sydney Newcastle Freeway until late December 1988. Under the present laws governing tollways, cyclists are not allowed to use toll roads, which includes the Waterfall to Bulli Top Freeway and the four proposed new toll roads.

I strongly urge all readers of *Freewheeling* and their friends who live in the affected areas to immediately get in touch with their local member of Parliament for safe and legal access for bicy-

cles on these roads before work starts on them. Once work has been finished or even started on them it may be too late.

When contacting your local members of Parliament regarding bicycle access to the new toll roads, point out the dangers of the alternative roads such as the high numbers and density of traffic lights, major intersections with high black spot records, poor visibility, existence of many "S" lanes, sharp curves and steep grades, plus the fact that cyclists are required to share the roads with fast moving cars and large trucks, due to lack of shoulders.

Quote the Hume Highway, Milperra and Canterbury Roads, and the Great Western Highways as examples. Please also point out that many of these vehicles will be reluctant to use the new free-ways while toll collection is on thus continuing to use the mentioned main roads in their vicinities.

Lloyd Allison
Homebush NSW

Human Power

I found your editorial about the bicycle industry ignoring its women customers very interesting so I am sure you won't mind if I mention other potential customers as well, middle aged guys like me with deteriorating spines.

What about cycles with a spring frame and a comfortable seat, not saddles. Apart from the new materials, kevlar, carbon-fibre, titanium and the alloys the frame remains the old boneshaker of yesteryear, the gears too belong to yesteryear.

Every other wheeled transportation has given its customers automatic gears as an option, why not bicycles? I simply cannot believe the bicycle has reached the ultimate in development. Its like building a "Tiger Moth" out of carbon fibre, it will lighten it somewhat but it wont improve it much.

Until recently I had written off the bicycle industry as hopelessly conservative, complacent and locked in the past, but then I discovered an organisation called the International Human Powered Vehicle Association.

Germany's Oldenburg University has designed and build a commuter trike to try to alleviate traffic congestion in their cities and a Canadian designer has developed a trike, front drive, rear steered, short wheelbase, 21 gears both with spring frames and able to carry 3 cubic feet of luggage.

Let the "speed" men and women keep their machines but I'm convinced there would be a market for a comfortable, well sprung bicycle or tricycle.

Alan J Stewart
Alexandra Hills 4161

RIDING TO WORK

A guide to getting fit and going places

BY JULIA THORN

HAVE YOU CONSIDERED commuting to work by bike to help regain fitness lost over the winter months? Not only will it get you back to the active life but you'll probably decide after a while that this is by far the best way to travel, beating the traffic jams, queues at the station and being guaranteed a seat every time.

The chances are, if you're reading this, that you already have a bike and just need a bit of convincing. Think of how you'll be able to use your time even more profitably, by getting exercise while you travel to work.

Commuting by bike gives you a lot of flexibility, for example you can stop off on the way home to do the shopping. You can vary your route daily, weekly or as you choose, rather than having to take the 8:05 or the 501 every morning and evening until you know every bus shelter and railway station like the back of your hand.

You no longer still feel half asleep when you get in to work, or in that stupefied state that public transport seems to induce in even the most lively individual. Instead you feel invigorated and ready to face the day. While your colleagues slump in their chairs you'll have a healthy glow about you.

And you'll save money too. Although commuting regularly will mean you spend more on your bike, replacing tyres and transmission more often, and having more punctures due all the debris that gets discarded onto urban roads, you'll save a lot in public transport fares or petrol.

While there is no minimum distance for commuting there is probably some maximum distance beyond which commuting becomes impractical unless it is part of a training schedule. Ten to twenty kilometres in each direction is quite a reasonable distance for a newcomer to bike commuting. Having said that, of course there are plenty of riders who commute much greater distances very happily.

You don't have to think solely in terms of commuting all the way from home to work. You could ride to a station that is say, half way between where you live and where you work. Nor do you have to commute daily – you can vary your routine at will, maybe commuting more often in the spring and autumn and avoiding sticky summer days and cool winter mornings.

So how do you go about it?

You've got a bike, I presume. If not and you're thinking of making a purchase, consider carefully getting a mountain bike to help you cope with the potholes and cracked roads that you'll have to put up with. A racing bike is not

particularly suitable for urban commuting unless you want to be truing the wheels daily and spending a fortune on tubes.

If you do a desk job where you have to look smart you need to carry work clothes in each day so that you can change out of your cycling kit when you get to work. I have seen people riding to work in suits but this type of clothing is not comfortable to ride in and it will eventually make your work clothes look very ragged.

It's best to wear normal cycling clothes for riding to work. If you're embarrassed about arriving in shorts when everyone else is in suit and tie, see if there is somewhere you can change that avoids you meeting your colleagues before you are properly attired.

Having to pack everything up twice a day can get to be a bind so think whether you could leave your shoes at work overnight (say, in a locked cupboard) and any other garments which you don't have to change daily. The clothes you bring in each day can easily be transported in a pannier bag and if you fold and pack them carefully they won't get crushed.

Find out if there are showers in the building where you work. Many cities now have ordinances which require building owners to provide showers in all new buildings. If you don't have ac-

Ten Bike Commuter Tips

1. Plan a safe route. You don't want to arrive at work a nervous wreck having had to fight off the trucks and buses on the highway. It may take a fraction longer, but there is always a back route if you search one out. Get to know where road hazards like potholes and parallel grates are so you can avoid them.

2. Be visible. If motorists can't see you there's a greater chance they'll drive into you. The same goes for pedestrians, who have an ability to walk into anyone remotely near their path, especially when they're preoccupied or plugged into a portable cassette tape player/radio. Take extra precautions when riding in the wet and at night when you are even harder to spot on the road. After dark use bright bike lights.

3. Keep your bike well tuned. You want to avoid breakdowns at awkward times; you won't endear yourself to your work mates if you persist in arriving at work late saying you had to regrease your brake cables or change the pedal bearings on your way in. A half hour check over your bike once a week will help keep it running smoothly. Have a look at the maintenance program we printed in *Freewheeling* March/April edition.

4. Do a few stretches before you jump on your bike. This will help you wake up and make an easy transition for your muscles from the reposeful state to the active. This is particularly important on colder mornings when you can pull a muscle without much difficulty if you suddenly start exercising.

5. Be alert. Motorists commonly do things like making unannounced turns across your path and car users mindlessly open car doors just as you are passing. So you have to learn to anticipate what is going to happen before it becomes a danger to you. Deny them the chance of making you perform mid air acrobatic feats that land you in hospital.

6. Obey traffic rules. You aren't entitled to jump the lights or go the wrong way on one way streets so try to resist the temptation to do so.

There are fines for this sort of behaviour and if something goes wrong it is always the least protected road user who suffers.

7. You aren't out to set a record. So don't ride dangerously and don't worry if some days your trip is slower than others. You can always blame the traffic lights or roadworks, and you don't have to feel that your fitness level is declining. But at the same time don't be too timid. Motorists have no time for cyclists who dither forever in the middle of a junction and they may decide you're a permanent fixture and respond by ignoring you.

8. Have a second option. As you ride along try to keep in your mind an alternative plan of action if something suddenly happens on the road in front of you such as a taxi stopping to pick up a fare with no warning, or a car disgorging school kids by a 'no stopping' sign.

9. Wear comfortable clothing. Work clothing is not the most comfortable cycling gear. In winter wear long tights over your regular cycling shorts and gloves and a cloth cap under your helmet will help keep your extremities warm. Find a change area at work and if possible a storage space for your work clothes.

10. Talk about it. Tell your friends and workmates that you bike to work. It'll help increase driver/public awareness of bikes on our roads and you'll probably get some converts. The more bikes on the roads the more chance of improving cycling conditions and making motorists respect cyclists.

cess to one, you'll just have to ride without getting sweaty or not worry about the consequences. Often a clean towel is all that is needed unless you sweat profusely and need to be hosed down after even the lightest exercise.

Find out where you can leave your bike safely. If you can keep it within your sight all day or in an attended car park, so much the better but the chances are you'll have to risk leaving it in the street, so invest in a good lock; a high security U type lock is the only type to consider if your bike's worth keeping.

You might find there's some little room tucked away in your building where you could leave the bike – maybe a store cupboard which nobody uses. But to be sure, you should lock your bike wherever you leave it.

If you are going to park at a station and continue your journey by train, you may find that there are bike parking facilities in place. Some stations have secure lockers, or bike racks actually on the platforms with a strong chain and padlock.

These facilities are still somewhat in their infancy and poor design coupled with a lack of consumer awareness of their existence has meant that they are not as well used as they should be. Charges for use of such facilities varies, for example in most cities there is a charge for bike lockers but in Melbourne the open platform parking is free.

Planning your route is fun. You'll want to keep to quieter roads and make use of any bike paths in your area. Contact your state bike organisation (phone numbers are at the back of this issue) for details about bike paths that could help you.

It'll probably take some while to perfect a selection of routes but in the meantime you'll get to know your city so much better.

Things to bear in mind are that you want to avoid having to keep stopping at junctions, which is often a problem when you ride through a maze of suburban roads. In peak hour traffic you don't want to be making too many right turns into busy roads where there are no traffic lights to give a break in the flow of cars. In Sydney and Brisbane picking a route that avoids hills is also a consideration.

You don't want to ride on too many roads that buses use. Buses have many annoying habits including pulling out rapidly in front of bikes and blocking your way as they stop for passengers. Riding behind a bus you could end up stopping at every bus stop, because getting around the outside of some buses involves great daring and dexterity.

If you can commute outside peak times you'll find added bonuses in terms of quieter roads. And while public trans-▷





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The City Bike

BY WARREN SALOMON

"Can I buy a bike a good ride-to-work-bike off the rack?" Sadly the answer to this question is no. That's why I had to modify my existing mountain bike to suit my needs. Don't despair, the parts are all available so all you need is a sympathetic bike shop who will do the modifications and sell you the bits. Here's how.

My city bike started life as a mountain bike though a touring bike with wide 27 inch rims and tyres would do. I use 26x1.5 narrow mountain bike tyres pumped up

to 65 psi. Treadless tyres are best for city use and give good grip on corners. Avocet, IRC and Tioga all make good 1.5 baldies. Narrow tyres though easier to push are not so good over rough surfaces or slotted drainage grates – ouch! (Incidentally the bike is pictured with 1.75 touring tyres – I haven't had a chance to refit my city treads since my Queensland trip.)

The front rack was put there for touring but occasionally it's useful for doing the Saturday morning shopping. The back rack is vital and is used every day to carry at least a pannier full of clothing or paperwork. High quality alloy racks like the

ones I've fitted (Blackburn rear, Nagoaka front) last longer and work better.

I tried for some time to ride without mudguards but grew tired of being coated with my own brake rubber gunk throughout 1989's Big Wet. Since I fitted a pair of Mt Zefals I have ceased to worry about wet roads and the weather generally (it is getting warmer too).

I usually like to leave the office after 6 pm to miss the traffic peak so a good lighting set is important. I think I have found the best. It's a Union halogen generator set complete with halogen front light, red tail light (mounted high on the seat pillar – my modification) and a rechargeable battery pack that keeps my lights alive even when I'm stationary. The generator incidentally has the best output of all the bottom bracket mounting units currently available and it keeps working even in the wet.

I prefer drop bars as they give me a better riding position in traffic. The bar-end index gear controls are fantastic but I would prefer my gear controls on the brake lever bodies so I didn't have to move my hands to change gears (next season this type of lever will be available). I used to ride with cut down mountain bike bars but prefer the versatility of the drops.

And of course the bike would be incomplete without the Kryptonite U lock conveniently carried in its frame bracket. The Kryptonite is the quickest to use of all the U locks and this one gets used a dozen times a day on average. ○

▷ port becomes minimal in the middle of the day, you are not bound by an unsatisfactory timetable.

After a while you may well decide that it isn't just a matter of finding the quickest, most direct, route but a question of designing a pleasant bike tour.

There's no reason why you shouldn't commute by bike all year round because it never gets too cold for it in this country, and in summer the early mornings and late afternoons are rarely unbearably hot for riding.

Riding in pouring rain is a different matter. Firstly you need good protection because you don't want to turn up for work looking like a drowned rat and drip all over your workplace. Secondly cars do all sorts of strange things when it starts raining, such as not allowing cyclists enough space on slippery roads, so you need to take extra care.

If it looks as though it's going to be wet all day you also may not like to leave your bike in the thick of it for hours on end. This is when you become a fair weather commuter; it may get you lots of jokes from your workmates but you can always retaliate by pointing out that they never ride at all.

Whether or not you intend to be a fair weather commuter you should carry rain gear just in case it starts raining during the day and you have to ride home in the wet.

In winter, or if you do shift or evening work, you'll need lights and high visibility clothing. Using battery operated lights gets expensive if you ride any kind of distance so you could investigate the possibility of using rechargeable batteries or fitting a generator. This is a bigger initial outlay but saves money in the long run.

Luminous over-vests or chest bands are good for increasing your visibility to motorists and you can't overdo the precautions in this direction. While you're enjoying your ride to work/home, the motorists are anxious to reach their destination and don't have their minds on cyclists.

I hope I've convinced you to give bike commuting a try. Perhaps with the economy in such poor shape we'll be seeing a great increase in bike commuters on the roads, as motorists have to sell their cars and make the adjustment to bicycles. But it would be nicer to have a more positive reason for pedalling to work. ○

GOING PLACES

Freewheeling asks bike-to-work addicts why they do it

BY JULIA THORN

WHEN I LIVED IN LONDON I used to commute eleven kilometres from my home suburb to the city whatever the weather. Riding in the snow or with black ice on the roads made me a bit uneasy but the constant drizzle was a fact of life. ▷

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Dealer Enquiries Welcome

So when I came to Australia I assumed I would continue to commute to work. People's reactions were a little unexpected. I found that whereas in London I was one of at least a dozen people at my office who cycled in to work, in Sydney I was apparently the only one. My workmates laughed at the idea and generally gave the impression that they thought I must be a bit weird.

For five years I cycled eight kilometres morning and evening from home to the centre of Sydney. Although the public transport where I lived was not too bad, I liked the flexibility of travelling when I chose rather than when the buses ran, and I liked being able to get some exercise during the working day.

It took me almost two years to persuade the managers of the car park beneath the building I worked in to let me leave my bike down there.

Until I got that approval I had to leave my bike chained to a parking meter and I was always surprised to see it intact at the end of the day. Actually I tried chaining it to a variety of fixtures and collected several notes asking me to leave the machine somewhere else or have it forcibly removed.

As my route into the city was mostly downhill I didn't mind that there was no shower at work, as I didn't get uncomfortably sweaty, and for a long while I used to change into my work clothes in the basement to avoid meeting someone I knew until I was dressed for work.

I was able to use an off road bike path for one third of my route and tried to avoid busy roads for the remainder.

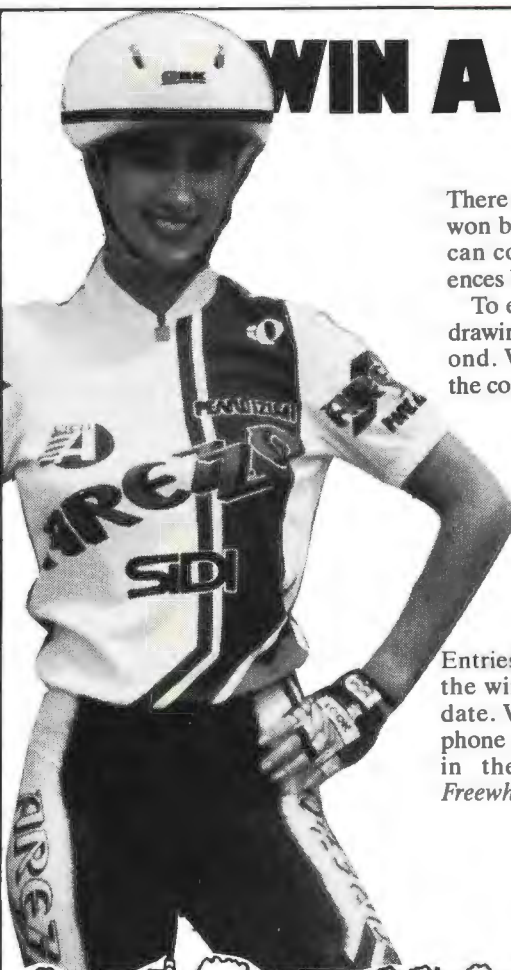
Now I've become a committed bike commuter. So I wanted to find out from my fellow commuters how and why they do it.



Dave commutes 33 kilometres daily between home and work in Canberra. When he last moved, he carefully found a house which gave him easy access to a bike path to take him into the centre of Canberra. His journey is fast and straightforward.

The reasons he commutes by bike are to keep fit, because he enjoys it and (a minor reason compared to the other ones) it saves money on parking costs and petrol. Basically biking to work is an extension of an activity he already participates in often in his leisure time.

WIN A HELMET

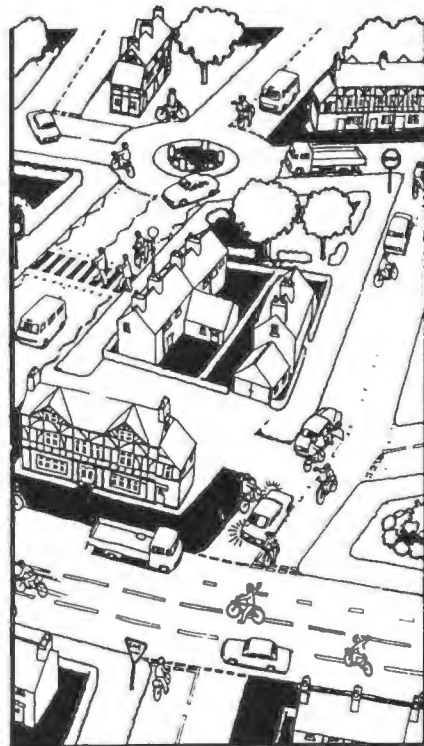
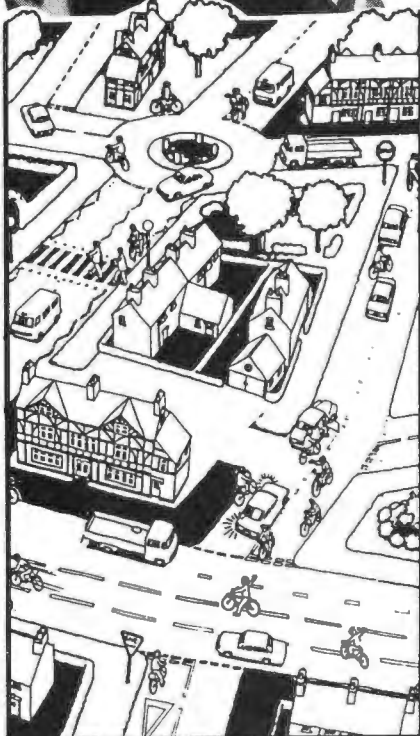


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Entries close on Friday October 27 and the winners will be judged after that date. Winners will then be notified by phone and their names will be published in the January/February issue of *Freewheeling*.



Drawing 1

Drawing 2

Name _____

Address: _____

Day phone no: (_____) _____



JOHN TOMAC
Bad Boy

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▷ The building where he works has showers and he is able to leave some of his clothes at work overnight. The only minus is that he has to leave his bike in the street because the car park under his building flatly refuses to let bikes in.

Annette commutes twenty kilometres daily from her beachside suburb in Adelaide to the hospital she works at in the city. She does it to keep fit.

Most of the way she rides in bus lanes to keep out of the way of the other traffic and doesn't find the buses a problem. She keeps her work clothes in a locker at work and there is safe parking for her bike. In summer she often has a swim to cool off when she gets to work.

Tony commutes eight kilometres in each direction from a northern Adelaide suburb into the city where he works as an automotive technician. He travels this way because he enjoys riding. Although there are bike paths that would take him into the city, he prefers not to use them because they get too congested with walkers and joggers, and instead he rides on quiet suburban roads.

He has shower and locker facilities at work, and is able to keep his bike within sight all day.

Charlie commutes eight kilometres daily from her Melbourne suburb into the city. She says this gives her the inde-

pendence to come and go as she pleases and is the easiest way to travel.

On the day I spoke to her there was a public transport strike in Melbourne and various people from her office who do not ride to work had been inconvenienced by this, while she came in the same way as usual.

She uses a bike path as her route, which follows the Yarra River and avoids any stops at traffic lights. The path is not in perfect condition but it allows a quick, safe route.

Because she doesn't ride very far she doesn't have to shower or change at work. The office has installed bike racks for parking.

Marion commuted six kilometres a day from her home to the Melbourne hospital where she worked until recently, even through two pregnancies. She found this the quickest way to get in each day and there were no parking hassles once she arrived. Half her route was on a bike path and half on a busy road with a terrible intersection.

She didn't ride far enough to work up a sweat so showering was not a problem, but she changed out of her cycling clothes when she got to work and usually left some of her work clothes in the hospital. In the hospital car park there was room to chain up her bike and there was a security guard.

Peter rides ten kilometres each morning and afternoon to the factory where he works outside of central Melbourne. He does it to get some exercise during the day and because he doesn't like driving in heavy traffic.

His route takes him along a fairly major arterial road but he is riding against the traffic flow. There is a bike path he could use but it would make the distance twice as long.

He is able to take his bike into his workplace with him and keep an eye on it all day. He doesn't need to change when he arrives, and has no shower facilities.

Ron used to commute 30 kilometres each day into central Melbourne. He regarded this as the most enjoyable part of his working day and spent a couple of months perfecting a route through suburban back streets. The route he eventually settled on involved an estimated 40 turns.

There were bike racks in the basement of the building where he worked and he was able to have a shower in the building next door to the one where his office was.

One thing stands out loud and clear from what all these bike commuters say: they actually enjoy their trips to and from work, rather than just putting up with them.

Go to it folks!

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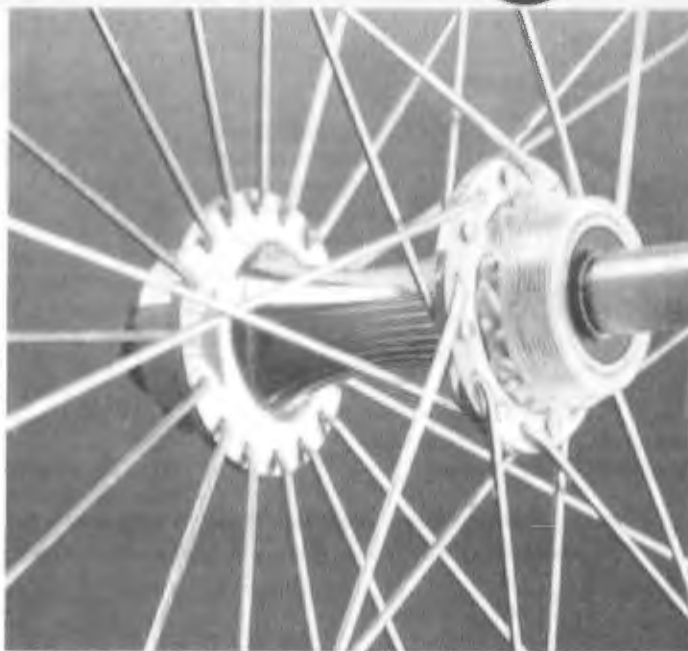
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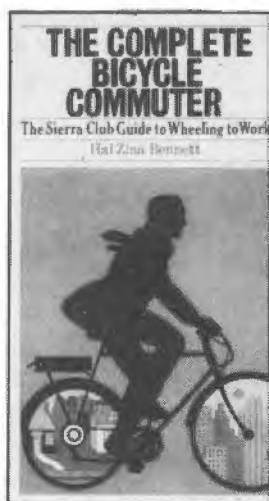


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BIKE TO WORK

BOOK
REVIEW
BY JULIA
THORN



The complete bicycle commuter by Hal Zina Bennett. Published by Sierra Club Books San Francisco 1982 Paperback 180 pp.

THIS IS AN EXCELLENT little book for the novice or not so novice cyclist. As the title implies it sets out to provide all the information you could need to get you on the road as a bicycle commuter, whether you have not ridden a bike before or you have not thought about using your bike to get you to work. The book starts with a reasoned discussion of the benefits of bike commuting. Basically the benefits of commuting are a coupling of the cardiovascular and general health benefits of recreational riding combined with the cost and time savings associated with using this form of transport. And unlike most exponents of this activity the author tends not to gloss over the down

side, namely what to do if there is nowhere suitable to leave your bike in the daytime and how to get around the problem of becoming hot and sweaty when you ride to work in summer.

He sets the scene for fairly long commutes and I can't help wondering whether his repeated mention of sixteen kilometre each way commutes wouldn't put a few novices off. Also he does not consider another option which is to commute to a railway station or bus depot

rather than riding all the way to work. He gives a word picture of a San Francisco commuter who is a little out of the ordinary where I would have liked to read about more average commuters that I could identify with. The early chapters of the book provide basic advice on how to choose a bike and select one that is the right size for you. The pros and cons of tenspeed bikes with derailleur gears versus three speed bikes with hub gears are discussed in detail.

Unfortunately it is here that the book first shows its age. When it was published mountain bikes were a good deal less popular or widely available than is the case now and because of this the author has not considered this type of bike. In my view the mountain bike is ideal for commuting, firstly because it makes riding over our cities' rough roads that much easier and less puncture-inducing, and secondly because the

The down side of biking to work is the traffic. However, you don't have to mix it with the gas guzzlers all the time. Careful selection of back routes can often save time and reduce stress.

upright riding position is more conducive to watching the rest of the traffic on the road. But despite this omission the general comments on buying a new or second hand bike apply to whatever style of bike you choose. In subsequent chapters all the sorts of questions a prospective bike commuter would have are answered. I was pleased to see special attention being made in the areas where new riders typically have a few fears, such as changing gear in traffic and how to get used to toe clips. When you've been riding for a while it's easy to forget how daunting a prospect it was to ride through city streets during peak hour.

The author suggest ways in which a novice rider can get fit for commuting and also advises on how to map out a suitable route for your ride.

He gives some useful advice on how to cope with the more common hazards encountered by bike commuters and apart from the more obvious topics of riding in the wet and in the dark there is mention of various other problems that some bike books don't dwell on. For example, dogs. You are told how to get

away from over zealous guard dogs without swerving into the path of a car. And the potential dangers of other weather phenomena are examined: the dehydrating effect of winds, and the power of the sun to burn you.

The further you progress into this book the more advanced it becomes. The maintenance section goes beyond the level of competence you would require as a short distance commuter. But I think this is a good point because while you may start out as a, say, once a week commuter, you may well end up becoming addicted and take to social riding at weekends. The scope of the book is purely riding. It does not go into matters such as alterations you may have to make to your diet if you take up cycling, and the need to do stretching exercises before and after a ride. As it is an American book it comes as no great surprise that there is some American bias in the text. The historical information at the end of the book, while interesting, is about the history of American cycling clubs, and there are references to the cycling scene in various American cities.

This is certainly a book that is for more than just the commuter. It is well suited to the weekend or longer term tourer who needs a simply presented manual which is written in a chatty way but still contains serious information. I found it easy to read and there are just about enough pictures. It is the sort of book that you could quite happily read through at a sitting and probably gain a few new ideas, and then keep on your bookshelf for reference at a later date. ●



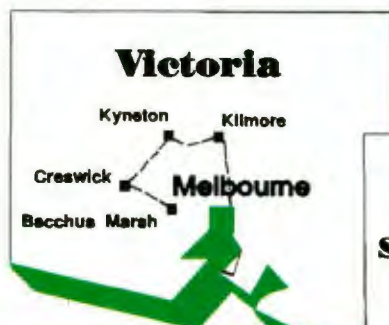
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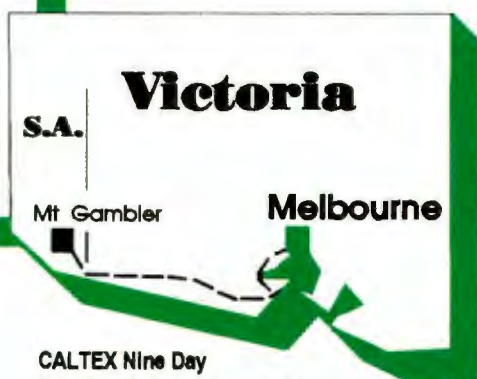
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ADELAIDE AWHEEL

Wide streets and a gentle terrain combined with a scenic hinterland make this city one of Australia's most popular places to ride.

BY JULIA THORN

FROM AN OUTSIDER'S VIEW-point Adelaide looks as if it offers the best of all worlds for cycling: compact urban area, not too much traffic and a positive approach to cyclists by the government.

Canberra may be renowned for its cycleway system but per head of population Adelaide is one of Australia's top cycling cities ranking about equal with Melbourne. It's not hard to see why. The street system well laid out, the roads are wide, the terrain is mostly flat and the motorists are, on the whole, courteous and much less manic than their eastern states' counterparts.

There are a number of bike paths around Adelaide, mostly fairly short and designed to get children to school safely. Where there are off road facilities these have not been created specifically for cyclists and are for shared use with pedestrians.

The most ambitious project has been the Torrens bike path which gives many kilometres of off road biking or walking. The path is used by both commuters and recreational riders but is unfortunately poorly signed.

If you ride the path every day this would not be a problem but for someone who wants to go for a ride once in a while it is disconcerting to ride along not knowing exactly where you are. The other criticism I make of this path is that it has a number of potentially dangerous curves and unexpected steep sections with no widening of the path to minimise risk of accidents.

When I first went to Adelaide I noticed a dearth of bike parking facilities in the city and it was some while before I realised that these facilities are actually plentiful but are hidden up side streets. So I'd spend ages trying to find a sign post or equivalent in

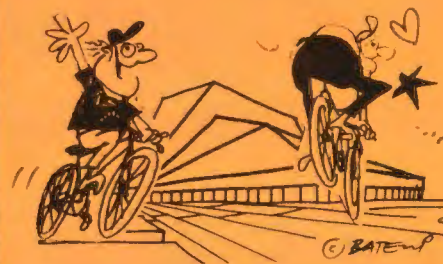


Rundle Mall when there were bike racks just around the corner in Gawler Place.

Other people must have been having similar problems because I saw mostly empty bike racks around the city. The majority of these bike racks are the sort designed to twist your front wheel once you let it enter the rack's clutches.

If you want to commute to your local station and leave your bike there you'll probably have to take a risk with the parking. At Brighton station there are lockers for bikes, which you pay for, and there are lockers available for O-Bahn travellers, which once again you have to pay for.

The public transport system, where it allows you to take your bike with you, is pretty skeletal in Adelaide, and in the whole of South Australia for that matter. On suburban trains you can go north to the Outer Harbour, north west as far as Gawler, south to Noarlunga Centre, and



An Adelaide pictorial. Photography by the author. Left to right: Early evening on the bike path in the east parklands. Below: Meadows bakery is just one of the taste treats in the villages of the Adelaide Hills, and the local cyclists have not been slow to discover them. A group of riders enjoy the Torrens bike path which runs through Linear Park near the city. Waterfall Gully – a precarious place to wheel a bike.

east to Belair. But don't expect to travel on a Sunday morning – the trains have a lie-in too.

Taking your bike on these trains is cheap: 60 cents to Gawler from the city sounds like good value to me. There are stickers on the carriage doors showing where you can put your bike and in the particular carriages you'll find plenty of room.

Longer trips require more planning and are a lot harder on the wallet. For example there is a daily train east through Murray Bridge to Mount Gambier and on to Victoria, but you have to book your seat in advance and your bike costs \$8 to Murray Bridge, \$16 to Mount Gambier and \$20 to Melbourne. Travelling west out of Victoria is much cheaper. Country trains depart from the station off Burbridge Road.

There are more frequent long distance bus services based in South Aus-

tralia. It is easy to get to Victor Harbor, the Barossa Valley, Murray Bridge and Pinaroo from the Franklin Street bus station. Your bike ticket will cost \$10 on these buses.

The national bus carriers can be used to take you and your bike further afield such as north to the Riverland or west to the Yorke and Eyre Peninsulas. These buses also depart from the Franklin Street terminal.

If you are new to cycling or want to find a group of people to ride with on the weekends there are several cycling clubs you could become involved with. For information and help with touring you should go first to the South Australian Touring Cyclists Association office in State Association House, 1 Sturt Street, Adelaide (GPO Box 1508) or phone them on (08) 213 0637. The office is staffed on Tuesdays and Thursdays by the

enthusiastic and extremely helpful administrator, Evelyn Gray.

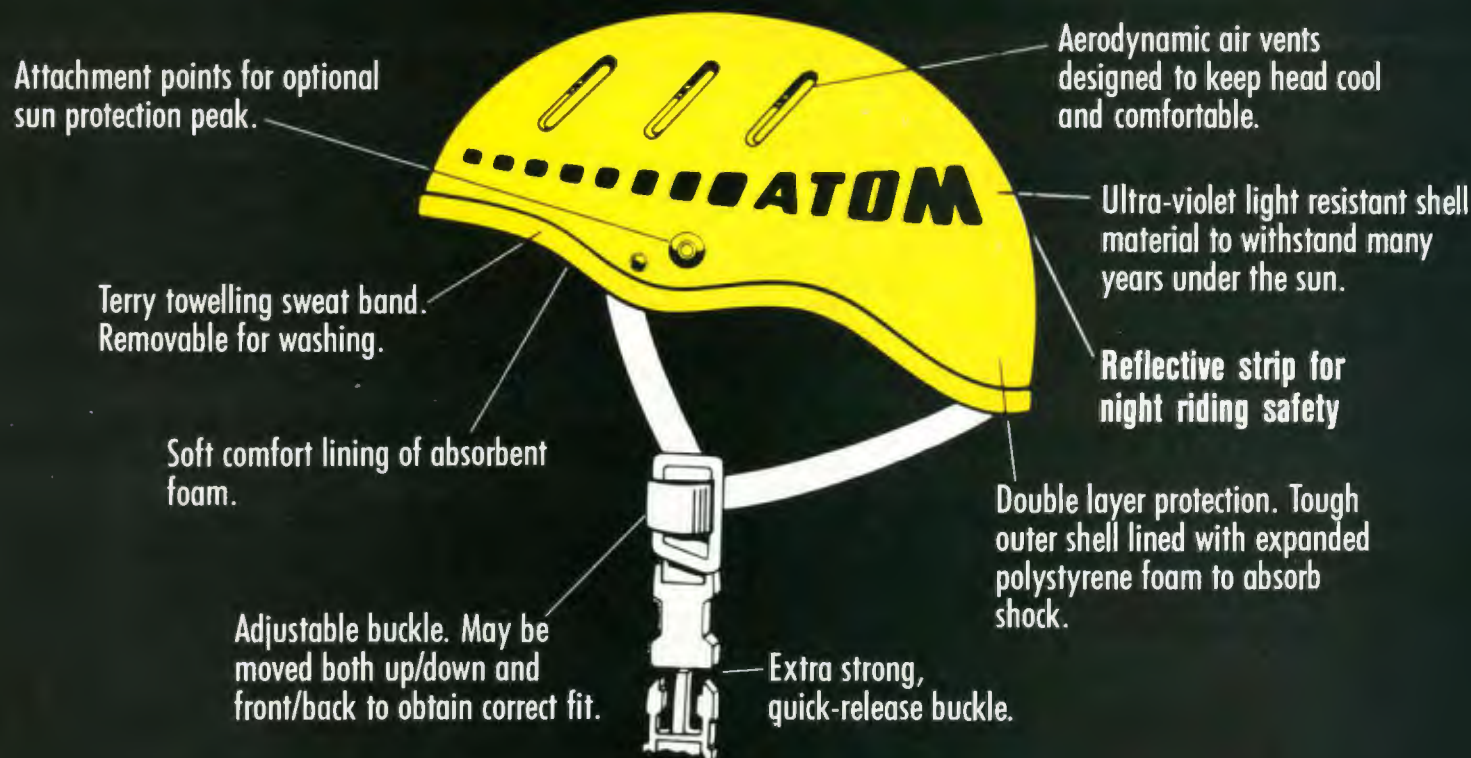
The club organises rides at weekends, both day and overnight trips, for beginners and more experienced riders. It also hosted the 1988 Festival of Cycling at Oakbank in the Adelaide Hills which will be repeated in 1990. In October the club's annual major touring event takes place; this year it is to be a 600 kilometre tour from Hawker to Adelaide.

Mountain bikers should contact the recently incorporated Adelaide Mountain Bike Club, PO Box 3127, Grenfell Street, Adelaide 5000. The secretary is Peter Heal, telephone (08) 289 1420. This club organises rides at weekends and also stages a number of competitive events.

There are local clubs, too. Contact SATCA for details about a club (or division of SATCA) near where you live.

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▷ travelling to Adelaide and don't want to take your bike with you, there are hire facilities available. "Bike Moves" at Unley, telephone (08) 271 1854, hire out ten speeds and MTB's plus pannier bags and camping gear. Bikes can also be hired at Belair to enable you to explore the Belair Conservation Park by bike.

Adelaide's so called Mediterranean climate means that the city gets most of its rain in the winter months and is very hot and dry in summer. But it isn't too cold to ride in winter and if you take enough water it isn't a problem riding in summer. At least the weather patterns are a little more reliable than in the eastern states.

Some hints on where to ride in ADELAIDE

BY JULIA THORN

FLAT AND QUIET. THAT was my initial impression of Adelaide, and it's held up pretty well even after I got to know the city a lot better, although I now think the peak hour traffic is surprisingly busy for a relatively small city.

Because of the flatness and compactness you see lots of people on bikes in the city, and contrary to what seems to be happening in some of our other capital cities, cycling is being encouraged in Adelaide.

There are several places right in the centre where you can ride, starting with the eastern parklands where there are short bike paths near the race course. In autumn you can admire the changing colours of the leaves on the deciduous trees in the streets around the parklands. Another good central road for riding is War Memorial Drive which follows the Torrens River and forms a link route between the east and west parklands.

One of the major projects in recent times has been the landscaping of the Torrens valley and the creation of Linear Park along the river banks. The project's purpose is to mitigate the potential damage that would be caused if the Torrens were to flood, but from a cyclists viewpoint the park is a real bonus. You can now ride almost all the way from the Festival Theatre to the mouth of the Torrens along off road bike paths, winding through parkland in sight of the river.

The bike path also extends east from the theatre, through North Adelaide and will eventually enable you to ride away from the traffic right through to Tea Tree Gully.



Two views of the Torrens bikepath one of Adelaide's popular recreational attractions. The bottom picture shows a suspension bridge on the route - too wobbly to ride. Much of the path is surfaced with fine crushed gravel

Maps showing these bike paths have been prepared and are available from the Department of Recreation and Sport in Hindmarsh Square. The maps are rather hard to follow but even if you get lost you'll have a nice ride. Take a street map with you as well, just in case. The bike paths are not properly signed, beyond telling you that you're in Linear Park, so it is never obvious exactly where you are until you come to a major road crossing.

The north eastern bike path follows the O-Bahn route, Adelaide's trendy new busway with buses running on a concrete track at speeds of up to 100 km/h. This route connects Linear Park at Paradise interchange with Tea Tree Plaza.

There are other bike paths in the metropolitan area but these are typically short and intended for use by school children.

If you want to do short rides around Adelaide there are plenty of places to choose from. For a flat ride go out to Glenelg, picking a route along quiet suburban roads and then ride along the

coast. You can continue south to Halletts Cove or go north towards the Outer Harbour. There are several beachside resorts along here, such as West Beach with its huge caravan park, Henley Beach and Grange, and Noarlunga or Brighton to the south.

Port Adelaide is an interesting place to visit. Once you have ridden there you can walk around the old lighthouse, Sunday markets, museums and look at the ships.

If you go south to Noarlunga you should get hold of a copy of the "Bike About Noarlunga" leaflet produced by the Noarlunga City Council which gives four short bike routes around Morphett Vale, Moana, Christies Beach and Noarlunga.

Heading inland there are bushy reserves you can ride to such as Waterfall Gully in Cleland Conservation Park. You ride through the eastern suburbs of Norwood and Kensington to Burnside and then follow the winding road gradually uphill through bush to the waterfall and walking tracks.

Or you could ride out to Morialta Falls where there is a kiosk for refreshments, or Brown Hill Creek reserve.

In Tea Tree Gully there are bike routes using quiet roads and some off road bike paths. The Tea Tree Gully city council has prepared leaflets suggesting ▷

▷ three routes of under twenty kilometres which all start and finish at Tea Tree Plaza with loops out to scenic reserves.

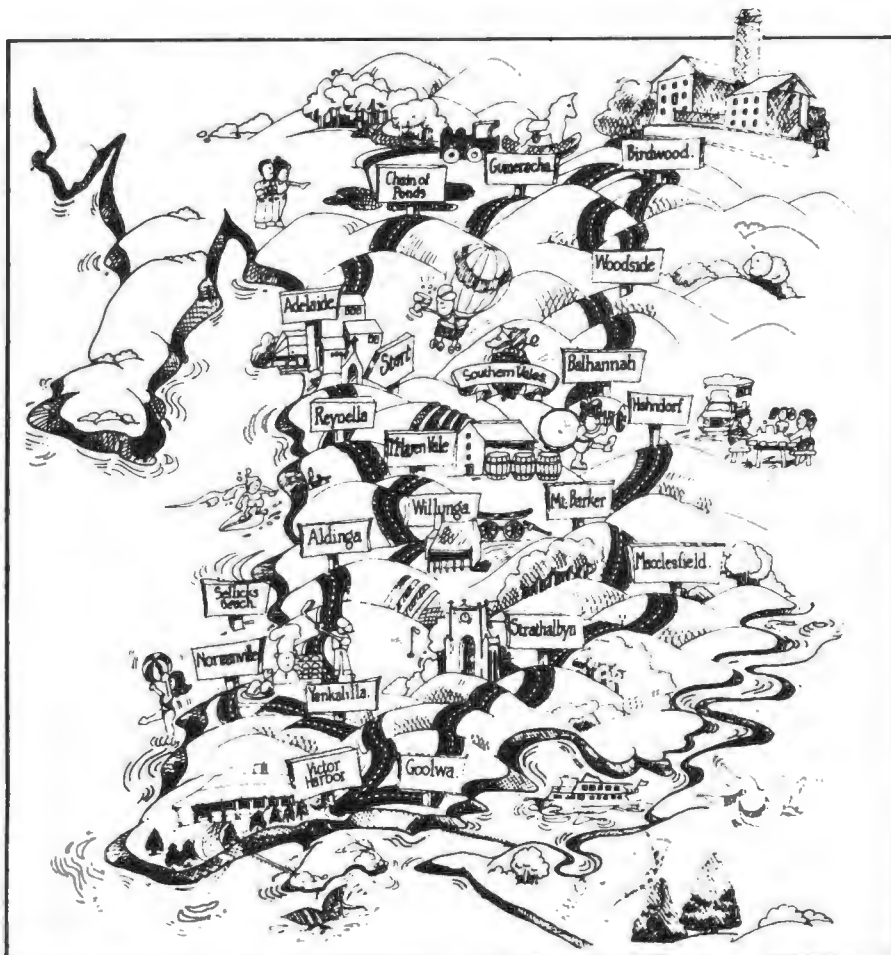
Carrick Hill makes a good day trip from the city, on Fullarton Road in Springfield. The house was built in 1939 in the style of an English manor house from the Elizabethan period and has English gardens surrounded by Aussie bush. Inside is a private art collection including paintings, silverware and old oak furniture.

Practical information

There are four maps available showing where Adelaide's bike paths, current and planned, can be found. They also indicate which roads are more suitable for cyclists to help with route planning. These maps cover Port Adelaide/West Torrens, Elizabeth/Salisbury, Marion/Noarlunga and Salisbury/Payneham. You can get the maps from SATCA at 1 Sturt Street, Adelaide, telephone (08) 213 0637 or from the Department of Recreation and Sport in Hindmarsh Square.

The SATCA office will also be able to tell you where to obtain the other leaflets mentioned in this article.

For more general tourist information about the Adelaide area contact the South Australian Travel Centre at 18 King William Street, Adelaide, telephone (08) 212 1644.



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OUT OF ADELAIDE

Good places to ride in South Australia

BY JULIA THORN

THE FIRST FEW TIMES I went to South Australia everything was dry and brown. It looked as if they had been in drought for years and everything that could possibly wither under the relentless sun had indeed done so.

Then I happened to go there in the middle of winter and it was a different world. I could hardly believe that those green hills and lush parklands were the same places that had previously been no more than dust bowls. The transformation was extreme.

So, here you have two places for the price of one. Pick your season and pick your scenery.

As all the books tell us, South Australia is the driest state and also records the most extreme temperatures. Not suitable

for cycling? But yes it is, and what is more there are plenty of good spots for riding that are not too far from Adelaide so are easily reached for a day or weekend ride.

The Adelaide Hills

This is the name given to the Mount Lofty Ranges along the stretch that passes across the backside of Adelaide. The hills rise sharply out of the Adelaide coastal plain less than ten kilometres from the city and extend east for many kilometres until the terrain undulates downward towards the Murray River valley. These hills provide challenging cycling and many rewards, apart from the fine views, that is.

There's only one real disadvantage with these hills. No, I'm not going to say that it's their gradients; it's the lack of public transport facilities to get you out there. In the good old days you could take the train out to Aldgate or Bridge-water and start riding from there but now you can only take the train as far as Belair, which isn't much help at all.

But now you have to ride to the hills, and whichever way you leave Adelaide you have a formidable climb, whether its over Mount Lofty, Norton Summit or on the highway past Eagle on the Hill.

Once you get there you are in another world of tiny villages, lightly timbered

green or brown hills and quiet country roads. It's not hard to find somewhere pleasant to ride. And one of the treats of this region is the proliferation of small family run bakeries which make an ideal stopping point on a ride. Or even an excuse for a ride in their own right. Most are open on Sundays.

While everyone else is rushing about touring the wineries how about touring the bakeries instead? Pies and cakes are a lot easier to carry than bottles of wine – internally, that is. You can do a short day ride out to the bakeries at Clarendon, Meadows, Lobethal or Hahndorf, knowing that your hard climb up from the city through Greenhill or Upper Sturt justifies the calorific intake.

The old limestone architecture in the little villages is most attractive. Many places, such as Meadows and Callington have stone churches and there are numerous stone bridges over the creeks and rivers. The main street in Hahndorf is lined by mid nineteenth century stone buildings, if you can manage to ignore all the tourist rubbish that has ravaged the town.

Fortunately not all the towns have been spoilt by tourism. Nairne, just past Hahndorf, still has the air of a rural service town, as do Kangarilla or Echunga. When you plan your ride, try to take in a few of these towns; you'll see that they ▶

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▷ are not too far apart and most of them can provide you with some form of refreshment when you arrive. There is very little traffic on the roads and as a bonus to non mountain bikers, most of the roads are now sealed, although many maps show evidence to the contrary.

If you'd like to combine some walking with your riding, remember that the long distance Heysen Trail passes through the Hills and you could walk a bit of it for light relief. For example there's a pretty section near Mylor.

Around Uraidla, Lobethal and Lenswood is orchard country and you can ride through the Onkaparinga valley along roads lined by apple trees.

Further north you can visit the little settlement of Kersbrook which has a youth hostel and is surrounded by forest. One pleasant trip is to take your bike by train to Gawler and return to Adelaide through Kersbrook, Cudlee Creek and Torrens Gorge. Much of the route is in bush and there is dramatic scenery.

Barossa Valley

North of Adelaide you soon reach the best known wine producing area in Australia. Tourists head there in droves, but the area has plenty of roads that are conducive to enjoyable cycling.

If you don't want to ride all the way out there from Adelaide, the best alter-

native is to take the suburban train to Gawler and head north from there. There are frequent trains all week except Sunday mornings.

Gawler is itself worth a tour and the tourist office in the main street can provide you with a leaflet giving a suggested cycling or walking tour of the town.

Gawler was settled in 1839 so is one of the state's oldest towns and has many interesting historical buildings. As well as old buildings there are parks by the North Para River and views from Dead Man's Pass above the town.

The main centres in the Barossa are Nuriootpa, Angaston and Tanunda. All can be linked by quiet back roads to make a weekend tour. For accommodation you could camp at one of the area's many caravan parks, find a cosy pub or use the youth hostel at Nuriootpa. The valley is fairly flat, with the most notorious climb being Menglers Hill, which is hardly traumatic.

As in the Adelaide Hills, there are tiny villages scattered about, many showing the influence of the early Lutheran and Germanic settlers who escaped religious persecution to come and grow grapes instead. Unfortunately a lot of the wineries get very busy at weekends and don't always have a particularly interesting selection of wines available for tasting, but you'll be pleased to hear that this region also has its fair share of inviting bakeries. The bakeries at Lyndoch, Angaston and Nuriootpa are well known to the local cycling clubs.

The scenery is mainly open farmland and vineyards, with timbered areas near Angaston and horse studs. Around Sepeltsfield is the hilliest part.

Southern Vales and the Fleurieu Peninsula

For the more discerning wine lover, or cyclist who likes to combine hills with their winery visits, the Southern Vales is the place to head for. This area attracts far fewer tourists than the Barossa but has good scenery and lots of sights to stop at.

You could make Willunga your starting point, itself a historic town worth a tour. From the top of Willunga Hill are good views of the wine growing region and out to the Fleurieu coastline. If you're going to do the big descent, be sure to go on the old road or you'll find yourself having to overtake a lot of trucks on the busier, new road.

Head north for McLaren Vale, another picturesque town. In the McLaren Vale area are about 45 wineries, most of which can be visited (but I wouldn't recommend all of them on the same day) and there is a wine festival each October.

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East of Willunga is the olde worlde town of Strathalbyn. A curious place to find an annual international pennyfarthing challenge, but it's true: every March the town hosts a race for high wheelers around the town centre, followed by a longer road race the next day. The town has a park on the Angas River and antique shops.

Near Strathalbyn is another grape growing area, centred on Langhorne Creek. There's some flat cycling waiting for you there, by Lake Alexandrina.

If you like beaches you'll be more interested in the Fleurieu's coasts. On the Gulf St Vincent side you have a string of beaches stretching south from Adelaide, some more famous than others. The beaches are wide and many are backed by impressive cliffs. Aldinga, Sellicks, Christies beaches are all popular, and Maslins beach was the first in Oz to permit nude bathing.

The roads follow the cliff tops and outside the school holidays should not be too busy. To get you on your way you can take the suburban train to Noarlunga Centre and ride south from there. There are campsites at several of the resorts.

On the other side of the peninsula are more resorts. The best known are Victor Harbor and Port Elliot, both of which have beautiful surf beaches on Encounter Bay. A pleasant weekend trip would be to ride from Adelaide across to Victor via Mount Compass and Willunga, camp at the beachside caravan park and return home the next day via Myponga.

While you're at Victor try to go out to Granite Island, joined to the mainland by a causeway, where there are fairy penguins to be seen at dusk, and wallabies waiting for tourists to feed them.

Mountain biking

The Adelaide Hills provide some good venues for taking your mountain bike. Parra Wirra reserve, Kuitpo Forest and Black Hill have fire trails leading through bush where you can ride for hours undisturbed. Of these venues, Kuitpo is the flattest. Nearer to the city you can ride the tracks in Belair and Cleland Conservation Parks although the legality of so doing is a bit unclear at present. Consult a ranger before setting out so you don't offend anyone. The rangers can also provide you with free maps of the parks.

There are a number of Woods and Forests reserves which are suited to MTB riding. Mount Crawford near Kersbrook can be used for a good overnight tour as camping is possible at Centennial Drive and Chalks, where there are pit toilets and rainwater tanks.

Around the former goldmining areas such as Jupiters Creek there are dirt roads through bush and old miners' trails.



Lights Vision is an easy place to get to for a view over central Adelaide.

Further afield Kangaroo Island is a paradise for mountain bikes as most of the roads are unsealed and provide days of enjoyment once you get used to the millions of tiny pebbles that make up the road surface. Expect to fall off your bike a few times. There is excellent bush camping on the island and plenty of wildlife, especially in the Flinders Chase National Park.

The Lower Murray region has a vast number of dirt roads which either follow the river course or cross the sparsely populated areas on either side of the river. These are suitable for mountain biking and give you access to remote areas of mallee and grazing lands.

In the South East there are many dirt roads which are hard baked and easy to ride on. Use these to explore the winery areas of the Coonawarra and the caves around Mount Gambier.

Further west there are sandy tracks near the Coorong which are harder to ride but again keep you well away from the other traffic.

Possibly the best MTB riding is to be found in the Flinders Ranges over 500 kilometres north of Adelaide. This is a region of stark red cliffs and wilderness where wildlife abounds and there are few sealed roads. As the area is far from Adelaide you'd want to have an extended stay out there and access is only by private transport. But once you're there the bush camping possibilities are endless.

Most visitors head for Wilpena Pound, which is the best known part of the Flinders, but there is far more at your disposal.

Practical information

The South Australian Touring Cyclists Association has prepared an excellent series of maps to be used by cyclists. They show suggested routes for short and long tours and these routes are superimposed onto topographic maps so you have all the information at your fingertips. The maps cover the following regions: Barossa Valley, South East, Mid North, Riverland, Kangaroo Island, Yorke Peninsula and Fleurieu Peninsula. Information on points of interest, local bike shops and other facilities is also shown on the reverse of the maps.

The maps are available from SATCA at 1 Sturt Street, Adelaide 5000, telephone (08) 213 0637 and also from the SA government tourist office in King William Street and the Department of Recreation and Sport in Hindmarsh Square.

SATCA has also produced the compact *Cyclists Handbook of South Australia* which is a goldmine of information about cycling in the state.

If you want to ride with a group you may be interested in SATCA's Grand Slam series, which is a series of five long rides – three rides of 100 kilometres, one ride of 150 kilometres and one ride of 200 kilometres which take place each year in locations not far from Adelaide. These rides are listed in our *Classifieds* section.

For mountain biking the mob to contact are the Adelaide Mountain Bike Club whose secretary is Peter Heal, telephone (08) 289 1420. They plan to prepare a series of maps for mountain bikers. Weekend rides are advertised in their club magazine and are suited to all levels.



LEMOND'S EIGHT SECOND WIN

An exciting last stage upset decides the winner of this year's Tour de France

BY JOHN DRUMMOND

While the French would have wanted to see Laurent Fignon, the 1983 and 1984 Tour winner victorious in the year they celebrate the 200th anniversary of their famous revolution the winner was once again a rider from another country. And if ever a cyclist looked likely to fulfil a national wish it was Fignon as he prepared to enter into a 25 km time trial from Versailles to the Champs Elysees

in Paris with an advantage of 50 seconds over second placed American Greg Lemond.

But it was not so. Victory smiled on Lemond as he dug deeper into his reserves to thrash himself to an 58 second win from Fignon, with Delgado, the 1988 Tour winner in third place.

Every sport is a community on its own, but it has always seemed to me



that racing cyclists, even more than others, are a race apart.

Because the cyclist is so totally alone, whatever the team thinks of particular events, in the final analysis he is his own man. This was never more evidenced in the concluding stages of this years Tour De France.

I doubt if the Tour organisers would have realised their own ingenuity in deciding to conclude the World's greatest bike-race with a time trial finish that gave the event a cliff-hanger finish after 3200 odd kilometres of incredibly tough riding.



Above: Lemond in yellow about to lose his lead to Fignon on the decisive stage to l'Alpe d'Huez. Delgado is out of picture to the right. Towards the end of the stage with only 4 km to go Fignon attacked and Delgado went with him. Lemond was unable to keep up and ended the stage 26 seconds behind Fignon who had regained the Yellow jersey of race leader. **Above left:** The view from the peloton as riders approach the climb to the Col du Galibier one of two tough ascents on the stage to l'Alpe d'Huez. **Left:** A triumphant Greg Lemond wins the toughest bike race for the second time. Photos - Billon/SIPA Press.

After the early stages in which some of the lesser lights had achieved a moment of glory Greg Lemond slipped into the yellow jersey he last wore on the winner's podium in July 1986. He had realised a dream of again wearing the leader's yellow in the Tour De France after being near to death following a shooting accident early in 1987. He still carries some thirty buckshot pellets in his body as a reminder of that incident.

The big interest now was how long Lemond could continue to defend his yellow over Fignon, Delgado and a host of other stars. Certainly the coming mountains would tell that story.

Lemond remained in the lead for the next three stage days, albeit narrowly,

from Fignon, who relieved him of yellow in a last minute attack in the tenth and final Pyrenean stage. The 12 seconds he gained were enough to take him 7 seconds clear of the American.

Britain's Robert Miller won the stage and for the third time in his career completed a magnificent stage series in the Pyrenees section of the Tour De France.

Pedro Delgado caused some Spanish pleasure gaining three minutes on his main rivals to move up the General Classification to fourth place overall.

The bad luck trials of former World Champion and 1987 Tour De France winner, Irishman Stephen Roche, continued when he decided not to continue the race after tearing muscle fibres in his knee the previous day.

The Eleventh stage from Blagnac to Luchon provided some fast moving action after two days of mountain battles culminating in a bunched sprint finish.

There were so many attacks that the peloton arrived early at most sprint points. The most significant action came after Irish cyclist Sean Kelly won a catch sprint at the 40 km mark. This success gave Kelly the lead in the red jersey sprints competition to compliment the points green jersey he already had. He

was to hold both jerseys when the Tour arrived on the Champs Elysees.

Fignon retained his lead through the thirteenth stage when he rode proudly into Marseilles in yellow on Bastille Day with a seven second lead overall as the band vigorously played "La Marseillaise". Another Frenchman in Charlie Mottet had now joined Spain's Pedro Delgado at 2 min 53 secs in third place and fifth was American Andy Hampsten.

The fifteenth stage with Fignon still leading overall was an individual time trial in the French Alps from Gap to Orcieres - Merlette, a distance of 39 kilometres. Lemond is a superb time trialler and thanks to a strong ride he won back the yellow jersey. On a day of soaring temperatures, he finished only fifth in the stage, almost a minute slower than Steven Rooks of the Netherlands, but the American was 47 seconds faster than the race leader Fignon.

Lemond answered every attack by Delgado and Mottet on the 147 kilometre stage from Gap to Briancon. He even attacked with Mottet on a long descent 20 km from the finish, which gave Delgado and Fignon a hard chase. It also contributed to Fignon losing 13 seconds on the steep climb to the finish.

General Classification now saw Lemond in front of Fignon by 53 secs, Mottet at 2:16 and Delgado at 2.48 fourth.

With only five stages left in the Tour, the destination of the final yellow jersey was still in doubt. It appeared that only four looked possible winners, but anyone of ten had some hope of final victory in Paris.

Lemond was the favourite. Just as in 1986 when the American won his first Tour De France his wife Kathy, his father Bob, his mother Bertha, and his grandfather Art, arrived to give him moral support for the rest of the race.

Kathy Lemond said she found Greg more relaxed this year. "We've been through three very hard years since Greg had his shooting accident in 1987. He was very close to dying.

Some people seem to forget that. It doesn't matter that he may lose the Tour; the most important thing is that he's regained his health, his morale, and his smile."

Greg said: "It's nice to be in yellow, but it's not so nice to have to defend it." He was referring to his weak Belgian-sponsored team ADR, which was unable to help him in any of the Mountain stages for the next three days.

His remark was prophetic for on the next day Laurent Fignon regained the yellow jersey for the second time in this extraordinary Tour. ▶

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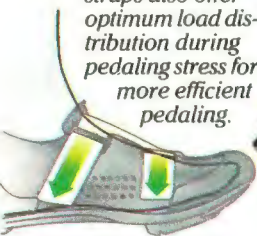
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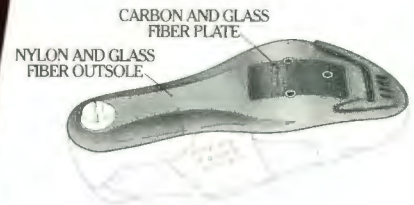
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Several hours in the saddle can leave a rider with hot feet. So Shimano designed cooling vents that help force cool air into the shoe. Built into the sole are grates that work to keep the vents free of debris.



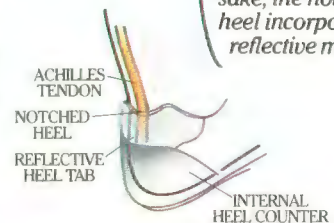
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Tour winner Greg Lemond looks confident at the conclusion of the first time trial in Luxembourg. Delgado turned up late for this time trial and was penalised 2 minutes 40 seconds.

▷ Just when it was least expected, the Frenchman attacked within sight of the mountain-top finish of the seventeenth stage and the race leader, Greg Lemond, could not reply. In the final 4 km of the climb, urged on by tens of thousands of supporters lining the steep mountain road, Fignon managed to gain 1 min 19 secs on his opponent, which put him 26 sec ahead on overall time.

Just as he had done 24 hours before on the difficult slopes of L'Alpe d'Huez, Fignon spurred on by the thought of arriving first in Paris during this French Anniversary Year took a gamble and attacked on a mild gradient climbing out of Renoble on the 19th stage.

By the summit he gained 15 secs on Lemond and Third place Pedro Delgado, who had taken up the chase. When Fignon crossed the finish line first he was 50 seconds up on Lemond and almost every French fan was conceding him his third Tour De France.

Italian Giovanni Fidanza won the 20th stage in a mass sprint to L'isle d'Abeau.

Laurent Fignon retained the race leader's yellow and preserved his 50 second advantage over American Greg Lemond. So the greatest Bike race on earth would be decided by a 25 km time trial from Versailles to Paris.

It is now history how Greg Lemond overcame tragedy and weak team support in the mountains to win his second Tour De France and provide not only one of the great moments in sport, but prove once more that racing cyclists are indeed a breed apart.

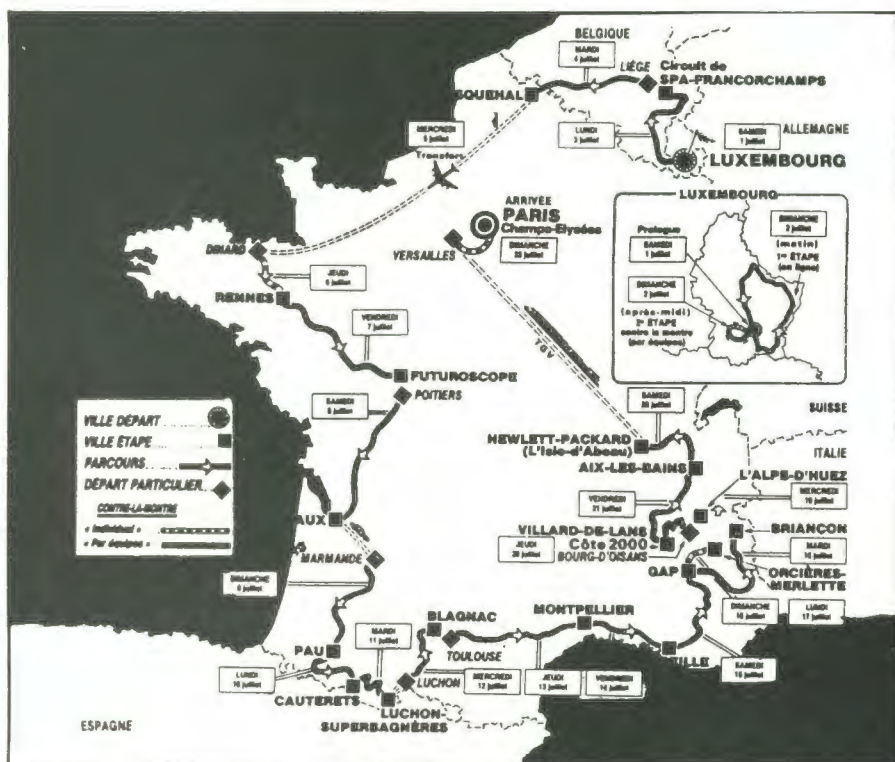
Victory was achieved by the narrowest margin in the 86-year history of the race: a mere eight seconds. Pedro Delgado who never gained the lead since he turned up late for the prologue start in Luxembourg and suffered a 2 min 40 sec penalty was third at 3-34. G. Theunisse of the Netherlands was fourth.

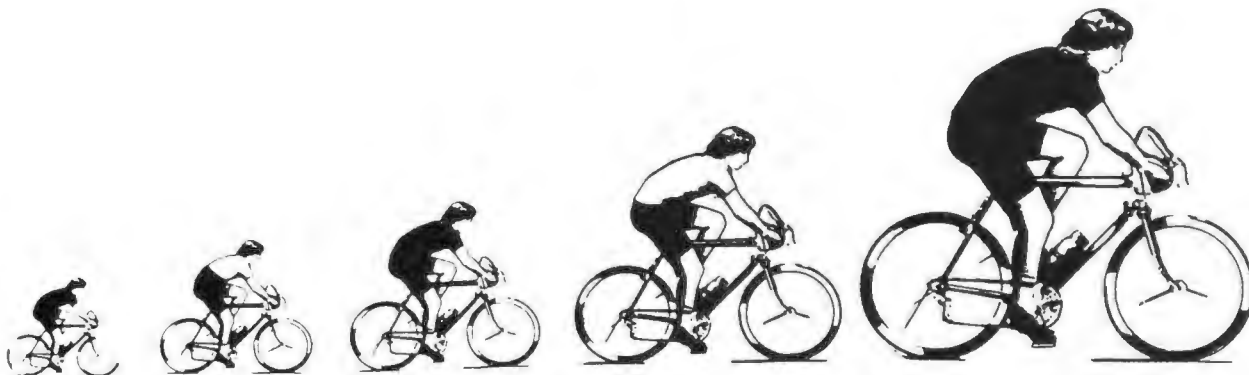
Australia's three representatives Phil Anderson (VIC), Michael Wilson (TAS) and Stephen Hodge (ACT) all arrived on the Champs Elysees with credit.

Tour de France Feminin

Jeannie Longo brought the French some consolation when she won the woman's tour with the greatest of ease from Italy's Maria Canins.

Two Australian women finished in the top ten; Donna Gould of South Australia finished seventh and Kathleen Shan-non was in eighth place.





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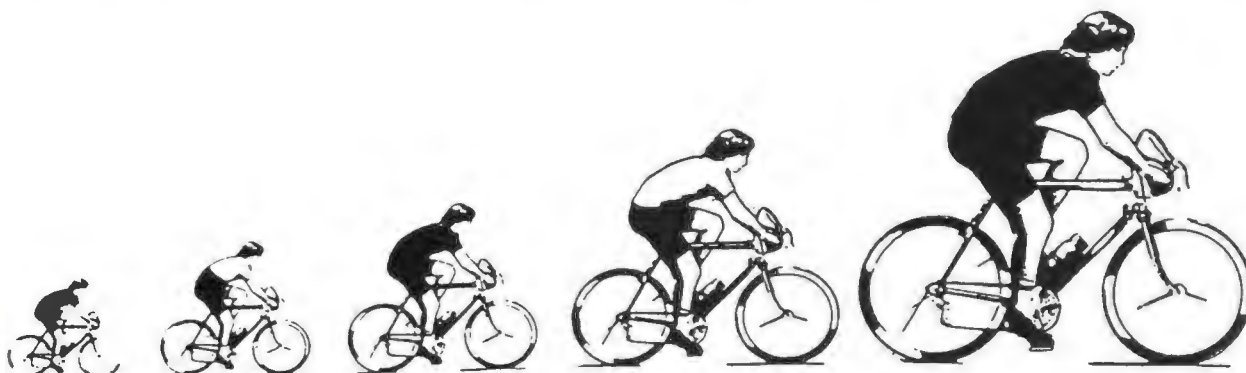
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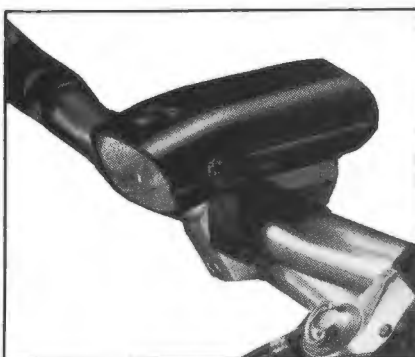


NEW PRODUCTS



XCE MTB

SunTour's new range of mountain bike componentry introduces for the first time a U type rear brake. The XCE group of mountain bike components consists of hubs, chainwheels, derailleurs, front and rear brakes pedals derailleurs and levers.



Halogen headlight

A bright handlebar mounting halogen headlight is now available in this country from Cateye of Japan. The unit has a screw on mounting bracket which allows the unit to be removed as a theft prevention measure. The halogen bulb uses less power so batteries last longer. It is also 40% brighter. The Cateye light is available through specialist bicycle dealers across the country.

BIKE EXPO A NEW PRODUCTS SHOWCASE

Bicycle buyers and gear freaks alike will find something to their liking at this year's Bike Expo which is on show at the Sydney Showgrounds from Friday September 22 to Sunday 24. Bike Expo will take over two pavilions (Ford and International) and will be easily located just inside the main gate.

45 companies will display their new bikes and equipment and most of the 1989/90 ranges will be on show for the

first time. The exhibition is organised by the Retail Cycle Traders Association of Australia and will feature its Bike of the Year awards in 10 categories.

Regular fashion parades will feature the latest new season cycle clothing from the leading makers.

Opening hours are: Friday 5 pm to 9 pm, Saturday 10 am to 9 pm and Sunday 11 am to 5 pm. See you there.

Titanium magic

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Bullseye BMX hubs are made in the USA and have a unique 12 mm aluminium axle (Titanium is 50% heavier) which accept either Q/R or bolt on fittings. Bullseye say that not one of their axles has failed in 10 years! The hubs use cassette type sealed bearings which can be replaced without special tools. They are available in colours and both 32 and 36 hole drilled flanges.

Ultralightweight shell helmet

The Forza helmet is made by OGK of Japan and gives bike riders the lightness of an ultralightweight with the added protection of a thin plastic hard shell. The helmet has removable sizing pads and a quick release buckle. It passes the US ANSI Z90 and Snell standards as well as the energy attenuation requirement of the Australian standard AS2063. The Forza comes in three colours (white, marble and yellow) and is distributed in Australia through Malvern Star



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THE NORTH SOUTH CROSSING

Cycling the Stuart Highway

By Andrew Turnell

Talk about crossing Australia by bicycle and the collective awareness of cyclists seems to zero in on the Nullarbor. The Darwin to Adelaide route scarcely rates a mention. This may be because the Stuart Highway has only recently been completely sealed; however the route deserves greater consideration.

The Stuart Highway holds far more interest, culture, places and possibilities than the Nullarbor while still clearly offering the same challenge and reward of a coast to coast crossing. While Australian cyclists have failed to see the attractions of the Stuart our overseas cousins have led the way; they make up the majority of two wheeled traffic between Adelaide and Darwin.

Before plunging on into this article it must be confessed that I have not completed a full north-south crossing. With much frustration and the even greater consternation of my wife Jennifer the full trek had to be abandoned at Coober Pedy due to severe knee problems. This as maybe, over two thousand kilometres of the route were traversed and this experience has left me in a rather evangelical mood toward the Stuart.

The Stuart is full of sights and experiences. Genuine outback pubs abound in places like Larrimah, Wauchope and Daly Waters (where the "Beef and Barra Barbecue" should not be missed). These pubs exist first and foremost to service the local community rather than the tourist and hence provide a fascinating look at our culture.

There are wonderful natural landmarks that are integral to the Stuart experience, including the Katherine gorges, Mataranka hot springs and the Devil's Marbles. Side trips off the highway would take in Kakadu National Park, Ayers Rocks, the Olgas and the Flinder's Ranges. For the more hardy there is also the challenge of the Oodnadatta track.

Towns such as Katherine, Darwin, Tennant Creek, Alice Springs and Coober Pedy are interesting examples of outback life. Perhaps the highlight is Coober Pedy which must hold the greatest ethnic diversity of any town in Australia. While the Territory towns are obsessed with Tidy Town status – Wauchope for example is the "Territory's Tiniest Tidy Town" – Coober Pedy would have to be short odds to take out the prize for Australia's untidiest town. From most vantage points the town could easily be mistaken for a huge rubbish dump and one of its prize tourist attractions, "Harry's Place" is in reality an enormous collection of junk. In Coober Pedy you get the feeling anything could happen.

The Stuart as a whole has this same air of the unexpected and brings out the best types of people.

The special quality of the late evening and early morning light which transforms the desert landscape is a continuous joy.

A little outside Dunmarra we encountered a wonderful old character by the name of Alex. This Polish migrant in his late sixties was near to completing a cross Australia walk from Sydney (as Australia's oldest town) to Kununurra (its newest); all this pulling an upgraded shopping trolley supporting anything up to 250 kilograms of his gear, food and water. As he walked he recorded poetry, his memoirs and a diary of his trip on a tape player that was strapped to the front on his trolley. Alex and his black kelpie companion were a major talking point for all the Stuart traffic.

One of the most attractive aspects of cycling the Stuart is the experience of

Riding round the base of Uluru. The Rock is not on the Stuart Highway but some distance to the west. Photography by the author.

the desert itself. Camping out each night under star filled skies and experiencing the special quality of the late evening and early morning light which transforms the desert landscape is a continuous joy. This daily experience is very addictive, it buoys flagging spirits and renews the energy for cycling.

The sense of being alone in the desert is heightened by the fact that the Stuart is not overly trafficked. Particularly in the mornings until nine and in the evenings after four it is common to see no other vehicle for up to an hour at a time. This also makes for a great feeling of safety. Birds abound and kangaroos, dingoes and feral animals such as buffalo and donkeys are often sighted.

Cycling the Stuart is clearly not something that can be done at the drop of a hat. It requires preparation.

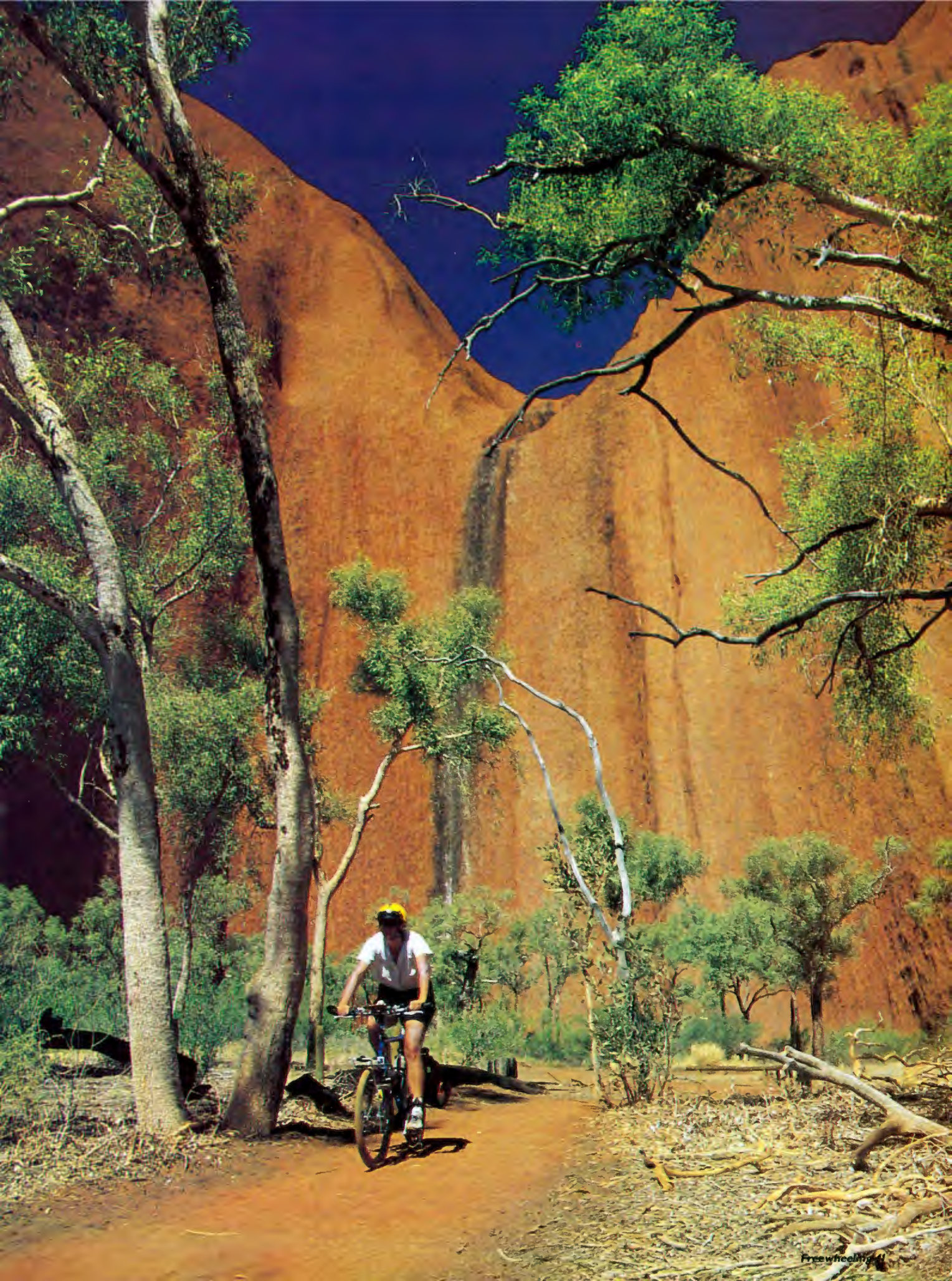
On most tours one can build up fitness on the ride. With the Stuart this is not possible as regular 100 kilometre days on a heavily loaded bike are required. We attained a sufficient fitness level by dint of this ride being the final leg of a 20,000 kilometre 2 year tour.

Having stressed the need for bike fitness it is worth noting that this ride is probably the most accessible of all outback rides in Australia since settlements, particularly in the Territory are usually no further apart than the hundred kilometre mark. In most other outback situations such distances are usually counted in multiple hundreds.

Before undertaking this ride, thought should be given to the best time of year to travel and also to the direction of travel. There are really only two times of year from which to choose, April/May or August/September. These times avoid the wet season in the north and its humid build up (which is even worse) while also avoiding the central/southern summer heat and equally its winter cold (inter night temperatures at Ayers Rock regularly plummet to zero, a chilly prospect in a tent).

Beginning from Darwin and heading south, was from our perspective the preferable direction, since it is South Australia that brings the longer distances (for example Coober Pedy to Glenhambo is 253 kilometres) and these were to be tackled when we had built up our desert cycling skills. If the prospective Stuart cyclist is the type that likes to get the hard part over first, they would prefer a northwards direction from South Australia.

The extra variable in this discussion is the wind. In the flat desert environment any wind movement encounters little resistance and hence this enemy can



►mobilize all its forces to play havoc with the unsuspecting pedaller. The general wind pattern is to blow from the south-east during the winter half of the year and from the northwest over summer. The changes in this weather pattern correspond to the build up and completion of the northern summer wet. The further south you get the less accurate this rule is, hence below Alice we had mixed days of head and tail winds.

Experienced cyclists will know that while it is important to take into account weather patterns and the like, it is amazing how often on the road the opposite occurs and you find the locals telling you: "The wind never normally blows from this direction" or "we never get rain at this time of year".

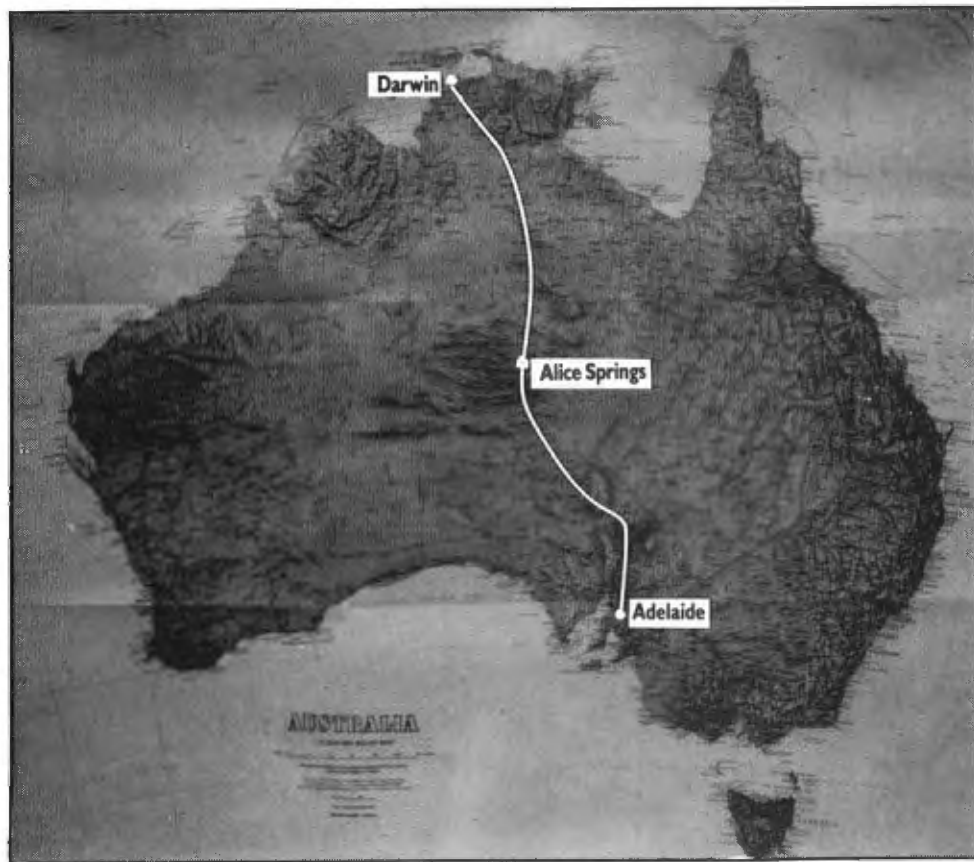
A major advantage in cycling the Stuart is that it offers the possibility of undertaking only half the ride. Airport facilities at Alice Springs or Ayers Rock means the top end on its own is readily accessible as a cycle tour and could be done over a four week annual holiday.

Another question that immediately springs to mind when considering this ride is: "How will I carry enough water and food?" The South Australian side of the Stuart with its longer distances is going to present the biggest problems in this regard.

The cyclist will have to carry a day's supply of water. For us this was about eight litres each.

In the Northern Territory where settlements are nearer, water and some supplies can be had on a daily basis. Settlements focused on a road house will only have a minimum of food stuffs so it is best to stock up at the towns proper. The following places have good supplies: Adelaide River, Pine Creek, Katherine, Mataranka, Elliott, Tennant Creek, Ti Tree, Alice Springs, Marla, Coober Pedy and Woomera. The most that should have to be carried are sufficient staples for four days. For us this would include ingredients for breakfast and all evening meals and toppings for the lunch loaf of bread which we bought daily.

The cyclist will have to carry a day's supply of water. For us this was about eight litres each which included enough for the evening wash up. Supplies from water tanks cannot always be guaranteed. This is particularly so in the Territory, it seems the South Australians are more conscientious about their tanks. Although water can be a problem on the Stuart, help is readily available; passing motorists are only too happy to play a



rescuing role to a thirst stricken. We called on passing traffic on only one occasion when head winds had slowed us sufficiently, making us dry and thirsty and at the same time the expected water tank was empty.

Our riding day always entailed a pre dawn start, finishing the morning's riding at the very latest by twelve when we would usually arrive at a settlement. If we were unable to reach a settlement we were often able to use one of the many roadside stops that are equipped with shelter, tables and a water tank. Four o'clock in the afternoon would see us heading off again so that our camp could be made in the bush forty or so kilometres further on.

This would again set us up to be sixty to seventy kilometres from our next day's mid day pit stop. In this way we pedalled in the coolest times and minimized our water needs.

Any prospective Stuart cyclist will want a good accurate map with information on distances, points of interest, settlements and water tanks. The map called *Drive the Stuart* put out jointly by the South Australian and Territorial Tourist departments fills this bill perfectly. However, Tourist Commission staff told two Canadians we met that they were not only totally crazy to think of riding the Stuart but they had no hope of making the first three hundred let alone the full three thousand kilometres to Darwin.

While on the subject of fears that get thrown around, it is worth noting that the cyclist that camps out will probably be told they are at grave risk of being attacked by marauding aboriginals. Mostly this idea is put about by naive or racist tourists. Sometimes even locals, who in fact should know the absurdity of what they are saying, also make similar assertions. None of this should in any way discourage anyone from enjoying the wonderful experience of camping out in the desert.

The infamous Northern Territory triple road trains are something that are a more realistic worry. To our surprise we found them to be very courteous, always pulling over to the other side of the road while passing. They also travel relatively slowly, eighty kilometres per hour being about average and since they are very noisy their approach can be heard from a great distance. The vehicles that in fact did cause us problems were the buses, they were often on top of us with little warning and would always be travelling at great speed.

A final practical piece of advice to anyone contemplating this ride: the prevalence of puncture making material in the bush and the sides of the road make thorn proof tubes a very wise investment. This advice is given from someone who exhausted several roles of patch rubber on the Stuart. ●

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A BIG ADVENTURE

A how-to guide to planning a long distance cycling journey

BY WARREN SALOMON

After two days of public transport travel Alison and I had finally made it to central Queensland – the start of our real journey: an eleven day 500 kilometre tour through Queensland's central highlands region to visit the magnificent Carnarvon Gorge National Park.

Out here the sky is so blue and there is so much of it. Over head it is an intense

cobalt gradually softening to a powdery yellow at the horizon where a distant range of deep blue hills pokes above flat grasslands burnt yellow and brown by successive frosts.

From our breakfast stop at the edge of a cultivated field we can see a group of large birds browsing among the bright green oats. They are too small to be emus and too big to be geese and to our urbanised eyes they are very strange indeed.

On the road between Springsure and Rolleston before breakfast on day two. In the background is the Staircase Range: the only hills crossed that day. Photography by Alison Lyssa.

The air temperature is cool (just short of a frost overnight) but the sun warms us from out of a cloudless sky. It's so good to be out on the road again. I feel like I could ride on towards that horizon for ever!

Not all of the trip was spent in the saddle. We had planned to spend four nights in the park with at least one of those spent camping out in the upper gorge far away from the main camping ground at the end of the bumpy, rocky access road.

From Emerald it took three full days to reach the park. The terrain was not difficult but on a mostly flat open road, through rather austere cattle grazing country, with a cold southerly headwind to chill our noses, it was often difficult travelling in a way not often experienced on the hilly coastal plain.

But the purpose of this story is not to tell you the details of the trip but to recount how it was planned and how those

plans worked out when we finally hit the road.

It has been said (in pre metric times) that the journey of a thousand miles begins with the first step. For this trip that step was taken in a Sydney bookshop on a dank Sunday afternoon in the depths of the 1989 Big Wet. It was in the Australian travel section that I spotted a book – a guide to Queensland's Central Highlands region.

As I flicked through its pages memories came flooding back of a trip to Carnarvon George National Park nineteen years ago. At that time I lived in Brisbane and ran a Senior Scout troop. The trip was made over Easter and the thing I do remember apart from the incredible beauty of the park was that it was an awfully long way even from Brisbane by car. How could such a trip be made by bicycle?

It was the remoteness of the area that was most attractive. I had always been used to touring the coastal regions where towns, water and supplies are plentiful. An outback trip presented quite a different challenge.

After rejecting a much grander itinerary involving longer daily distances we settled on a bicycle trip between Emerald and Roma spending a minimum of three nights in Carnarvon National Park. Our planning seemed to divide into two: the bike tour; and travel arrangements to and from the start/finish. The latter influences the former because the trains to Emerald and from Roma only run two days per week.

Getting there

"Haaaaaroah har har you've gotta be joking. Har har har. It's school holidays then. All the trains are booked up." Was the answer given to Alison at Sydney Central railway station when she tried to book return train tickets to Brisbane and beyond.

It was three weeks to departure but the trains were all full and there was no chance of putting on more carriages or even running another train. Any wonder the shoddy service provided by NSW State Rail is being further dismantled by the Liberal government when they treat the travelling public with such contempt.

Later in the week I made two trouble free excursion 45 bookings on Australian Airlines Sydney/Brisbane return ("Thank you for flying Australian") and gave the Queensland rail bookings over to my mother in Brisbane.

The theory behind this move was that Queensland Railways would know more about their trains than NSW State Rail. Unfortunately they didn't! It took my poor mother at least three hours in two sessions at a major Brisbane railway station to finally make our bookings and pay for our tickets.



The Carnarvon Gorge is an oasis of towering white sandstone cliffs and secret fern and palm filled crevices. There is a well made 12 km long walking track leading up the main gorge and numerous side gorges to explore. The creek is permanent so the area always looks lush and tropical. There are birds and animals and campers in abundance. The camp ground is very popular even for such a remote park. Visit it out of school holidays and you won't need to book in advance.

The major reason we initially chose to travel by train was so that we would have no problems taking the bikes with us. As it worked out we had to send our machines to Rockhampton on a different train the night before as the new

electric day time service (like the stupid NSW XPT trains) did not have space for the cycles.

I much prefer the extra roominess and motion of a train compared to a bus but I'm convinced that the people who run the railways would be much happier if I found some other form of travel.

On the return leg of our journey between Roma and Brisbane we managed to get hold of a *Sydney Morning Herald* and read of the massive shake up of NSW State Rail in which 8000 jobs were to be cut. The report also said that in future the XPT trains would replace the present overnight trains between Sydney, Brisbane and Melbourne. These ►

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▷ trains have hopelessly inadequate luggage space and no provision for bicycles.

Sadly (for the railways that is) it looks as if my future interstate travel options are either the airlines or bus. I've travelled with a bicycle on either without problems – and they both treat me as if they WANT my custom.

Planning the bike trip

The first thing to do when putting together a major expedition is to rough out your itinerary and divide the total distance by the days travelled to get a daily riding average. We aimed for an average of about 70 km per day which would be a comfortable pace over both sealed and unsealed roads with very few hills to encounter. We usually travelled at an average of 13-15 km/h so during the shorter winter days this meant that we had to ride for 5 hours to do our distance.

Our pre trip itinerary looked something like this:

Emerald 00
Springsure 66
Rolleston 71
Carnarvon NP 95
Lonesome NP 127
Injune 55
Roma 89
TOTAL 503
Daily av. (7 days) 72

Often the towns will be the wrong distance from each other if you intend to either stay in hotels or campgrounds. We purposely chose to spend as little time in towns as possible. This was to be a camping trip where we would only use the settlements along the way for supplies and as comfortable lunch stops.

Our actual itinerary ended up like this:

Day 1 Emerald – Springsure (late lunch) – bush camp 15 km beyond Springsure. 81 km
Day 2 Rolleston (lunch) – bush camp 27 km south of Rolleston. 83 km
Day 3 Bush camp – Carnarvon NP campground 68 km (all dirt roads)
Days 4, 5 & 6 Hiking in park. Day 7 Carnarvon NP – bush camp in Arcadia Valley. 87 km (less a 22 km lift on a truck down the unsealed highway).
Day 8 Arcadia Valley – bush camp near Lonesome Rd/highway intersection. 58 km.
Day 9 Bush camp – Injune (early lunch) – bush camp near Mt Eumamurrin. 77 km.
Day 10 Bush camp – Roma 50 km.

Equipment

Before we left Sydney the bikes were given an overhaul and front low rider racks were fitted. Alison's 27" wheeled touring bike was due for a new set of tyres and she experienced some difficulty in getting hold of a pair of 1 1/4" or 1 3/8" touring treads. Eventually she found something suitable and the bikes,

oiled and sparkling were ready for the journey.

We both used front and rear panniers as well as carrying extra luggage strapped onto the top of the rear racks. Bulky items such as sleeping bags (in two layers of waterproof plastic), tent and foam sleeping mats were all carried in this fashion. The rear panniers held mostly clothing (and a little food) while the front bags were used for tool kit, stove, food, eating utensils, more food, first aid kit, bike spares and still more food.

Our equipment list for the trip looked like this:

Shared equipment

- Tent
- Sleeping mats
- Water bags
- Trangia stove
- Fuel (3 l metho)
- Plywood chopping board
- Tool kit
- First Aid kit
- Herbs & spices
- Folding cooking knife
- Bathroom kit
- Toilet paper
- Matches
- Scouring pad
- Maps
- Tea towel

Personal gear

- Sleeping bag
- Inner sheet
- Towel
- Eating utensils
- Plate/bowl
- Mug
- Torch
- Spare set of batteries
- Camera
- Film
- Sunglasses
- Suntan lotion

Personal clothing

- 2 pr cotton lycra bike shorts
- 1 pr cotton lycra long cycling pants
- Walking shorts
- Long pants (jeans)
- 2 tee shirts
- 1 Tech top
- 2 long sleeved shirts
- 6 pr socks
- 1 cap/helmet
- Sunglasses
- Rain jacket
- Wool scarf
- Wool gloves
- Pile jacket
- Cycling shoes/boots
- Wool beanie
- Handkerchiefs
- 2 pr underwear
- 1 pr swimmers

Some thoughts on the above: Our tent was a roomy tunnel type with a flysheet that extended over each door to provide vestibules for gear storage. This left plenty of room inside the tent for us.

Ever tried folding a frozen flysheet the night after a frost? The pinkies don't like it one bit!

Our Trangia meths stove gave us the freedom to camp where we liked and if a cuppa was needed on the road it only took a few minutes before the kettle was on the boil and a warming brew was ready. We used exactly three litres of metho for the trip buying the first litre in Rockhampton and the rest in Rolleston. It's bulky to carry but worth it. We only lit two camp fires and that was to make toast. The Trangia can't do that.

I carried a full set of tools and used only a few. It's a comforting feeling to have the right tool when needed. Our only breakages were a broken pannier hook on one of Alison's rear bags and a broken hook on one of my front panniers. I also carried spare spokes a few nuts and bolts and some spare ball bearings in assorted sizes. Only the bolts were used in the pannier repairs but it pays to have a small collection of useful spares just in case.

As we would be carrying most of our food for the entire bike journey (and a lot of that was dehydrated veges, rice and pasta) we took with us a good collection of kitchen herbs and spices to liven up our meals. These were carried in plastic film containers and fitted into a nice little cloth home-sewn carry bag. Our meals on the road were always gourmet extravaganzas.

My torch set is worth a mention. It comes in two parts. One is a handy little flat hand unit with a fold up wire stand and powered by four AA cells. The second part is a terrific little head torch (worn like a miners lamp) that plugs into the main unit and is just the thing for cooking in the dark. Both can be used at once if you need more light. You can buy them at most camping shops.

Most days we rode into a gentle but cool headwind. My Paddy Pallin pile jacket was worn throughout the trip as an outer garment and on colder mornings the Forza rain jacket was worn over it as a wind break. Fortunately it didn't rain on any of our riding days. Under the jacket I usually wore a tee shirt and a longsleeved shirt.

Most days I rode in cotton lycra shorts and on the colder mornings (and the last two very cold overcast days) I put on an additional pair of long cotton lycra cycling pants. To save carrying a second pair of shoes for walking in the National Park I rode in my Scarpa mountain bike boots. They are very light and wonderfully comfortable. Alison wore her Diadora touring shoes on the ride and walked in sandshoes. We both wore ▷



▷ thick wool/nylon socks and were thankful we did especially on frosty mornings.

We were so far from busy roads that I didn't wear a helmet. Instead I used a large peaked cloth cap with a sun flap sewn onto the back. Oakley Blades sunglasses protected my eyes from the ultra violet and sunburn cream covered the exposed bits of knees and hands. Even in winter the sun in Central Queensland packs a wallop!

On the road

My watch alarm would sound off at 6:30 am and we would usually be packed and on the road between seven and a quarter past. The sun rose just before seven and we would ride for about 15 km before stopping for breakfast at some pleasant roadside spot. To make this work efficiently we would pack most of our equipment the night before.

Most of our riding would be done before lunch. It was not uncommon for us to ride two thirds of our distance in the first part of the day, stop for a leisurely lunch break in a town park (every country village has one) and ride on until about 4 pm when we would begin looking out for a suitable campsite.

We carried a bag of the cyclist's staple, scroggin (nuts, dried fruit and other goodies) and stopped for short breaks every hour or so to eat it.

If the going was rough we would pause more often. Breaks like this were usually taken standing with our machines just off the road as the aim was to have a short rest not a full meal stop.

Water

Only in the Carnarvon Gorge did we find creeks with water fit to drink. And even there the NPWS had erected signs advising campers to use the chlorinated tap water. On the road this presented us

Lunch amid the plastic bags and grass seeds. Cups of tea and pumpernickel sandwiches just off the road between Carnarvon and Lonsdale National Parks.

with a challenge. As most of our lunch stops were in towns where we could fill up our containers we only needed to carry enough water to get us through the evening meal and breakfast.

Needless to say we never missed an opportunity to refill our containers along the route and one morning a school provided us with sweet tasting tank water – much better than chlorinated bore water in town.

To get us through the day we each carried three .85 litre water bottles in various attachments and cages on the bikes. Our long distance supply was carried in a four litre wine cask liner carried in a strong plastic bag in one of my front panniers. We seldom filled it full (preferring to save my front wheel bearings) and never ran out.

Food

Fearing the worst we took some of our food with us from Sydney and bought the rest in Rockhampton. We bought fresh fruit and vegetables where we could along the route but as large towns were scarce we were glad we were cautious and bought most of it before hand. Rolleston and Injune are very small centres. In the latter we even struck use-by dates on groceries that were at least two years out of date. The veges were a bit better but had obviously been trucked from the Brisbane markets.

Most disappointing of all was the local bread. We took packets of dense tasty pumpernickel bread for our lunches and planned on buying more lunch bread at Injune towards the end of the trip. To

my disgust we could only buy tasteless white sliced bread. It was depressing to see how the staple has become so degraded in these places – obviously people these days are more interested in what goes on top rather than the flavour of the bread itself. In Roma at the end of our journey the story was much the same.

Breakfasts each day usually consisted of a giant bowl of muesli washed down with cups of hot tea. Lunches were sardine or salmon sandwiches on pumpernickel made with capsicum, carrot, celery or any other salad vegetable we were carrying (we even carried some plum tomatoes up to the second last day). Dinners varied from exotic pasta dishes to more oriental delights accompanied by rice and brown lentils.

Travelling the outback

Touring west of the Great Divide (we were actually east of the Divide and crossed it travelling north to south a day's ride from Roma) is not as exciting and as varied as riding nearer the coast. There were times when the flat terrain was difficult and even boring but worse than the dead flat sections were the ever so slight uphill into a constant southerly wind.

We were constantly cheered by the sight of birds sometimes in large flocks like the bright green parrots we watched one morning feeding on sunflower heads awaiting harvest. The morning chorus of kookaburras magpies and butcher birds was particularly beautiful and during our early morning pre-breakfast rides we always enjoyed the freshness of the air and the colours of the big, big sky and distant hills.

On a long mostly flat road it is difficult not to become obsessed with clocking up the kilometres. When it got really dull we would make each other tell stories that would see us over the next hill.

We were hardly worried by the traffic once we became accustomed to the road trains. The higher and faster the vehicle the bigger its wind disturbance so on narrow roads we would often stop and wait for the big ones to pass. On dirt roads we were very lucky. Our trip was preceded by rain which laid the dust to a big extent.

It rained overnight during our second last night in Carnarvon and on the way out we realised how lucky we were that it had not rained harder and longer. The roads were very mushy except for the wheel tracks of the last ten vehicles ahead of us. On the only stretch of busy dirt road we gladly accepted the offer of a lift along a very dull 22 km stretch of highway to the Arcadia Valley turnoff. I don't usually accept lifts but this one was a godsend. ●



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SUNNIES

Sunglasses for bikers are now standard equipment as our market survey reveals

Racing cyclists wear them to keep the wind out of their eyes and in rainy conditions it's the only way of maintaining your vision. Sunnies make good sense.

However the main aim of sunglasses is to filter the harmful UV-B rays which can harden the cornea (the transparent coating of the pupil). To some extent the eye can repair this damage but in old age the long term effects become apparent in the form of cataracts – a clouding of the lens which can actually impair the vision.

In an era of increasing concern over the breakdown of the protective ozone

layer a pair of sunglasses now becomes essential equipment. Even on cloudy days when UV-B is still present a good pair of sunglasses can protect your eyes from permanent damage.

This page top to bottom: **Scott Aspen** sports goggles, wrap around lens and safety cord. Available in five frame colours, \$49. **Nolan Trimline** (also in main picture) Wraparound polycarbonate lenses, available in 6 frame colours, \$99. **Rudy Project Explorer** Wraparound polycarbonate lenses, carbon fibre frame in four colours, sweat band, \$99. **Rudy Project Performance** Wraparound design, four frame colours, top venting in top of lens, \$64.95. **Bolle Micro Edge** Wraparound polycarbonate lens, interchangeable arms (hooked and straight), brown or Spectra Blue lenses, \$100.



Opposite page left column: **Scott Microshield** Lexan wraparound lens, available in 2 models T15 with temple bar and T 16 without bar (pictured), interchangeable coloured frames, safety string supplied, \$79. **Jones Maui** Carbonite 360 lenses, four frame colours, with spring loaded hinges and safety string, soft case, \$79. **Jones Aura** Wraparound Carbonite 360 lens, interchangeable arms (supplied), soft case, \$85. **Jones Visage Cat Eye** Carbonite 360 lenses, five frame colours, interchangeable arms (supplied), soft case, \$79. **Jones Magic II** Carbonite 360 wraparound lenses, 8 frame colours, interchangeable arms (supplied), soft case, \$85. **Jones Raves** Carbonite 360 lenses, 6 frame colours, soft case, \$79. **Jones Carry Case** Lightweight and padded, zipper opening, clip for belt loop fastening, \$25.

Opposite page right column: **FOVS Roadrunner** Wraparound lens in standard, yellow or mirror, 6 frame colours, drilled air vents, \$25. **Oakley Blades** Wraparound Plutonite lens, interchangeable arms, replaceable lens, safety string and soft case, Iridium mirrored lens available, (Razor Blades are similar but have smaller lenses and arms) \$115. **Oakley Eyeshades** Wraparound lens in grey, bronze or Iridium (mirrored) Plutonite lens, interchangeable arms (supplied), safety cord, lens also available plain or drilled, \$169. **Oakley Frogskins** Plutonite lens (bronze, grey, Iridium/violet or Iridium orange), 11 frame colours (not all frame/lens combinations available), soft carry case, \$80. **Sunski Phantom** Wraparound polycarbonate lens (mirrored or grey), nylon frames in a wide variety of frame colour combinations, \$25. **Sunski Scimitar/Excalibur** Wraparound polycarbonate lens (mirrored or grey), nylon frames in a wide variety of frame colour combinations, \$25.





SOMER VILLE

CYCLING AND THE SUN

The hazards of outdoor life with a hole in the ozone layer

BY ALAN A PARKER

THE ANTI CANCER COUNCIL may be right in saying that people should stay out of the midday sun but it is not a realistic proposition for touring cyclists with long distances to cover. This article looks at the long term skin and eye damage from cumulative doses of ultraviolet radiation and the means for enjoying the open air without taking unnecessary health risks. The problem is to enjoy the benefits of cycling and the sun without adverse long term effects especially as the thinning of the ozone layer will lead to more biologically active ultraviolet (UV-B) radiation reaching the ground.

The invisible component of sunlight that causes most of the skin cancer and cataracts in the lens of the eye is the UV-B. At present only a fraction of the UV-B gets to ground level, but more will be let in if the ozone layer is thinned. UV-A is relatively harmless and ozone does not filter that out anyway. Very little more UV-A will reach ground level.

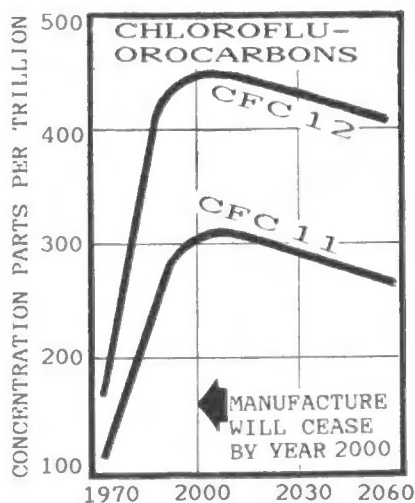
Manufactured gases called chlorofluorocarbons (CFC's), used in aerosol cans and refrigerators, are continuing to accumulate in the stratosphere and will do until at least the year 2010. CFC's will progressively thin out this protective ozone shield that absorbs active ultraviolet radiation before it reaches the Earth's surface.

Because of this the annual dose of UV-B reaching ground level will increase for many years and will not get back to 1970 levels for over 100 years. CFC gases stay in the atmosphere for a long time with an average life of 110 years. In addition to the overall increase in UV-B, holes in the ozone layer will drift over Australia for a few days every summer exposing us to extra radiation.

Next December the break up of the hole in the ozone layer over Antarctica could result in an ozone hole over the southern part of Australia for several days as happened in 1987.

Cyclists pride themselves on keeping fit. It would be a pity if cyclists so damaged their skin that would have skin cancer in old age. Or worse still if their eyes deteriorated from the excessive UV-B.

Some days the increase in UV-B could be up to 50%. The sun won't seem any hotter but those invisible burning rays will be there. Unfortunately there is no national warning system planned to tell people of the presence of this menace, but the UV-B doses shown in the diagram will give some idea of the increasing level of risk.



UV-B is not a problem for cyclists who regularly protect their skin and eyes and it should not be a problem to those decide to play it safe in the future. The tools for protection are all available today so it is not a problem for those who are careful.

Protection from UV-B is provided by skin creams, eye shades, spectacles with plastic lenses, glass lenses with protective UV coatings, wide brimmed hats, peaked caps, clothing and gloves, and

avoiding what mad dogs and Englishmen do which is going out in the midday sun in the summer.

The health benefits of sunlight

A recent book entitled *The Sun and Your Skin* by Robert Marks, a Professor of Dermatology, describes the risks and benefits of sunbathing. The main benefit is the production of vitamin D by the action of UV-B on a biochemical in the skin. UV-B has anti-microbial properties and reduces the likelihood of certain skin infections. Sunlight is useful in treating several rare diseases and some common ones like acne and psoriasis.

Very depressed people or the aged can be helped and stimulated by getting out into the sun because several biochemicals are activated throughout the body by the action of UV-B.

Professor Marks also says that the non fatal skin cancers which can be surgically removed are commonest in Australia. The often fatal form of skin cancer melanoma is the fifth most common cancer and the tenth most common as a cause of death.

As leisure opportunities increase the incidence of non fatal cancer is going up at around 5% annually in all white populations due to recreational exposure to UV-B.

Damien Browning in his book *Daylight Robbery* makes more claims for the benefits of sunlight and he says it can prevent non skin cancers, osteoporosis, and tooth decay. It can stimulate the immune system, improve cardio-vascular fitness, increase the oxygen carrying capacity of the blood, reduce blood pressure and stimulate sexuality.

However not enough research has been done on the benefits of sunlight to fully substantiate Downing's claims. To verify all the biochemical consequences of UV radiation on the human body is not difficult, but assessing the effects on health is both difficult and time consuming. There is a lot more to learn about the health benefits of sunlight. But risks have to be considered now in relation to the known benefits.

It may seem unfair to sun worshippers that we are not born equal. Some people have skins better suited to the sun and they can get more benefit from sunlight than others. Some people react so badly to the sun it is doubtful whether they benefit at all.

The starting point is to assess your own skin for its resistance to ultraviolet light, particularly the biologically active parts of the ultraviolet spectrum known as UV-B which has the maximum burning/tanning effect. No measure devices are needed; just use common sense. You know how your skin reacts to sun so you will be one of the following types. ►

- Burn and never tan.
- Burn and then tan.
- Sometimes burn and then tan.
- Just tan and never burn.

Sunburn has always been a problem for fair skinned cyclists who burn and never tan but for those of us with darker skins who rarely if ever burn it was never a problem. Between these two skin types lie the majority who tan but will burn if they don't take precautions.

For cyclists who want the benefits of exercise over the whole day and could not care less about getting a tan but don't want to burn, the following technical data on UV-B today and in the future could be helpful in deciding when and where to go on a cycling holiday.

Past health risks of sunlight

According to the Anti Cancer Council those who burn and never tan have three times the skin cancer rate as those who tan and never burn. It seems obvious that those who burn and never tan will have to be very careful in the way they protect themselves from sunlight and the invisible UV radiation that comes with it. Australians have one of

the highest skin cancer rates in the world. The reason for this is probably due to British migrants, especially the Celts who are not genetically equipped for the climate like the Aborigines, Asians, and the darker skinned southern Europeans.

The map of Australia showing the UV-B doses and skin cancer rates by latitude clearly shows the general connection between the UV-B dose and the incidence of skin cancer. The UV-B doses shown are annual figures and do not show how the dose varies from winter to summer.

For those who burn and then tan or sometimes burn and tan, the objective should be to avoid burning by taking exposure to the sun slowly and getting started early in the spring when the sun has a lower level of UV-B.

There is roughly one tenth of UV-B at sea level in Perth, Sydney, Hobart, Adelaide, Canberra and Melbourne in June and July than in December and January. On cloudy and clear days and during the four hours around noon the ten to one ratio also applies for UV-B dosages. During the four hours in the middle of the day when there are clear skies in January in Melbourne there is more UV-B than on a clear day in Cairns for a whole day in July. This shows that if you have a sensitive skin it makes good

sense to cycle in northern Australia during the winter.

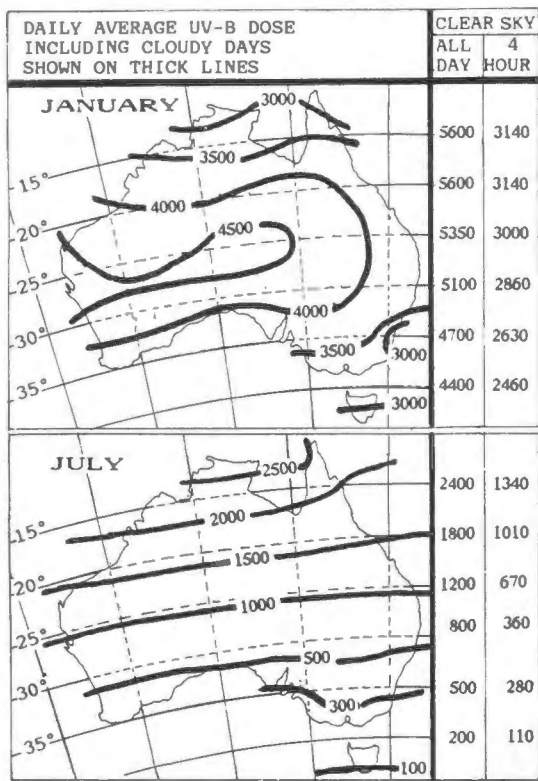
For those who work indoors and play outdoors the risk is not that high, and to put the risk of recreational exposure to UV-B in perspective it should be noted that the people most at risk of skin cancer are those who work outdoors for most of the day, for most of their working life, in the sunny north of Australia. This is why 62% of Australian skin cancers are on the face and neck which are the most exposed parts when working, with the highest rate in Queensland.

The reason that more indoor workers are getting skin cancer is that they do two things. They spend more of their leisure time outdoors, expose their whole body to the sun and over the years they damage their skin by getting burnt and peeling instead of slowly getting a tan. With the UV-B filtering skin creams available today this should not happen.

Outdoor workers are on average ten times more exposed to UV-B than indoor workers but they only get three times as much skin cancer and eye cataracts which shows that it is possible to cope with more UV-B and manage the potentially damaging effects.

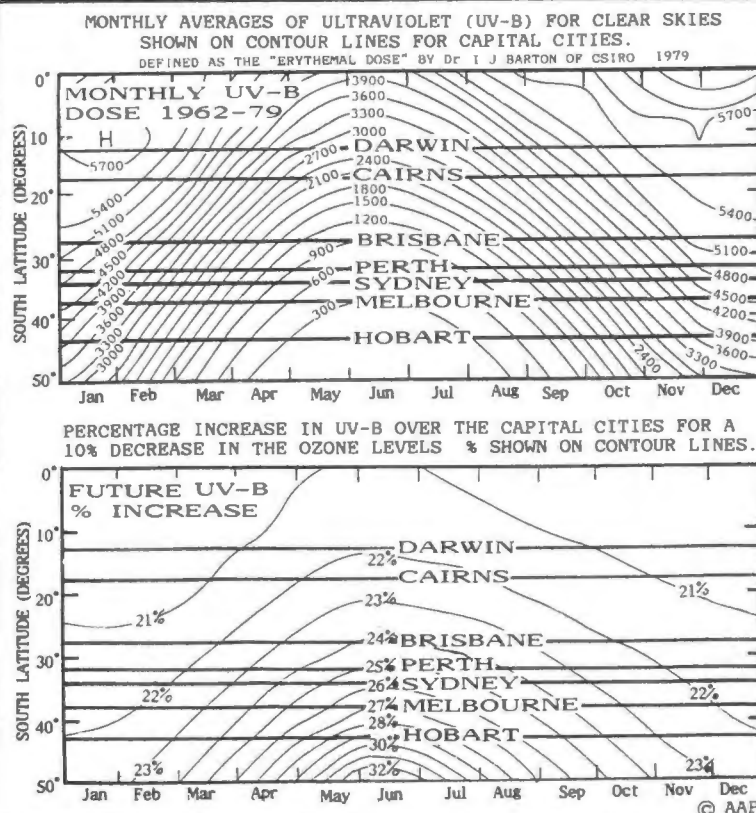
Studies of watermen who work on Chesapeake Bay (USA) which is the same latitude as Port Phillip Bay showed that those who worked outside the most and did not wear spectacles or wear a

DISTRIBUTION OF ULTRAVIOLET (UV-B) OVER AUSTRALIA ON CLOUDY AND CLEAR DAYS AND OVER 4 HOURS MID DAY (CLEAR)



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PAST AND FUTURE ULTRAVIOLET (UV-B) RADIATION LEVELS IN SELECTED AUSTRALIAN CITIES



© AAP

hat had three times the incidence of cataracts in the lens of the eye.

There are two things cyclists can learn from studies of skin cancer and eye cataracts in outdoor workers. The first lesson is that the outdoor workers skin slowly thickens and mostly tans during the spring when the sun is less intense and this toughens up the skin's resistance. The second is that the traditional wide brimmed bush hat used by a lot of workers protects the neck and the face.

Avoiding future health risks.

According to the American Environment Protection Agency (EPA) the increase in skin cancer can be estimated for any decrease in the ozone levels. Measurements show that a 1% decrease in ozone will produce a 2% increase in UV-B, and a 4.8 to 7.5 increase in skin cancers is expected as a result.

To be more specific, the dose of UV-B that reaches the ground varies with latitude. Dr I J Barton of CSIRO's division of atmospheric physics has calculated the amount for all latitudes and all months as shown on the contour lines on the upper chart. The figures shown apply to 1979 and there has been a 4% decline in global ozone levels since then. By the year 2030 it is probable that there will be another 15% decline in ozone levels making a possible 20% reduction in ozone levels.

Dr Barton has also calculated the percentage increase of UV-B at different latitudes for a 10% decrease in Ozone and the % increase in UV-B dosage is shown on the lower chart. It can be seen from the UV-B contour lines that a 10% decrease in ozone will produce an increase of 29% UV-B in Hobart during June and a 22% increase in January and in Darwin there will be a 22% increase in June and a 20% increase in January. These increases are compatible with the US EPA data and should produce be-

tween 48% and 75% increase in skin cancer. This would probably produce a similar increase for cataracts.

Taking into account the recent 4% decrease in ozone since 1979 it will be about ten years before there is a 10% reduction in ozone worldwide. In Australia there will probably be a few days each year when the ozone depletion is far lower than this due to the unique atmospheric conditions over Antarctica. A hole in the ozone will form over Antarctica every year. In November this hole will break up, sometimes drifting over Australia in early December. On these days the ozone layer could be reduced by as much as 60% letting in 120% more UV-B. That will produce burnt skin on those who now never burn and always tan, and inflammation of the eyes similar to snow blindness will occur.

This has happened once before for three days when an ozone hole floated over Australia in December 1987. Due to heavy cloud which filtered out the higher than normal levels of UV-B coming through the stratosphere there were no health problems. If there were clear skies this December more UV-B radiation would be present at ground level and could produce very bad sunburning even for those who normally do not burn. There is a chance that it could happen next December, right in the middle of a long distance bike ride and during the school holidays.

Hopefully the Government will have a UV-B early warning system in place before this happens, although governments usually act after an event and a public outcry.

The Town and Country Planning Association of Victoria has written to the Victorian Minister for Planning and the Environment saying that an early warning system is desirable and should be in place before December 1989. ○

Avoiding excessive UV-B

UV-B is not and will not be a problem for the wary. While increasing levels of UV-B may reduce some crop yields and damage the eyes of wildlife so as to reduce their survival rate it should not damage humans, as there are lots of affordable ways of reducing the dose of UV-B. We can also control when and where we go out in the sun.

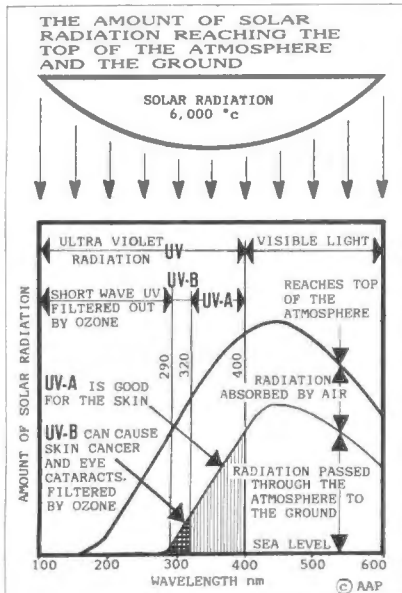
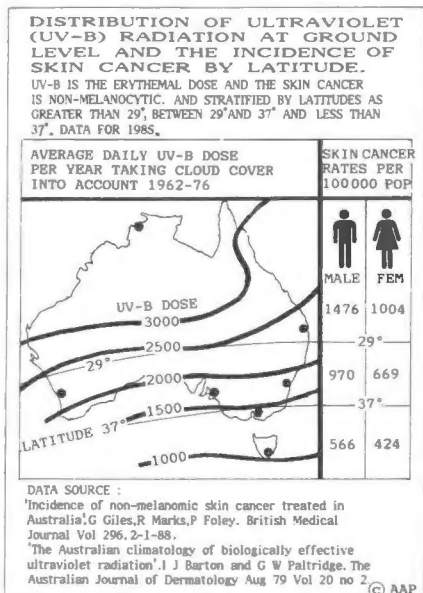
For example for over a hundred years mountain cattlemen have been living with higher levels of UV-B on the high plains. They experienced burnt skin and sore eyes so they wore wide brimmed hats which cut down the UV-B reaching the face neck and eyes by 50%. The mountain cattlemen had the good sense to cover up and I doubt if they wandered around half naked like many outdoor workers do today and finish up with skin cancer years later.

For cyclists who are going to spend long hours everyday in the saddle in summer I would recommend the following:

1. Get acclimatised in the spring.
2. Put a peak on your helmet or wear a peaked hat or cap if you don't use a helmet.
3. Attach a piece of cloth to hang down and protect the back of your neck like they did in the French Foreign Legion.
4. If you have spectacles with glass lens the optician will put a special UV protection coating on them for about \$20.
5. If you have plastic lenses they filter out 60% of the UV-B and that is sufficient if you also use peak on your helmet or hat.
6. If you don't wear spectacles you should use sun glasses bearing the SAA or ANSI mark because some of the sunglasses sold look dark but do not effectively filter out UV-B.
7. If you like cycling with your shirt off try and avoid doing it 2 hours either side of noon in the summer. During the early morning and late afternoon when the sun is lower in the sky most of the UV-B will be absorbed by the atmosphere because it has to travel so much further at an angle to reach you. You can get a nice tan this way it just takes a little bit longer and burning can be avoided.
8. Those with sensitive skins should always use a sunscreen cream.
9. Avoid burning and peeling and always apply a sunscreen cream to any part of your skin that has peeled. Liver marks and other skin blemishes usually appear first on those places that have been burnt the most.

If you are the worrying type don't be frightened off from enjoying the sun in moderation. The risk of skin cancer is very small and 19 out of 20 skin cancers don't do any damage or can be easily removed. Doctors freeze the cancers with drops of liquid nitrogen and they just drop off.

The risk of a fatal melanoma or cataracts is very small and will not be greatly increased if you take care. The benefits of sunlight and the fresh air and exercise that goes with it are free. Just take care. ●





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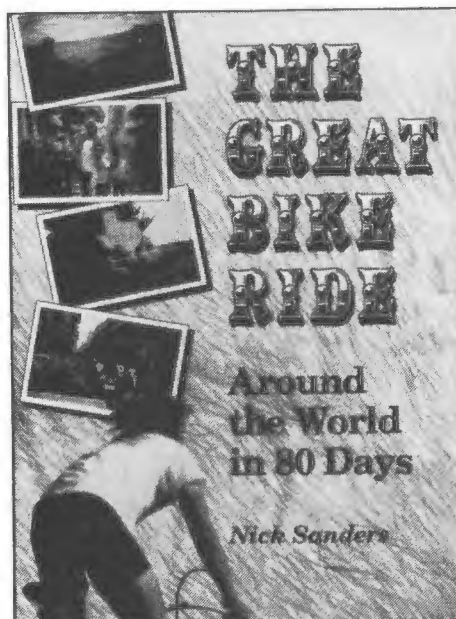
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AROUND THE WORLD IN RECORD TIME

**BOOK REVIEW BY JULIA
THORN**

The Great Bike Ride by Nick Sanders.

Published by Ashford Press Publishing 1988
146 pp hardback \$34.95. Distributed by
Capricorn Link (Australia) Pty Ltd.

DO YOU WANT TO KNOW what it feels like to ride a bike around the world in 78 days in order to earn a place in the *Guinness Book of World Records*? If yes, then this is the book for you.

On 6 July 1985 Nick Sanders set out from his native Manchester in the north of England to ride his bike around the world. His sole aim was to gain an entry in the record books for the fastest such trip, which he hoped to complete in under eighty days. He was sponsored by the British grocery chain, Spar, and conducted numerous press interviews and radio appearances in the course of the trip.

His route took him from England across Europe to Italy, by sea to Greece and into Turkey, through Syria and Jordan to Israel (this last border crossing managed after some tense moments), then by air to India. He crossed India, flew to Bangkok and completed Asia before flying to Perth from Singapore for the Aussie sector. Then he flew via Auckland to the US west coast for the final haul across America, finishing the pedalling in New York.

It was not an easy feat to perform and the reader suffers with the rider all the way. The story is told in an almost diary

fashion, with day by day accounts of the pains and pleasures experienced. And believe me, there were a lot of pains, starting with the ride having to be postponed for a month due to a knee problem, and including nasty stomach bugs, excessive vomiting and the like.

There are frequent comparisons with the author's earlier marathon bike rides, for by the age of 27 Nick Sanders had already bike around the world in 138 days, ridden to the source of the White Nile, cycled the whole British coast and much more. In short, he was not a novice to endurance riding.

The story is a bit disappointing. As the author so often points out, when you travel at this speed and put your body through this sort of hardship it is no longer possible to smell the daisies. So what he has to say is not interesting from a travel perspective.

What is interesting is the sort a persistence and self sufficiency required to complete such a trip. Although Nick was treated to a few nights in Hilton hotels, most nights it was a question of riding off the road and rolling out his sleeping bag in a field.

Many times he felt he could give up, but lurking beneath the temporary discomfort was the desire for the record.

I found the photography frustrating. The book's format is such as to permit large, colour photos but with the exception of a few pictures of ethnic Indian scenes, the bulk of the photos are of road signs, generally with the author's bicycle embellishing the scene. This reflects, I suppose it is not unkind to say, his fear that nobody would believe he had really cycled where he claimed to have.

But I can't understand why there is no map of the route in the book.

Finally, on a minor note, there are a large number of grammatical and typographical errors in what cannot be regarded as a cheap book. ○

PANCAKES ACROSS AMERICA

**BOOK REVIEW BY
JULIA THORN**

**Pedalling across America by Don and
Lolly Skillman Published by Velo-News
Battleboro Vermont 1988 150pp US\$9.95**

FOR SOMEONE WHO SPENDS a great deal of time day dreaming about long distance bike trips it is always a treat to read a good book about a tour.

But I found this book something of a disappointment because I got the distinct impression that the riders did not

actually enjoy their trip very much and as a reader I could not help but be anxious for their suffering to be over. I don't want to knock their achievement in any way; it's just that I wish they could have derived a bit more pleasure from the adventure.

This is the story of three middle aged ordinary people from a small town in Oregon who decided to ride across their country. They bought new bikes, got themselves into condition by riding centuries (mile centuries, that is) and set out one day in late spring with a sixty day deadline to complete the ride. It was this deadline (due to one party's work commitments) that contributed to their making the ride harder for themselves than it might otherwise have been, because they did not take one rest day and often pedalled huge distances in cold weather and with fierce headwinds when others of us might have taken a break.

They averaged 74 miles a day which is no mean feat and had no serious technical problems. Although they tried to stay in motels as much as possible they did carry camping equipment and used it for about a quarter of their nights. They didn't like camping; could it be because this meant no pancakes for brekky?

In what is very much the way we expect Americans to go about things, they researched the trip thoroughly and opted for the Bikecentennial route across the country. This long distance route is carefully mapped and leaves riders in no doubt as to what they are in for. Thousands of riders have completed this route.

In fact one of the problems with taking the Bikecentennial route is that so many others have done it before you. In some of the towns the route goes through the locals are not terribly interested in yet another bunch of cyclists coming through. What was a surprise to the Skillmans was that when they stopped at the Bikecentennial head office in Missoula, Montana they were greeted with complete disinterest that verged on rudeness. And this outfit is supposed to be encouraging cyclists to undertake these trips.

Once the Skillmans got on the road they found that riding day in day out was hard work. They developed enormous appetites. The reader gets to hear exactly how great their appetites were. We all know that cyclists eat a lot but do we really want to hear about every pancake they guzzled?

I think the truth of it is that they enjoyed the eating far more than they enjoyed the riding. Fair enough, but there are plenty of restaurant guides available in the bookshops already. Or am I too harsh? Maybe it's just that reading this book made me rather hungry. I love pancakes.



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AUSSIE MTB TEAM TO THE WORLDS

We become the first country to send a national team to the MTB world championships

MOUNTAIN BIKE NEWS BY WARREN SALOMON

The Australian Mountain Bike Association has announced its team to contest the 1989 World championships to be held at the Mammoth Mountain ski resort in California between the 6th and 10th of September. AMBA also announced team sponsorship by Raleigh Bicycles in excess of \$30,000 over the next 18 months.

The Raleigh National team members

are: Leigh Nilsson (Captain) NSW, Andrew Nicholls VIC, Laurent Vignes NSW, Grant Croese QLD, Scott Finlay QLD, Travis Temme VIC, Ken Wells NSW and Karen Wells NSW.

All riders will be competing on aluminium framed Raleigh Technium Peak bikes and will be wearing the green and gold national colours.

As part of the sponsorship deal on December 1 AMBA will announce its

Left: Raleigh National Team rider Laurent Vignes was one of the few riders to ride down this steep slippery section during the recent Shogun Nobbies Classic. Centre: National champion Werner Wohlrab. Right: The Enduro course gave the riders a good dose of mud and water. Photos: Colin Liddle.

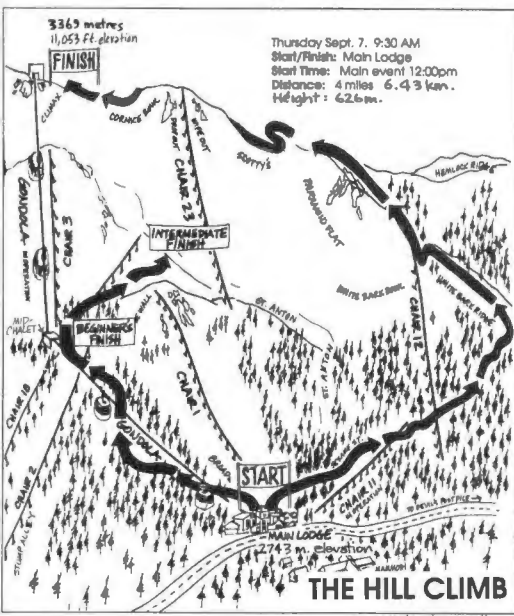
1990 Raleigh National Squad based on performances up until that point. The squad will race in major events around Australia and prepare for the world championships to be held in Europe in the second half of 1990.

National champion to contest Worlds alone

Current Australian national cross country and uphill champion, Werner Wohlrab will contest the Mammoth Worlds as an individual rider. Due to a conflict of sponsorship commitments Werner, who rides for Reflex Bicycles, will travel to the championships with the support of his company and compete in his own right.

According to AMBA president, Martin Whiteley, it was regrettable to have to exclude Wohlrab from the team but the sponsorship arrangements left the selectors with little choice.

Werner recently added to his impressive list of victories by taking out the Expert category in the 1989 Shogun Nobbies Enduro held at Hidden Valley near Sydney in mid July.



The downhill and uphill courses at Mammoth. The Expert's downhill uses the longer (right) course in reverse.

Werner's last race before he flies off to California will be the annual Paterson Classic (20 August). He will be racing on home turf and is the firm favourite to win the cross country event.

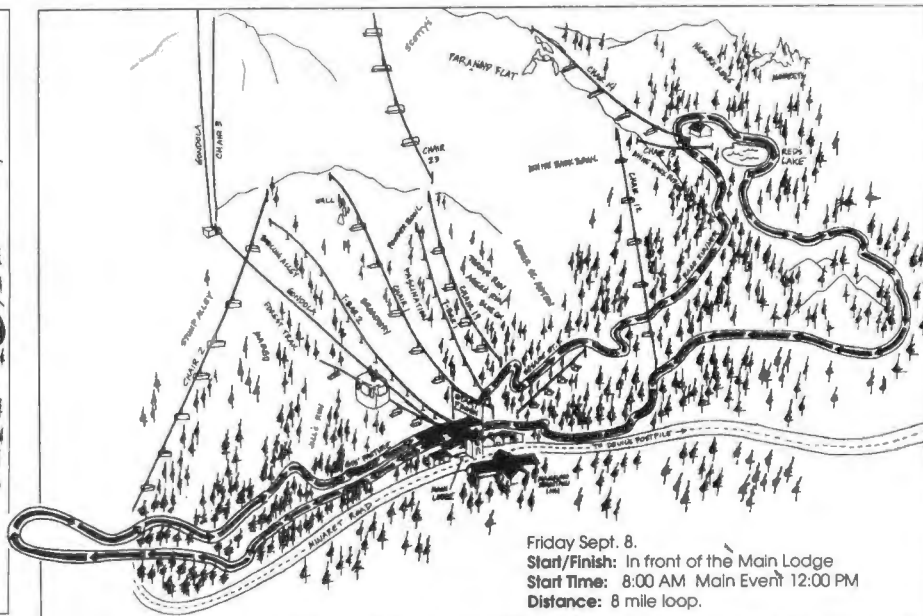
World championships a Mammoth event

The mountains of northern California will echo with sound of clattering mountain bike gears this September as the top riders in the sport race to decide best in uphill, downhill, cross country and observed trials sections of the sport. The race series is being held at the Mammoth Mountain ski resort along access roads usually covered by winter snow.

As the sport is relatively new there are still national differences over the type of courses used in championship events. To give Aussie mountain bikers a better idea of what the Worlds' courses are all about we've included a couple of maps of the hill climb and cross country courses (the down hill course is the expert hill climb course in reverse).

The current defending champions of each event (run on the same course last year) are: Hillclimb – Ned Overend 32:22 and Susan Demattei; Cross Country – Ned Overend 2:23:52 and Sara Balantyne; Downhill – Jim Deaton 5:47, Cindy Whitehead 6:47; Observed trials – Ot Pi.

In addition to the four world championship events an invitational dual slalom challenge will be held over a 1000' (304.8 metres) course between two competing riders. The course will contain jumps and other obstacles and will only be open to the fastest 100 men and 20 women in the cross country event. A time trial will be held to decide



the fastest 64 men and 16 women who will progress to the heats.

In each heat and final the loser is out of the race and the event becomes a knockout until only the winning man and woman remains. Last years Dual Challenge was won by John Tomac and Elade Brown.

Previewing the Nationals

Since our last issue was published we have been notified of a date change for the Australian Mountain Bike National Championships now to be held on November 10-12 at Laurel Camp west of Canberra. A venue clash with another sporting group is the reason for the change from the original dates (18/19 Nov) which appeared in last issue's calendar section.

The eyes of all Aussie mountain bikers will be on Mammoth Mountain in September for the first ever opportunity to gauge our top riders against an international field. The Worlds will also provide an interesting curtain raiser for our own Nationals and inject a high voltage charge into that event.

As the US courses tend to be faster, longer and less technical than either European or Oz tracks AMBA President, Martin Whiteley, thinks that our team of strong road riders will do well at the Worlds.

The AMBA Nationals will be held over the second weekend in November in State Forest west of Canberra. The event is being run by Active Australia who organised last year's championships held in the same area. A new downhill course has been selected giving a faster run with no uphill sections. The main cross country course has also been improved and has been made longer with less technical sections to bring it closer to the European and US style tracks.

This event for Expert class will be between 1 1/2 and 2 hours duration.

The central assembly area for the event will be once again at Laurel Camp off the Cotter Dam Road (on past the Cotter Reserve) and offers basic bush camping (water and toilets only – no showers). There is an excellent caravan park with on-site vans in Belconnen and other hotel and motel accommodation closer into the city.

Food and drink stalls and a mini trade fair will operate in the Laurel Camp area during the Saturday and Sunday race days. Friday is reserved for registrations and rider practice sessions.

On Saturday the first event of the day will be the Downhill with all categories riding as a single field setting off individually at timed intervals. This will be followed by the Uphill (run in a similar fashion) and in the afternoon the preliminaries of the Observed Trials.

Sunday will be cross country day with the Experts being decided in the afternoon and other classes in the morning. The Observed Trials final will be run between noon and 1 pm in close proximity to the race headquarters.

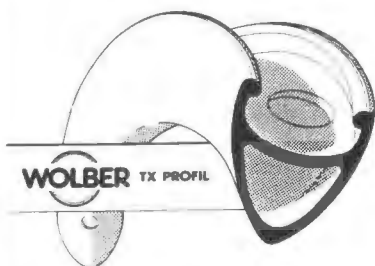
The event is open to anyone, even individuals and non AMBA affiliates. All events are great to watch and spectators will find it relatively easy to get to the most spectacular parts of the course. A spectator hint from last year's event: take your mountain bike with you on the day as it will save a lot of leg work to get to the more remote parts of the longer cross country course.

Of course *Freewheeling* will be at the Nationals. We hope to see you there too.

Keeping cool

Tales of the annual Iditabike MTB race in the USA make our winter climate seem very moderate. This February 36▷

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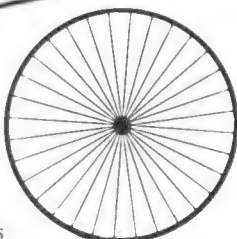
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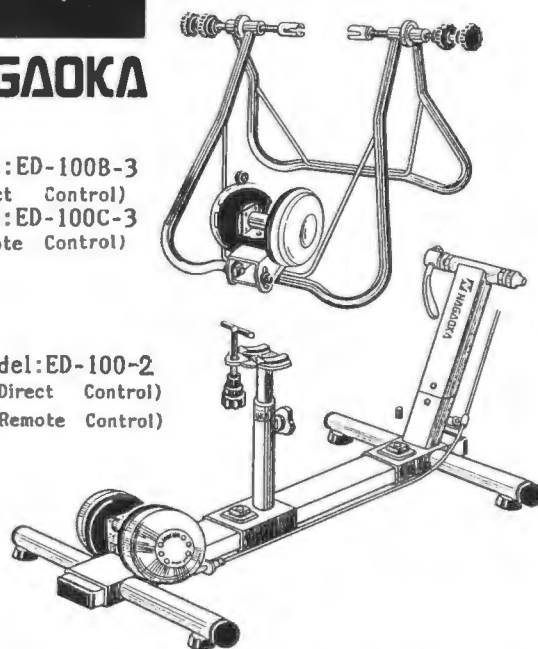


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►male and 4 female riders completed the gruelling 200 mile course across Alaska in sub zero temperatures.

Problems the riders had to contend with included finding ways to prevent their drinking water and liquid food from freezing, walking through soft snow and getting treatment for frostbite. A couple of riders even managed to miss some of the compulsory checkpoints.

Not surprisingly the race does not attract spectators. There was a rumour of one coming this year but he/she never made it. But rider support is provided: three aeroplanes to bring in supplies and evacuate stricken riders, and two snow machines to clear the course.

In 1988 the last rider finished five days after his closest competitor had passed the tape.

New clubs

1989 is shaping up to be the year of the mountain bike with new clubs popping up everywhere and bike sales going through the roof. So far it's been a quiet winter for bike sales (mainly due to the bad weather on the east coast) but the wet and cold hasn't deterred the diehards from organizing themselves and hitting the trails.

The Central Coast mountain Bike Club (NSW) has now affiliated with AMBA and its president Lewis O'Keefe says that its 16 financial members are a



This mountain biker prefers to let his bike swim while he keeps his feet dry during the Shogun Nobbies Enduro. Photo: Colin Liddle.

keen bunch with rides being organised every weekend. He also says that the local bike shops have been very supportive and the group welcomes any Sydney riders who want to zoom up the F4 one Sunday to ride with them. You can con-

tact Lewis and the club on (043) 284 927 (H) or (02) 438 3466 (W).

AMBA now has 16 clubs around the country either affiliated or in the process of incorporation. Check the listings on our calendar page of this issue (page 98) for a club near you. If there isn't a club in your area call AMBA president Martin Whiteley (02) 27 2977 and ask►



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Barrington Tops. Photography: Ken Wells.

► for the info pack on how to start your own local club.

Snowy Mountains Cup

On the October long weekend (for NSW that is) this year a mountain bike rally will be organised near the town of Tumbarumba NSW in Snowy mountains country (September 30 – October 2). The three days is planned as a fat tyre festival with recreational rides for all the family and races for the keen competitor. Apart from a mystery race, children's events and an endurance ride the big event will be the staging of the Snowy Mountains Cup. There's plenty of accommodation in the area from hotels and motels to caravan parks and bush camping. For full details contact Enviroscan (069) 48 2957, McPhersons Plains (069) 48 2877 or Tintaldra (069) 77 9201.

Queensland titles

Queensland's 1989 MTB championships were held on the 10th and 11th of June this year at and around the Ipswich BMX track in conjunction with the annual Open Two BMX meeting incorporating the Qantas Challenge.

The Enduro races all started on the BMX track with about 2,500 people looking on. The mountain bikes showed their limitations on the BMX course (about as limited as a BMX bike on a MTB course) but really took off when they were cut loose on the 4 km cross country loop.

The observed trials event proved to be a real crowd pleaser and even attracted a good number of entrants from the BMX riders like Chris Davy who won the Beginners class. A skilful Scott Finlay took the open class with a tie breaker needed to decide second (Jason Pearce) and third (Paul Robinson).

The pace in the Enduro was fast and furious and top riders Ben Munro and Scott Finlay both withdrew early from the Sport class following falls. The class was eventually won by Malcolm Crombie followed by Andrew Kemp, Graham Craig, Brendan Barnes.

Tony Whiteley went to an early lead in the Open class and held it to the finish line to claim first prize of a Shogun Team Issue bike. Whiteley completed the 8 laps of the course in 1 hr 56 min 7 seconds and was followed across the line by Graeme Allbon 1:58:55, Tony Smith 2:02:10 and Ian Downing 2:05:12.

SA Titles

The South Australian mountain bike championships will be held this year at Wirrina Resort on September 10 & 11. Uphill, downhill, cross country, observed trials and dual slalom events in all classes will be run over the weekend and the organising group, the Adelaide Mountain Bike Club is hoping to attract as many interstate riders as possible. For details contact Peter Heal (08) 289 1420.

Winners of the Womens and Beginners classes were: Joanne Case and David Glover.

Shogun Nobbies Enduro

The photographs by Colin Liddle that head this article were taken at a very successful Shogun Nobbies Enduro organised by the North Shore Nobbies club at Hidden Valley near Sydney during July. The Expert class was won by Werner Wohlrab followed by Lawrence Vignes, David Colling, M Rotunno and Ken Wells.

Sport category top five were: P Telford, L Paynter, B Myers TDwyer and N Irvine. The top novice was S Isaksen, Karen Wells won the Womens class and J Pederson won the Trials.

CR-7



New Fishers

In our last issue we brought you news of the arrival of the new season Fisher mountain bikes. Now that stock has landed we can tell you that the models available through specialist bicycle dealers are: Advance \$899; HK-II \$1099; AL-I \$1549; and the top of the range CR-7 \$1850 (pictured). Advance and HK-II have True Temper cr mo frames while the AL-I and the CR-7 have aluminium 7005 Supersize frame tubing. Fisher mountain bikes are distributed by Apollo bicycle through specialist bicycle retailers.

Multi memory meter

The Cateye ATC is a cyclocomputer which has a number of features not previously available in a device of this type. It has an automatic stop/start function which is triggered by wheel movement and five easy to read displays. A five function memory stores trip distances, elapsed times and split/average speeds. It also displays trip distance per day and shows all the important information (including a 24 hr clock) on the LCD screen at one time. It is available throughout Australia from specialist bicycle dealers.



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CYCLING'S BIG EVENT

The Citibank Sydney to the Gong ride has something for everyone this year

BY WARREN SALOMON

ON SUNDAY NOVEMBER 26 this year the 8th annual Citibank Sydney to the Gong Community Fun and Fitness Ride will take place along a spectacularly scenic route between Belmore Park in Sydney and Flagstaff Point in Wollongong. A big turnout is expected – even bigger than last year's estimated crowd of between five and six thousand riders.

A number of new features will be added to this year's event to encourage

all types of riders to participate. For sports and fitness riders an individual time trial option (an individual ride against the clock) will be introduced starting ahead of the main part of the ride at 6:30 am through to 8:30 am. The main tour section of the ride will start at 8:30 am.

Time trial riders will start from a timed starting ramp and will use a 100 km route similar to the touring route except that it will substitute a longer sealed section for the beautiful but un-

Spectacular though it was, the mass start of last year's event won't be repeated this year. Due to popular demand riders in the tour section will depart Belmore Park in small groups.

sealed Lady Carrington Drive in Royal National Park. Time trialists will be timed and will have to comply with a strict set of rules governing the event.

The emphasis this year will be on safe riding behaviour and the theme of the event will be: the rules of the road are the rules of the ride. Though we will have the co-operation of the Police and other community organisations we also expect riders to act responsibly when they take to the roads for cycling's big event.

The ride will once again support the efforts of the Multiple Sclerosis Society and riders will be encouraged to seek per kilometre sponsorships from family and friends to help us reach our target of \$100,000. Last year in a credible first time effort for the ride individual riders and teams raised \$50,000 for MS. Prizes will be awarded for this year to the top fundraisers in both team and individual categories.

Prizes will also be awarded for the best dressed teams of five or more riders in schools, corporate, amateur and open categories.

How to enter

There are two ways of entering: by mail or at one of a number of retail outlets in the Sydney and Wollongong areas. All mail order entries close last post Sunday November 5. You may enter the tour section at a retail entry point up to the day before the event (Saturday November 25) but time trial entries close for both retail and mail order entries on Sunday November 5.

Time trial entrants will need to specify a starting time and these will be allocated on a first come basis. The reason that time trial entries close with the mail order entries is that all entrant details for this section have to be entered onto our computer system before the event so that you can be sent notification of your allocated start time and ride number.

All entrants will be issued with a bright nylon vest to identify them as official riders. Time trialists will also be issued with a numbered bib which should be worn according to the rules governing this section.

A standard fee (\$15) applies to all entrants and a generous concession fee (\$10) is available to riders entering as a group (five or more riders submitting their forms together and paying with **ONE** cheque, cash amount or credit card transaction for the whole group). A similar discounted fee is also available for bona fide pensioners and children under 16. All children under 12 must be accompanied by an adult. Late entries ▶



Post this form with payment to: The Citibank Sydney to the Gong Bicycle Ride PO Box 364 Artarmon NSW 2064

Day phone no: () Birth date: / /

ADULT \$15.00
CONCESSION \$10.00*

\$15.00

am

Please circle your choice.
(Does not include rail fare).

Shirt orders close 5/11/88

Group entry details Only complete this section if YOU are paying for your group.

Names

Cycling on public roads is a potentially hazardous activity. The Sydney to the Gong Ride expects all riders to observe the Highway Code and obey the directions of Police officers and ride marshals. As cycling is a strenuous activity all participants should be in a reasonable state of health. The ride organisers, the Multiple Sclerosis Society and ride sponsors can not be held responsible for loss or damage to personal effects, personal accident, injury or any public liability including bike damage during BikeLift operations. I have read and agree to the above conditions.

Signature of entrant if over 16 years

Signature of parent or guardian
if entrant is under 16 years.

Riders under 12 must be accompanied by an adult.



As you are probably now aware, the Multiple Sclerosis Society of New South Wales is the official charity for the 1988 Sydney to the 'Gong Bicycle Ride' — SO we want to encourage all of you to join us in our fundraising efforts while participating in this great event.

My sponsorship fundraising target is \$

PAYMENT
I enclose the following amount or card authorisation

TOTAL \$

Bankcard ☐Mastercard Visa ☐

Cardholders name: _____ Expiry: ____/____/____

Card number: _____

Cardholders signature: _____ Amount: \$ _____

*** Concessions are available only to children (under 16), pensioners and groups of five or more. To claim your group discount you must submit your entry forms in the one envelope and pay using one cheque, money order or credit card. Please make all cheques payable to The Sydney to the Gong Bicycle Ride**

Total for group

SPONSORSHIP DETAILS

[illegible]

Return this form with total donation to the MS Society of NSW PO Box 364 Artarmon NSW 2064 no later than December 6 1989.

TOTAL

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HILLMAN CYCLES (03) 380 9685
IAN BROWN CYCLES (03) 791 3439
MAC CYCLES (03) 762 4081
BIKE POWER (BELMONT) (052) 44 3650
BIKE POWER (GEELONG) (052) 23 2500
BIKE POWER (03) 741 9730

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▷ are available on the day for \$20 (no concessions).

Cancellations must be notified in writing to obtain a refund. As most of the materials in your riders package have to be pre-ordered and paid for we can not give refunds if made after the close of mail order entries – November 5.

Your ride fee provides you with extensive services and facilities along the route, an illustrated guide book, achievement certificate and commemorative badge. In addition tour section participants will receive morning tea at a point along the route and time trial riders will be issued with an official printed result card/certificate showing their elapsed time, the fastest time, the slowest time and the average time for the full field. A bottle exchange station will also be provided at the half way point for the TT riders.

Up to eight thousand riders are expected to take to the streets for this years event. Because of the increasing numbers extra safety precautions have to be taken and each entrant is expected to ride responsibly and to obey the rules of the road which are also the rules of the ride.

For detailed information about the ride during the months of October and November phone (02) 412 1577 and ask for the Citibank Gong Ride information person.

Ride for MS

The ride supports the work of the Multiple Sclerosis Society and an official sponsorship form is included as part of this year's entry form. Entrants should nominate their fundraising target on the entry form and retain the sponsorship form. After the event and sponsorship funds have been collected the sponsorship form and collected funds should be forwarded to MS no later than Wednesday December 6.

As with last year's event there will be big incentive prizes for the most enthusiastic individuals and this year prizes will be offered to the best team fundraisers. Full details of this prize list will be published in the ride guide book *Bicycle Rider* or you can find out more by phoning the MS Society on (02) 412 1577.

Last year our riders succeeded in raising a total of \$50,000 for MS. This year we hope to do better and reach a target of \$100,000. It doesn't take a lot of effort. Just get your friends to sponsor you on a per kilometre basis. Remember, the tour section is normally 89 km and the time trial is 100 km. Tour riders this year also have the option of riding the 100 km route but a lot of extra climbing is involved and you should be very fit.

Getting back home

At Flagstaff Point in Wollongong where the ride ends you can either arrange to

meet your family and friends (if they are ferrying you and your bike back to Sydney) at the Park or use our Bikelift service. Bikelift semi trailers load from the road in the park and carry your bike back to Belmore Park or Sutherland station in Sydney where you will collect on return by train. A free shuttle bus service will operate throughout the afternoon to carry riders from the park to Wollongong Station.

Bikes will not be permitted on the trains during the day. The same situation will apply as last year when many riders who had not bought Bikelift tickets had to return to the park and purchase them from our staff.

Lunch and food services

Lunch packs similar to previous rides will be sold at the official lunch stop in Royal National Park. You will not need to pre order your lunch as with last year. There are a number of shops and kiosks along the route offering food and drink to weary cyclists. The ride guide book will contain full details of these. Food and drink stalls will also be provided at Flagstaff Point.



OFFICIAL RIDE TEE SHIRT

This years official ride shirt can be ordered for postal delivery before the ride. All orders made before November 5 will be sent to you before the event. Orders received after that date will be processed and sent as quickly as possible but we can not guarantee that these will arrive at your address before the ride.

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

Gong residents

A morning Bikelift service will operate from Wollongong station for riders catching the first train of the day to Sydney for the start of the ride. Riders have a choice of two trains – one at 5:40 am (arriving Central at 7:04 am) and the other at 6:38 am arriving at 8:04. You should confirm these times with State

Rail before the event and arrive at least 30 minutes before departure to have your bike loaded onto the trucks.

Payment

Make all ride, tee shirt and Bikelift fees payable to the Sydney to the Gong Ride and all sponsorship funds payable to the Multiple Sclerosis Society of NSW. If you are entering a group on your cheque, cash or credit card payment you should fill in the group discount section of the form and attach the other entry forms with your payment.

Volunteer marshals and staff wanted

In order to undertake an event of this magnitude we will need up to 500 voluntary base and route marshals to ensure a safe day for all. If you or your friends are interested in helping the organisers with this important community work please contact the Ride Administration office (02) 264 8544 during business hours or send you name address and day contact phone number to the Citibank Sydney to the Gong Ride Operations Manager, PO Box K157 Haymarket NSW 2000.

For detailed information about the ride during the months of October and November phone (02) 412 1577 and ask for the Citibank Gong Ride information person.

Links forged with the USA's biggest bike event

The international banking company Citibank Ltd, which also sponsors the famous Five Boro Ride held annually in New York is to sponsor Australia's biggest one day bicycle event – the Citibank Sydney to the Gong Ride.

Ride organiser Warren Salomon says that he is thrilled to have a progressive company such as Citibank involved with the event especially given their connection with the Big Apple's big ride. "Citibank's association with the American Youth Hostels organised ride goes back a long time (9 years)", he said, "and I hope we can forge a similarly successful association here in Australia".

The Five Boro Ride is a 58 km annual event which usually attracts in excess of 20,000 riders. It gets its name from the fact that its route travels through five of the city's five municipal boroughs. The city of New York gives fantastic support to the event and closes off most of the city for the day. The ride is held in May.

INVITE YOUR FRIENDS

We would like you to invite your family and friends to come on down during the day to be there and cheer you across the finish line. They will be well looked after. There's plenty of car parking adjacent to the park, the food and drink stalls will be operating from 10 am. ●



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5. With this lightweight parts design, the weight is reduced by 7 to 10% compared with our standard type.

In ordering, please write the things shown below.

CIC — **A** **B** **C**

[A] Pin hard treatment

[B] Chain type

[C] Type

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

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

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

Specifications are subject to change without notice.

70 Freewheeling

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



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GO JOIN A BIKE TOUR

Freewheeling previews the treats in store for the coming summer

BY JULIA THORN

THERE'S A LOT OF ORGANISED biking promised for the summer season. All the old favourites are back plus several new tours to add spice to the calendar. Something for everyone, you might say.

New South Wales

Starting the new season is the 14th annual **Green Valley Twin Century** on 17 September where participants have a choice of riding 50, 100, 150 or 200 kilometres as a series of loops through the Nepean River valley south of Sydney. The event starts and finishes at Bigge Park in Liverpool and, depending on your distance, takes you through Menangle and Campbelltown or out to Wallacia.

The event is being held to support the Autistic Association and participants have the option of obtaining sponsor-

ship. The Association is organising lunch and a band at Bigge Park. Contact Russell Moore on (02) 608 1125 for more details.

Sunday 15 October will see the annual **Sydney Spring Cycle** to launch Bike Week organised by the Bicycle Institute of NSW. This day ride starts at Hyde Park and takes riders across the Harbour Bridge to Lane Cove River Park and on through Ryde to end at Paramatta. Morning tea is provided at Lane Cove River Park and there will be refreshments for finishers at Paramatta. Contact BINSW on (02) 212 5628 for details.

At the end of NSW Bike Week is the inaugural **Hornsby to Gosford Bicycle Bonanza** to be held on 22 October in aid of the NSW Society for Crippled Children. All entrants are to be encouraged to get sponsors for the 63 kilometre ride and funds generated will go towards

Respite Care for needy children: short term breaks for parents of children and teenagers with disabilities where skilled staff take over the responsibilities. There is virtually no government funding for the Respite Centres. The entry fee is \$5 which covers refreshments, support en route and a sausage sizzle at the finish. For more information and entry forms contact BINSW at 802 George Street, Sydney 2000 or telephone Sue Ryan on (02) 498 0747.

The eighth annual **Citibank Sydney to the Gong** ride takes place on 26 November. The event is held in aid of the Multiple Sclerosis Society and gets bigger and better each year. Riders travel through Sydney's southern suburbs to the Royal National Park and take the Sydney area's best road south through the park to emerge at Stanwell Tops for a spectacular trip along the Illawarra coast to Wollongong.

More information about the ride appears elsewhere in this issue.

Victoria

One major event this summer is the State Bank Victoria **Great Victorian Bike Ride** which has been going for six years now. This year the ride takes place from 2 December through to 10 December and follows a scenic route from Yarrowonga on the Murray River to Melbourne with stops scheduled at Rutherglen, Yackandandah, Myrtleford, Wangaratta, Shepparton, Seymour and Gisborne.

If you hate crowds this is not the ride for you. Last year the event attracted over four thousand participants and this year a larger turnout is expected, making this the biggest ride of its type in Oz.

The event is aimed at a wide range of abilities and interests with daily distances varying between 50 and 110 kilometres. All meals are supplied and your gear is transported for you between each night's campsite. Evening entertainment is also part of the package.

The cost of the nine day ride is \$238 with discounts for groups and kids under 15. This price includes food, accommodation fees and the amusements laid on by the organisers.

Contact Bicycle Victoria on (03) 670 9911 or call in at 29 Somerset Place, Melbourne for an entry form. You can also get entry forms from branches of the State Bank Victoria.

Melbourne Cup weekend offers you a choice of four-day cycling events this year, so long as you can get off work on the Monday between the weekend and Cup day. Both events start on 4 November and finish on 7 November.

Firstly there is the Caltex **Melbourne to Bacchus Marsh** loop which takes you through Kilmore, Kyneton and Creswick, a total distance of 280 kilometres.▷

▷ Entry is limited to the first 3000 who apply.

Victoria's south central districts will be warming up for the spring and there will be plenty of time to enjoy the undulating scenery.

The cost for the tour is \$137 which covers meals, camping fees, support vehicle and baggage shuttle and evening festivities. Entry forms will be sent to all of you who participated in the 1988 Caltex ride, and you can also obtain them from Australian Bicycle Events, PO Box 618, Frankston, Victoria 3199, telephone (03) 781 3755.

The second event is the Victorian Health Promotion Foundation's **Benalla by Bicycle** which is held to help the National Heart Foundation and is organised by Bicycle Victoria. This is a base camp type event where each day participants pick a day ride to suit their taste from a selection of different distances and terrains.

Rides will vary in length from ten to a hundred kilometres, all along quiet backroads through the area's rolling hills. If you want time off from riding there are other pastimes available ranging from art galleries to gliding.

Accommodation is at the Benalla Aerodrome campsite, which was formerly a military barracks with a mess

hall and parade ground. The first 120 to register will be allocated bunk bed accommodation and the next 180 will have to bring their own bedding for use in dormitories. If you prefer you can bring your own tent and camp independently.

The cost is \$138 for adults and \$98 for kids, with discounts for Bicycle Victoria members. If you have to work on the Monday there is also a two day option which costs \$98 or \$68. The price includes accommodation, meals and evening entertainment. Contact Bicycle Victoria for entry forms.

Next year there is the Caltex **Mount Gambier to Melbourne** nine day ride taking place from 24 March to 1 April. The first night is spent at Mount Gambier just across the border in South Australia with a chance to visit the caves, the famous blue lake and the information centre. The route then takes you through historic Portland and cross country to Melbourne. The total distance is 620 kilometres and the maximum number of participants is 3000.

The all inclusive cost is \$245 which covers transport from Melbourne to the tour start, meals, baggage shuttle, support and evening entertainment. Contact Australian Bicycle Events for further information.

Finally, from 23 September to 7 October this year the Bike for Bibles **VROOM** series of rides involves a tour of 1920 kilometres around the circumference of Victoria and four other routes crossing Victoria from different directions with distances of between 444 and 723 kilometres. The purpose of these rides is to raise money for literacy work and scripture distribution which the Bible Society feels is necessary among poor African peoples.

For more details contact Bike For Bibles, 239A Auburn Road, Hawthorn, Victoria 3130.

South Australia

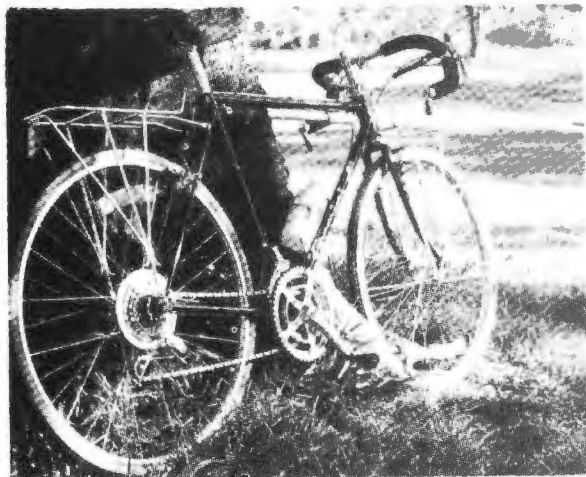
This year sees a repeat of the successful **Hawker to Adelaide** tour in 1986 as SATCA's Bicycle SA 1989 tour from 30 September to 8 October. The tour travels south from the Flinders Ranges through Quorn, Wilmington, Jamestown, Burra, Eudunda, the Barossa Valley and Birdwood before returning to Adelaide for a finale barbecue in the parklands. Some riders will be joining the trip for the second half at Eudunda. As well as the main tour participants will have the option of doing various side trips where energy and desire permit.

All participants will receive a souvenir photo and cloth patch. Accom-▷



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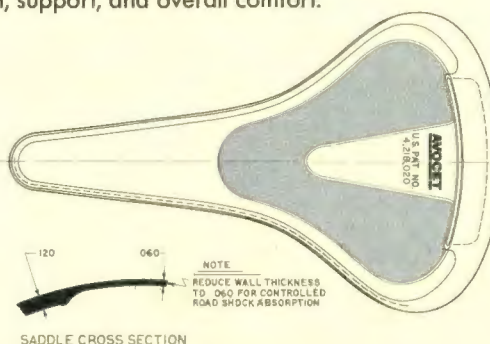
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THIN - Controlled saddle flex directly under the same contact zones is achieved by reducing the thickness of the saddle shell. This controlled flex increases shock absorption, support, and overall comfort.

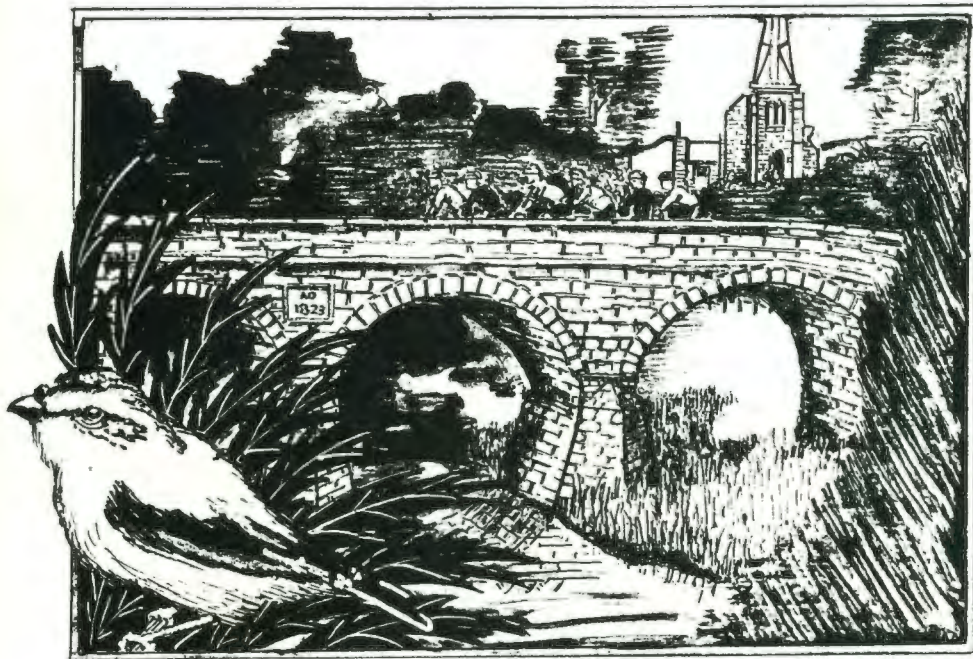


GelFlex saddle shell provides thinner areas (grey region) for controlled flex and shock absorption.

UNCONDITIONAL MONEYBACK GUARANTEE

If the GelFlex saddle is not more comfortable than your present saddle, return it to your dealer within 30 days of purchase for a full refund.

Spenco gel cushioning is available only on Avocet GelFlex saddles.
* Spenco is a registered trademark of Spenco Medical Corporation



►modation is a choice of camping or halls; a light breakfast will be provided daily and an evening meal is catered on five of the evenings.

Contact SATCA, State Association House, 1 Sturt Street, Adelaide 5000, telephone (08) 213 0637 or Brenda on (08) 339 3613 for more details and entry forms.

Tasmania

Even the Apple Isle gets a look in with an inaugural **Great Tasmanian Bike Ride** for nine days starting on 23 February 1990. The tour starts from Devonport and goes through Launceston and out to the scenic East coast, then follows the coast through St Helens, Bicheno and Triabunna before turning inland for Hobart.

The ride is anticipated to have 2000 participants and is being organised by Bicycle Victoria with sponsorship from Ansett Airlines and Tourism Tasmania. A major feature will be the arrival of some of the participants by air from the mainland with an unprecedented seven 767 jumbos flying into Launceston on the evening before the ride starts.

The tour will take you along quiet sealed roads through resort villages and historical towns with great views along the coast and over the Freycinet peninsula.

The ride is fully supported so you don't have to organise anything. For more information contact Bicycle Victoria or your local Tasmanian travel centre.

Western Australia

And the good news is that the great rides of summer are no longer restricted to the eastern states, with the Cycle Touring Association of WA launching its first tour this November. The tour is sponsored by the WA government tourism commission and Bike West.

From 11 to 19 November an anticipated 150 riders will join a tour of the coasts and forests of the state's south west, starting and finishing at Bunbury. Centres to be visited include Busselton, Mannup, Pemberton and Collie, to a total distance of 500 kilometres.

Bikes will be sent from Perth railway station to the starting point on 11 November and will be conveyed back to Perth at the end of the ride. The tour will be fully supported with breakfasts and teas provided, sag waggon and medical support and accommodation either in your own tent or a hired one. Camping will be at sports grounds.

Contact the Cycle Touring Association of WA, PO Box 174, Wembley, WA 6014 for more details.

Northern Territory

Looking ahead a fair bit, the Malvern Star **Kakadu Safari** is to take place from 9 to 20 June next year. The tour is restricted to 300 participants. Although not technically a summer ride, the temperatures in the northern winter will be just comfortable for cycling.

The trip gives three nights in Darwin and five days in Kakadu and needless to say is to be the first major bike event in the area. The distance is 420 kilometres and the cost of around \$1800 will cover return airfare, accommodation in Darwin, most meals, support vehicle, camping fees and return transport from Kakadu to Darwin. Further details are available from Australian Bicycle Events.

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PATTO

Sid Patterson's racing triumphs

BY JOHN DRUMMOND

SID PATTERSON CAME TO Britain for the 1948 Olympics as a late selection. He started cycle racing as a schoolboy and he was only just beginning to mature when selected for the Olympics. Patterson came as a sprint reserve and to ride in the 1000 metre time trial and the 4000 metre team pursuit. In the former he finished sixth with a time of 1 minute 16.7 and was in the Australian team which went out to Uruguay in the quarter-finals.

Staying for the worlds championships in Amsterdam he was eliminated in the eighth-finals of the sprint and in the quarter-finals of the 4000 metre pursuit.

After Amsterdam he returned to England and partnered by his own countryman, Russell Mockridge, won several madison races. It was this type of hard sprint racing that won for Patterson his popularity with the track racing crowds.

In one race he won every sprint, no one being able to match the strength and speed shown by the Australian.

When he returned to Australia at the end of the English season it was the height of the Australian track season. He won every Australian national title: the mile, five mile, 1,000 metre time trial, and the 1000 metre sprint. He also broke the Australian 1000 metre un-paced standing start time trial record with a 1 min 13 2/5 seconds. He followed these wins up with a successful trip to New Zealand.

Patterson went to England in June 1949 to prepare for the World Championship in Copenhagen at the courtesy of a band of enthusiasts in Australia. A subscription fund had been organised by a committee set up by Leo Keating, Nick Gray and Hubert Opperman.

The required amount of money was

The 1949 professional and amateur world sprint champions Reg Harris of Great Britain (outside) and Sid Patterson of Australia match their skills on the track in Copenhagen, Denmark.

raised by running a meeting at the Melbourne Board Track for this purpose, while another gift of 25 pounds sterling was given to him by the Victorian Amateur Cyclists Union.

Patterson was then 22 years old. He stood 5 foot 11 inches and weighed 14 stone 7 lbs.

In England he concentrated on madison and other types of hard races to enable him to reach his peak of fitness in time for Copenhagen.

For the world championship he was entered for the pursuit and sprint and though he was obviously on the up as a sprinter he seemed to have a better chance in the individual pursuit. But once in Denmark he found tremendous sprinting form and was persuaded to concentrate on this discipline.

In his semi-final, the Australian was drawn against Emile Lognay, winner of the amateur Grand Prix of Paris. Patterson again won in straight heats. And in the final Patterson defeated Jacques Bellenger, amateur sprint champion of France. The time for the last 200 metres was 11.5 seconds.

Patterson rode in the Empire Games and then returned to Europe to defend his amateur title because he was still under bond to the Australian Olympic Federation.

In 1950 in the Belgium town of Liege he staggered the world's sporting media by winning the pursuit championship the day after he was beaten in the semi-final of the sprint.

Patterson followed much of the preparation he adopted prior to his 1949 World Title win which involved racing and training whilst domiciled in England, only this time he was part of a successful barnstorming group of Australians comprising Alf Strom, Roger Arnold, Keith Reynolds and Jack Hoobin.

Immediately prior to the 1950 World Championship most Australians were supremely confident that their idol Sid Patterson would successfully defend his amateur sprint title. But this was not to be. Although the big Australian was favoured to win by every European journalist present, he was unexpectedly beaten in a semi-final when Frenchman Pierre Even caught him "on the wrong leg" and won by inches.

Then Patterson announced he would start in the individual pursuit championship. The crowd was dumbfounded. The critics could find no precedent for Patterson's decision.

The four semi-finalists in the 4000 metres pursuit were Gandini, Italy; Andrieux, France; Messina, Italian Champion du Monde, 1949; and Patterson. Gandini beat Andrieux in the first semi-final, and Patterson beat Messina in the second.

In the grand final Patterson rode a gear of 28 x 8 (94) inch pitch, which was considered too large, but he pedalled it like one possessed. At the start Gandini took a lead of 25 metres, but little by little Patterson pegged him back until they were level. They were racing wheel for wheel on different sides of the track and over the last two laps nobody could nominate the leader nor hear the commentary for the noise of the crowd. Then came Patterson with a mighty burst right at the finish to sweep up the title.

What a sensation for a sprinter to win the pursuit championship! It had never happened before and never since.

Following his second world title win Patterson was ready to take on the professional world. His success as an amateur brought him contracts and experience among the top bracket of world cyclists to help make him a champion in the tough professional big league.

Sid made his professional debut riding for "SUN" Cycle Gear Company at the Velo D'Hiv, Paris in February 1951.



Patto does a lap of honour following the victory ceremony at the conclusion of the 1964 Austral.

Without a doubt Patterson made his mark in his first day with the professionals.

The visitors gained first three places in the one kilometre sprint, finishing order being Patterson, Scherens, and Plattner. Patterson had the lead at the bell and never lost it.

In the 20-laps' points race, Patterson broke away with Lognay four laps from the end. Patterson shook off the Frenchman with the ease of a shaggy dog drying itself, and then set about lapping the field – which he did, too, and won the event easily.

Big Sid was happy again. The visitors led by two events to one, with the final race being a team pursuit. Lognay turned a rout of the French team into a smashing victory with a plucky last-lap solo ride. The meeting was drawn.

Interviewed at trackside, Patterson said he would firstly concentrate on reducing his 15 stone weight to a racing weight of 13 stone. He said, "My objective is to win a professional world title.

But I shall be patient, I do not expect to take my new class by storm; it may mean a wait of two or three years. But I think it will happen." It did. Patterson had two victories in the professional World pursuit championship in Paris in 1952 and Zurich, Switzerland, in 1953.

Patterson in a five mile scratch race was something to watch. He would bury himself in the middle of the field for the early laps, then at the appropriate race time, as he was midway along the back straight he would emerge from the peloton and peel off like a plane breaking formation. He would give everyone plenty of room, then as he came to the rise into the banking, he would cut across the leading bunch of riders and streak away, to sit up before the finish line in a nonchalant manner.

Patterson returned to Australia for the Christmas holiday season of 1954 ostensibly to ride the Tasmanian Carnivals, during which he was dubbed with the nickname of Patto that has stuck to this day.

Patto's best ride of the Carnivals was in the Latrobe Christmas handicap. But that was dwarfed by the sheer strength of his ride to win The Wangaratta Wheel. Patterson won heat 5 after covering a 50 yard to claim Hec Sutherland right on the line.

The final of the one mile carried a 1st prize of 250 pounds sterling, and turned out the thriller of the meeting. Patterson did it yet again.

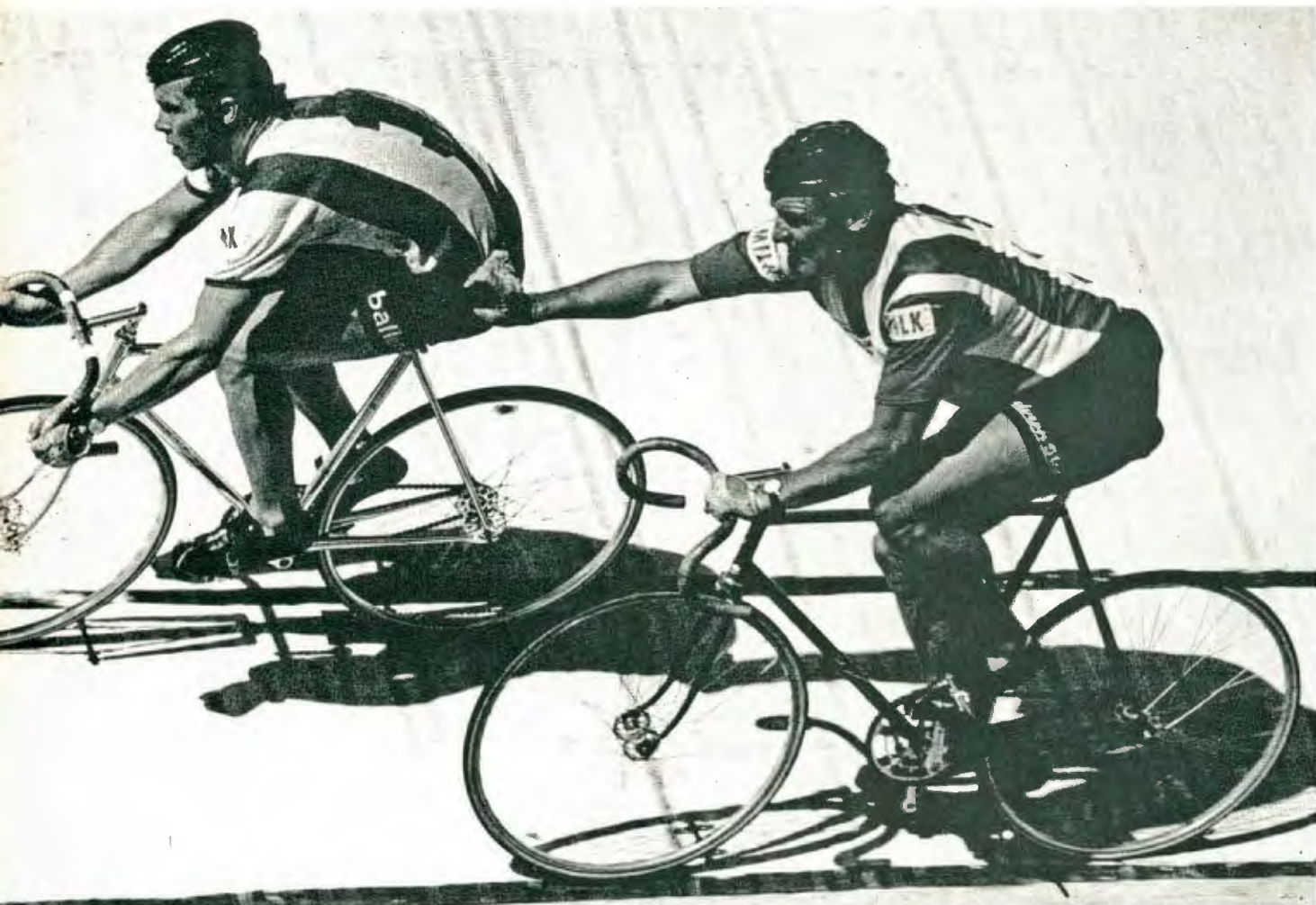
Patto was contracted to ride with Russell Mockridge and Roger Arnold in the Paris Six-Day race. For the first time since the Paris Six-Day race came into existence an all Australian team was the victor.

The race was contested by three-man teams for the first time because the public was showing signs of monotony with the usual format.

Mockridge had the experience of only one six-Day race so Arnold and Patterson decided to do most of the work themselves. But an hour after the race started, Patterson got cramp, and was able to ride only two hours out of the first 24 leaving Arnold and Mockridge to do all the work.

Right from the start the race was alight with pace as the European teams attempted to blow Arnold and Mockridge out of the race. The top teams launched attack after attack. But the Australians refused to surrender and at the days end were 5 laps down on the leading team.

It was even worse the following day as the leading teams fought to extend their advantage. After 27 hours of racing the Dutch team Schulte – Peters – Derksen were in the lead alone with all other teams from four to 12 laps behind. In the 27 hours the riders had covered 150 ▶



▷ kilometres more than that of the previous year.

The third night was the night of the "Big Ones". The atmosphere was stormy in the packed Velodrome. 25,000 spectators were present.

At the halfway mark of the race the lead was with the French, Dutch and Danish/German teams. The Australians had attacked repeatedly during the day sessions and managed to regain seven laps.

In 72 hours the riders had covered 2140 km.

The race went on, spectators offering amazing amount of money to be won in prizes. The equivalent of 50 and 100 guineas in French Francs were frequently offered for "Primes". On the second last night there was a 1,100 Guinea prize, and right from the start of this "Prime" which was over ten laps of 275 yards, the speed was sensational. Relays were forbidden in the last three laps. Patterson took the relay from Mockridge exactly 15 yards too late, and was disqualified; it was a pity for him, but the regulation was applied very strictly.

The Swiss Armin Von Buren won the prize by half a wheel with 25,000 spectators yelling with excitement. The fourth day was just as relentless with

Patto in action in his final Six Day race on the Melbourne velodrome in 1968. Patterson slings his partner Palle Lykke. They finished third to Faggin (Italy) and Kemper (Germany).

some teams finishing up to 13 laps in arrears.

During the fourth day and night, the last but one, from Monday to Tuesday, the three main teams managed to get up a little closer, but at six in the morning they were still eight laps behind the Swiss. If the race were to be an ordinary one, the riders would never be able to catch up with the Swiss, but the main teams had noted that Koblet was only riding 10 minutes every three hours; and were reckoning on a Swiss collapse.

Meanwhile the Australians were not standing out but always managed to keep among the main teams.

You will remember that each national formation, composed of two teams of three men, were permitted to help each other. This was official and meant that the cash prizes won by the six men of the two trios were won in "point collaboration", and then shared.

Verbal fights between the French and Swiss teams lost both these countries the chance of winning the coveted one million franc prize for the day. During the last part of the race the Belgians and

Swiss unified their efforts against the French.

The referee erred in allowing the negative tactics to continue. All three teams should have been disqualified forthwith, but if he had eliminated the two foreign teams, he would have had to disqualify the French team also and he feared the repercussions.

At half past five on the final night, Patterson accomplished an exploit that is rarely seen by six-day fans from a leading rider, much less a current world champion. On the 275 yards long tack Patterson took a lap absolutely on his own, without help from his team mates. It was staggering: a solo that just happened. The public, completely breath-taken, were too dumb-founded to applaud.

Then Patto went on the attack again. Arnold was resting on his trackside chair, and Mockridge took the relay from Patto. In one minute the team thus took a second lap, and when Patterson caught up with the tail of the bunch, he circled the whole peleton, and passed it from the outside, thus arriving on the top of the bend. He literally dived down along the straight stretch. Mockridge, who had lost his habitual calm, gave of his best, and this was pretty good; thus the Australians took a third lap.



Patterson in action on the boards of the old Essendon track in Melbourne.

When Patterson caught up with the peloton for the third time, a peloton which was reacting quite violently to these attacks, and which was going very fast indeed, Patto showed what a champion he really was. Once again he bypassed everybody, and launched out

to take a fourth lap. Russell Mockridge then panicked and started to shout; "Stop it, Sid, stop it." But a refreshed Arnold took the relay from Patterson, and the Australians bagged their fourth lap.

All this is in about ten minutes. Was it

any wonder the peloton seemed to be immobile. An announcement came that the Australians had taken race leadership by two laps over their closest followers.

Finally the Australian team won the 1955 Paris Six by one lap.

Patto went on to win a total of 15 Six-Day races in Europe with a variety of partners.

In 1958 Patterson won his first Australian Six-Day race partnered by British Olympic representative, pursuiter Peter Brotherton at Wiley Park, Sydney. That victory started off a sequence of ten further wins before he retired. Probably his best victories were teamed with Tasmanian Ron Grenda in Melbourne in 1962 and 1963.

In 1956 Patto made an impressive debut into tour road racing when he won *The Advertiser* three day tour of South Australia, winning five of the six stages.

Patto won a Victorian State road title in 1959 and then came second in the Australian title.

But Patterson only used the road throughout the winter to keep his weight down for his memorable clashes with that other great of Australian cycling, Russell Mockridge.

In 1960 Patto returned to Europe for a season because of insufficient racing to occupy himself as a full time professional, and certainly not enough racing to keep fit without excessive training, following the closure of the North Essendon Board track in favour of the Olympic velodrome.

Patterson made a triumphal return to the Melbourne velodrome to prove after 20 years in amateur and professional

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▷ handicap racing that he was still the greatest handicapper.

The track had been extended six extra yards in the finishing straight and that was sufficient for Patto to challenge the leaders at the old finishing line and win at the new.

But the failure of a scratch rider to win the Austral since 1922 was having a dim effect on the traditional glamour of the nation's premier track handicap.

Thus it was a great relief when Sid Patterson produced the ride of his life to end a 40 year drought of success by winning the 1962 event from scratch.

The scratchmen started at terrific speed. With seven laps remaining Patterson did a tremendous turn of pace to take himself to the next bunch and that is where he won the Austral. Patto was travelling well and kept out of trouble by always riding one wide of the peloton and not allowing any rider to move inside or outside him.

November 1962 and the vast crowd packed into the Olympic Velodrome cheered when Patto won his second Melbourne Cup. But little did they realise that the four times World Champion was completing a unique big race treble.

It was a truly remarkable performance in annexing two Melbourne Cups and the Austral all from scratch within the one year. Come 1964 and it seemed big Sid was evergreen for he won his second Austral.

Patto had been the star of the annual Tasmanian Christmas holiday carnivals for the last decade. At the age of 35 he proved himself as good as ever on the Tasmanian scene by getting over the top riders of the day, when lesser riders would be on the down grade, or even retired.

Sid Patterson retired in 1968 when approaching the age of 41, and for the first real time feeling he was at the crossroads of his famous career. After a poor track season and a losing battle with increasing weight he felt he had reached the end of his sporting life. ●

The career of the legendary Sid Patterson finishes with this lap of honour at the conclusion of the 1968 Melbourne Six-day Race. Photo Ray Bowles.

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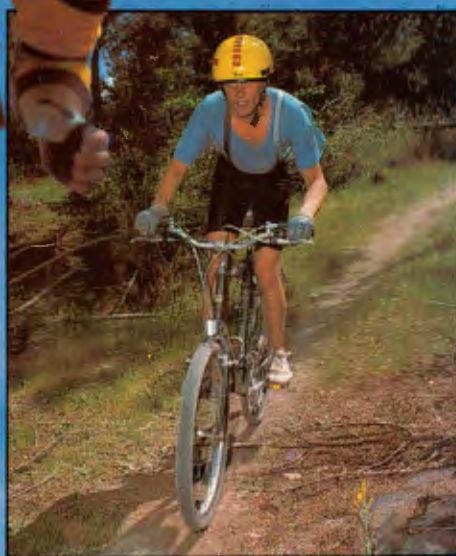
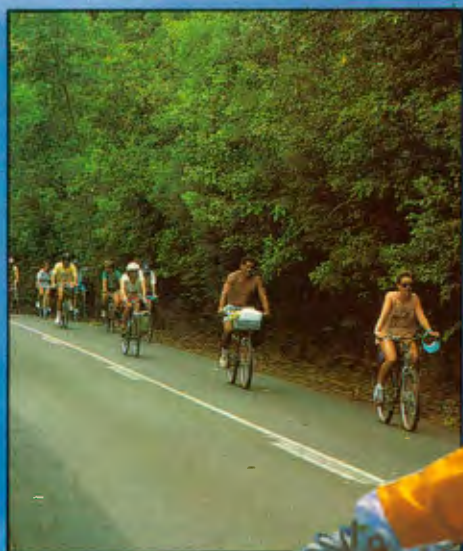
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ALL YOU EVER WANTED TO KNOW BUT...

**BOOK REVIEW BY JULIA
THORN**

The All New Complete Book of Bicycl-
ing by Eugene A Sloane published by Simon
& Schuster New York 736 pp paperback.

A BIG FAT BOOK packed with information. That would have to be anyone's reaction to the paperback version of this classic bicycling book, first published in 1974.

If you want to have just one book about cycling and bikes (who *are* these people who can stop at just one book about bikes?) then this is still the book to have. It's a magnificent storehouse of information as a quick look at the comprehensive index will assure you.

The book covers such obvious topics as choosing a bike and learning to ride it properly, maintenance and repair, and details of products. It tells you in great detail about all sorts of aspects of your bike that you don't normally find covered in bike books. It contains information on more obscure, but nonetheless interesting, matters like carbo-loading

for serious athletes, tricycles, cooking gear for touring, how to cure saddle burns, specialised cycling socks and penny farthing bicycles to name a few. In fact the book really does appear to cover the whole subject.

So why do I not wholly warm to it? I think my fundamental criticism is that the book looks and reads dated. It has become a classic and in being revised it does not seem to have been brought up to date.

Very obvious omissions are the absence of any mention of mountain bikes. Yet mountain bikes have become extremely popular and a sizeable proportion of non-competitive riders now possess this type of bike as against a touring bike. Also there is only a passing comment on cantilever brakes despite the fact that many of the better touring bikes and most mountain bikes have this sort of braking mechanism as opposed to calliper brakes. Biopace gearing and the whole area of oval chainrings receive no mention although an increasing proportion of the newer bikes on the market have these features.

I also think the pictures have an old fashioned appearance, or perhaps it's because the things pictured are out of date.

As to the American-oriented content, there is too much of it but this is probably unavoidable in what is essentially

an American handbook. The lists of American suppliers of bikes, parts, bike magazines etc would not be of much use to an antipodean reader.

But having said this, it is a good book to dip into so long as you remember its limitations and don't expect too much of it. It's always useful to have one book that you turn to first, when you can't figure out to get the grips onto the handlebars or you aren't sure how high the saddle should be. The coverage of technical terms is good, helping you to understand what you may be reading elsewhere.

The text is presented in a straightforward manner, a touch too serious maybe, but it gets the information over without too much excess verbiage. The maintenance sections are very comprehensive and you wouldn't need to look elsewhere for details on how to adjust and maintain hubs, headsets, pedals, bottom brackets and derailleurs. Many people would want to take their more severe bike problems to a bike shop for repair but it is nice to know exactly what the shop will be doing to your precious possession.

There are sections on safe cycling including details about helmets and plentiful advice on how to go about touring or commuting. So overall it is a very "all round" handbook. ●

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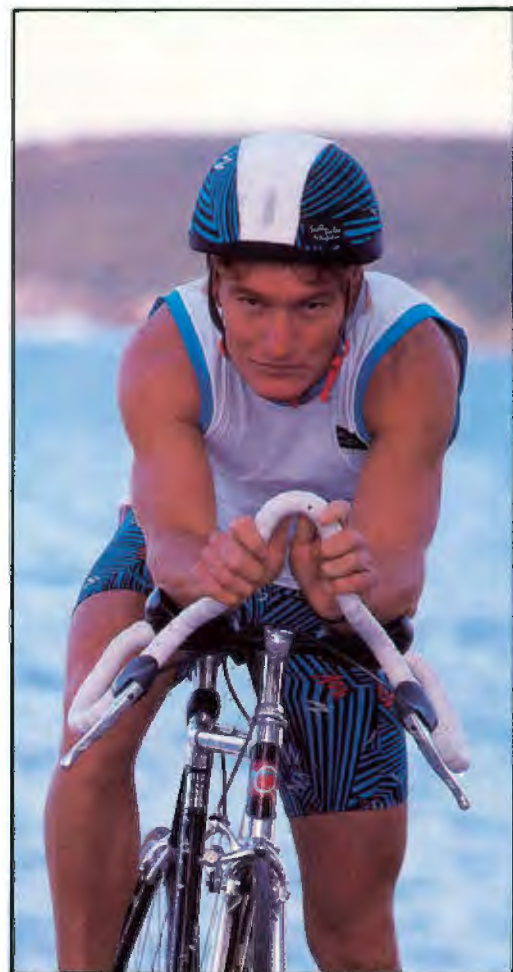
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Left: Three top triathletes bush bashing the hills of Sydney's northern beaches area. Riding clear of the potholes are Greg Brown, Matt Coovey and Tony Sattler. Current Australian Long Course champion Tony Sattler looking forward to a good season. Photography by Nigel Barber.

BETWEEN SEASONS

What do triathletes do during winter to keep fit? They head for the hills on mountain bikes

BY NIGEL BARBER

SUMMER, WHAT'S THAT? I don't even remember when we had the last one in stock. Maybe they don't make that model anymore. Could it have been phased out with the changing times and the demand for cold winds, rain, sleet. Maybe even winter's on the increase?

Soon our new generations may hear only breathtaking stories told by elders about the fine summers which once were part of the east coast lifestyle. Is it the Greenhouse effect or is it really just bad luck that has washed out so many events in the summer of 88/89?

Hell no, this summer is going to be

great, let's think positive and set out to prove our long range weather flopcasters wrong.

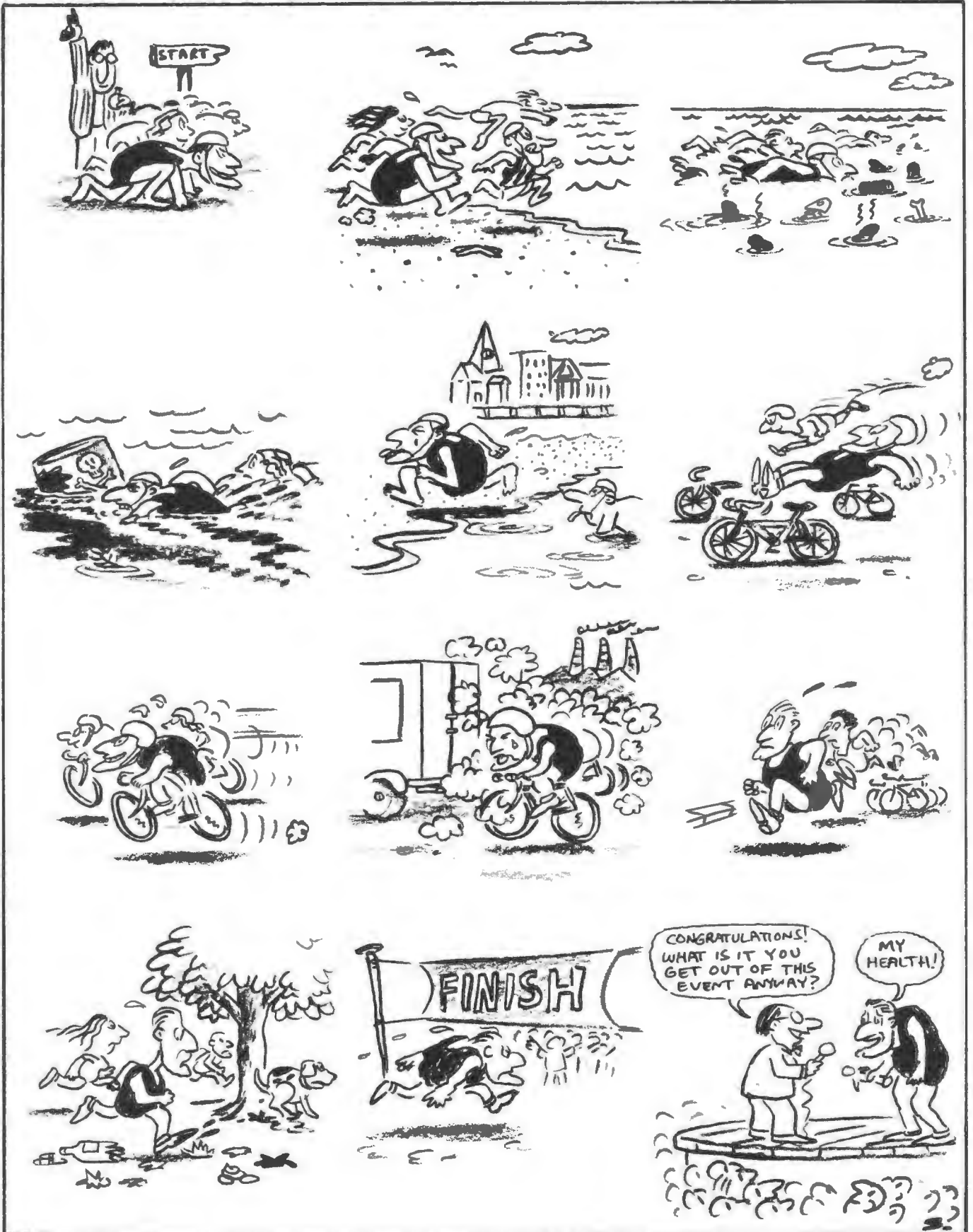
What's everyone been doing during the quiet months of our off season. Most normal people vege out in front of a fire, chomping away on useless pieces of cellulite growth enhancers. Yes I mean chocolate chip cookies, double decker pavlovas. Who am I to make accusations! I slip into idleness just as easily as anyone else.

I think everyone during the depths of a cold wet depressing winter succumbs at some point or another, leaves the bike, allows the drink bottle to turn gangrenous, and lets the tyres stick to the floor.

However there are others who don't sit idle. These people not only train and race during warm, temperate climates, but also during the bone shattering, teeth chattering depths of winter.

All triathletes, pro or recreational competitors need a rest, a break. Maybe they need to participate in some form of related sport to relieve the monotony of

The Triathlete



▷ constant mile upon mile of pavement pounding, or of that raspy voiced coach, constantly on your back regarding stroke correction.

So what do you do during this interim period? What can a triathlete do to keep in touch and get a bit more vigour and vitality into his or her program. What you need is an activity that is as challenging as it is demanding

I have the answer.

A quick one or two hour session per week on a mountain bike will aid greatly in energy release with very little outlay. The rewards are more than gratifying. A magnificent feature of this type of riding is that the best trails are often within arms reach of our front doors.

Triathletes need to continue even during the off season not only to keep fit but also as a tension release.

I've returned home to soak my sorrows after numerous small but crucial miscalculations, some which resulted in scraped shins, bleeding knuckles, branch beaten arms and a face plant image deeply set into a thistle bush.

You do have to be careful. It's not like charging down the highway but don't lose sight of what you're there for, keep having fun.

I purchased by first mountain bike, a Specialized Stump Jumper Comp over 6 months ago, and yes, I'm still having fun – many "face plants" later. Much of the

fun comes from having a robust machine. My Specialized is light enough to carry half way up an escarpment and then tough enough to take the punishment of ride at a break neck speed down the back trail. Go to it, this type of machine sure makes it boring to walk down hills.

It takes a good bike to tolerate the abuse it will receive. Buy wisely and happy frolicking.

So we're about to enter a new season once more. Do you know your race schedule or your training regimen? Firstly let's look at your calendar of the forthcoming season.

There are four types of races, beginning with those you've considered and budgeted for – races you liked and about which you've heard nothing but praise. Race directors get congratulations here for their effort and attention to applicants.

Next come the races where the competition were left unaware of the event. Race committees have to do more promotion in future!

The third sort are races which are geographically out of reach.

Lastly there are the races most athletes hear about, but due to a poor experience the previous year, wouldn't consider reapplying even if the race di-

rector offered an appearance fee. There are such events and I'm sure we've all experienced them at least once.

Australia has some of the best organized and safest races in the world.

Along with some of the best events we can also boast a great source of athletes recently returning from international competition. Some include Spot Anderson, Greg Welsh, Brad Bevon, Carol Pickard, Miles Stewart and Louise Mackinlay. All are great promoters of the sport in Australia and have gained immense international experience which will further lift the standard of local competition.

I've got a couple of hot tips – I feel confident betting Miles Stewart will be further up the rankings than last season if his training and racing is planned strategically. Stewart raced well whilst overseas, defeating many reputable names in the sport. It will be interesting to see how he copes with back to back seasons. Spot also had a great season last year, and hopefully this one holds more in store.

Another face you should start looking for is Steven Foster. If his existing performances are any indication of his determination and courage then he is sure to return to the scene with a vengeance.●

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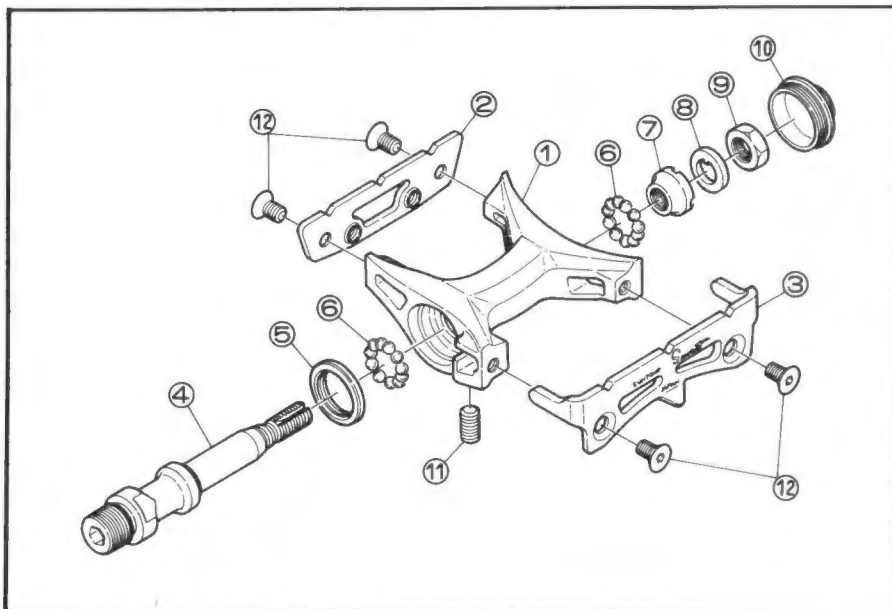
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This exploded view of a SunTour Sprint pedal shows all the major components of an adjustable bearing type.

PEDAL REPAIR

Part 4 of our bike maintenance program

BY WARREN SALOMON

PEDALS ARE PROBABLY the most neglected components on a bicycle yet they should be taken more seriously because they are the essential point of contact between your body and the machine. One of my cycling friends insists on having the very best pedals on the market fitted to her bike. I can only agree as a good set of pedals are so important to the well being of your feet and legs.

Unfortunately the people who design our new bikes do not share this opinion and a lot of very good bikes are sold with rather trashy pedals. The problem is that there are either very good (and expensive) pedals or run-of-the-mill cheapies. Often cheap pedals are fitted as a means of keeping the selling price as low as possible. Who looks at the pedals when buying a bike? The gears, the wheels and the frame maybe; but not the pedals.

That said however, I should also make the observation that I have owned bikes in the past which were fitted with cheap pedals that worked well without and lasted for years without maintenance.

Pedals do tend to receive a lot of abuse. Throw your bike down on its side and most likely a pedal will hit the

ground first. (Pedals do fight back as anyone with sore shins will testify).

Inside a pedal

The pedal axle or spindle is threaded at one end to screw into the crank. Right hand pedals have left hand threads and left hand pedals have right hand threads. Pedal threads on BMX type bikes are usually a smaller diameter than for ten or twelve-speed alloy cranked machines.

When fitting a new set of pedals always try to screw the pedal spindle into the crank as far as possible with your fingers. You should only use a spanner or allen key to finally tighten the pedal onto the crank. If you use force when fitting the pedal you run the risk of damaging the both the threads on the pedal spindle and the crank.

To do your pedal maintenance you can remove the pedals from the bike and work on a bench but I prefer to leave them on the bike as you won't have to hold the crank end of each spindle when you eventually come to adjust the cone.

Apart from sealed bearing types most pedals use the same kind of adjustment arrangement. To get into the bearing chamber you will need to remove the

dust cap on the outer end of the main spindle chamber – the part that the pedal spins on.

Some of the cheaper models have non removable caps. Others have press fitted caps while the best pedals have screwed on caps made of plastic or light alloy. If your pedal loses its cap you can usually buy spares from your local bike shop. Most brands seem to interchange so it is only important that the threads match so that you can screw the replacement on securely.

The pedal consists of a hardened spindle (made from chrome moly steel on better models and titanium on the very best) two sets of bearings (inner and outer) the body assembly with its cage or pads (the parts your shoe touches) the outer adjustable cone a keyed washer the locknut and of course the dust cap.

Always when cleaning and adjusting pedals you should have a cloth or tray placed underneath to catch the ball bearings should they fall out unexpectedly. Pedals are usually lubricated with grease though some racing cyclists prefer oil. Oil tends to give a faster movement but has to be replaced at regular intervals.

With constant use the grease in a set of pedals should be cleaned out and replaced every half year or as part of an annual or six monthly overhaul.

The outer (threaded part) of the spindle has a keyway cut into it. Unlike wheel hubs which are easily accessible with both cone and locknut tightening spanners the adjustable cone on a pedal is only 'finger adjusted' and held in place by tightening the locknut with a spanner or special purpose wrench. So that the cone does not turn when the locknut is tightened onto it a keyed washer is inserted between them. The washer cannot turn (because it is keyed into the spindle) and therefore the locknut can be tightened without upsetting the initial setting of the cone.

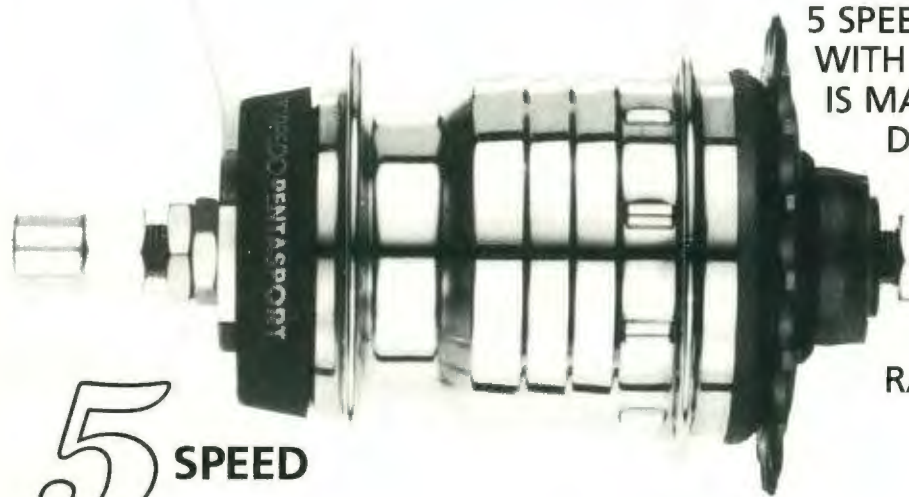
In theory this works brilliantly but in practice if the washer or the keyway are not a snug fit this will allow the cone to twist ever so slightly when the locknut is tightened onto it over the top of the washer.

As the tightening action tends to also tighten the cone (and hence the bearings) you should loosen off the cone a small amount from its optimum setting to compensate.

Disassembly and lubrication

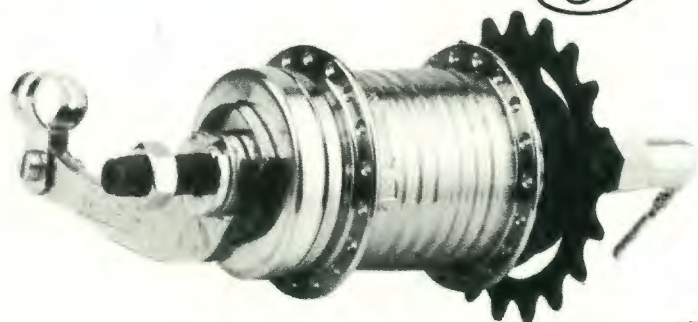
Remove the dust cap first then the lock nut. When you have done this you will be able to remove the pedal body from the spindle taking care to catch the small ball bearings as they fall. Then remove ▸

HUBS BY SACHS



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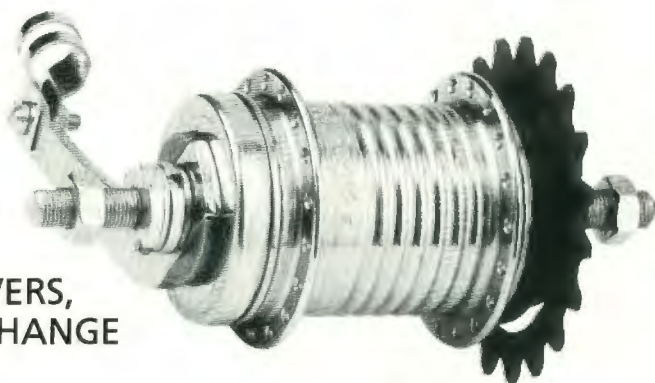


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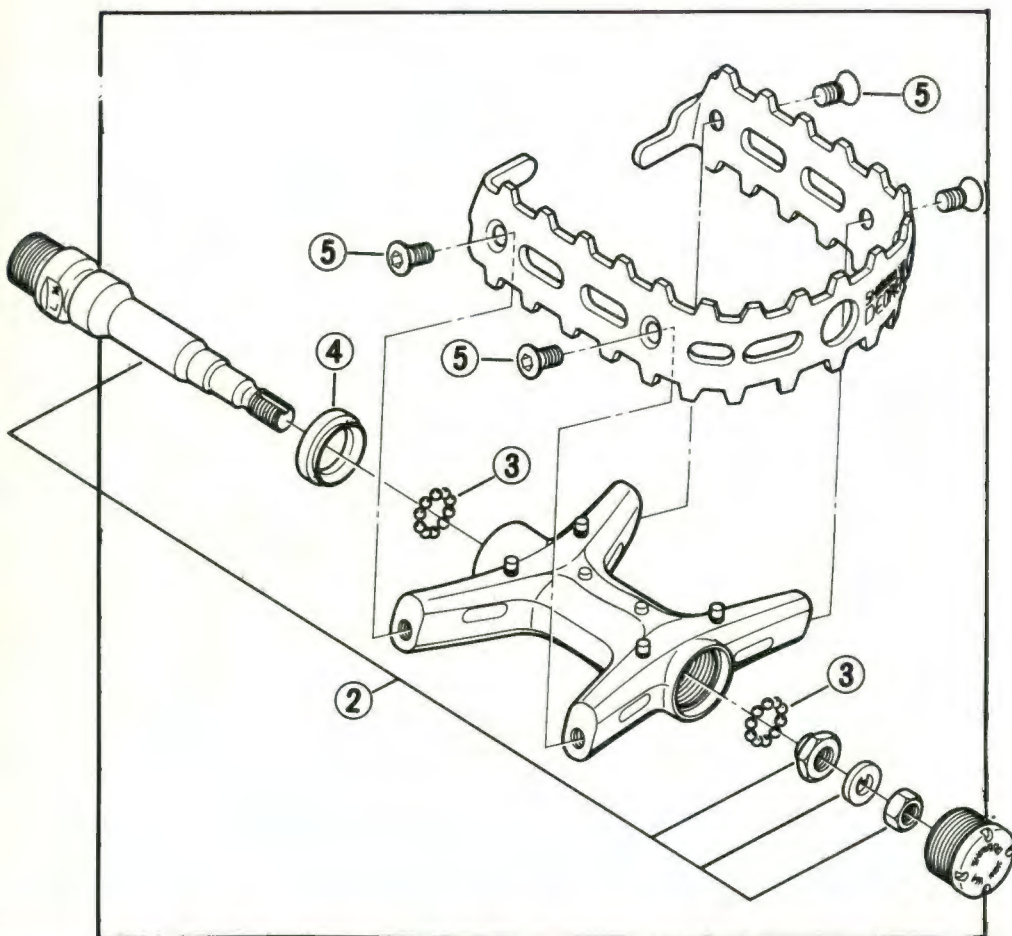
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▷ the old grease and inspect both the bearings and the four bearing surfaces for wear.

Small parts for pedals (spindles, cones, washers and locknuts) are often hard to come by so if your axle or pedal body bearing surfaces are damaged you may have to hunt out a similar pair at your local bike wrecker and pull them apart for the bits.

If you can't get a replacement axle (there are different axle sizes and shapes for almost every brand and model of pedal) or body you may have to buy new pedals. The balls themselves are easily replaced and are readily obtainable from your bike shop.

Once you have cleaned the old grease from the bearing surfaces in the body of the pedal smear in a generous quantity of new grease back into the cavity. Then press the ball bearings back into the new grease (this will hold them in place so that you can easily reassemble the pedals without having balls falling all over the place).

Then replace the pedal body on the spindle. Refit the cone, keyed washer and locknut on the spindle and adjust and tighten as described above. Before replacing the dust cap spin the pedal to

This Shimano mountain bike pedal has a sealing ring (4) to prevent dirt and grit from entering the inner bearing chamber.

ROSEBANK **STACKHAT**® The 'smart'



ensure that the bearings are correctly adjusted. If they are too tight or 'rattle' (move in and out when you pull the pedal away from the spindle) loosen the locknut readjust the cone and repeat the adjustment procedure.

Pedal problems

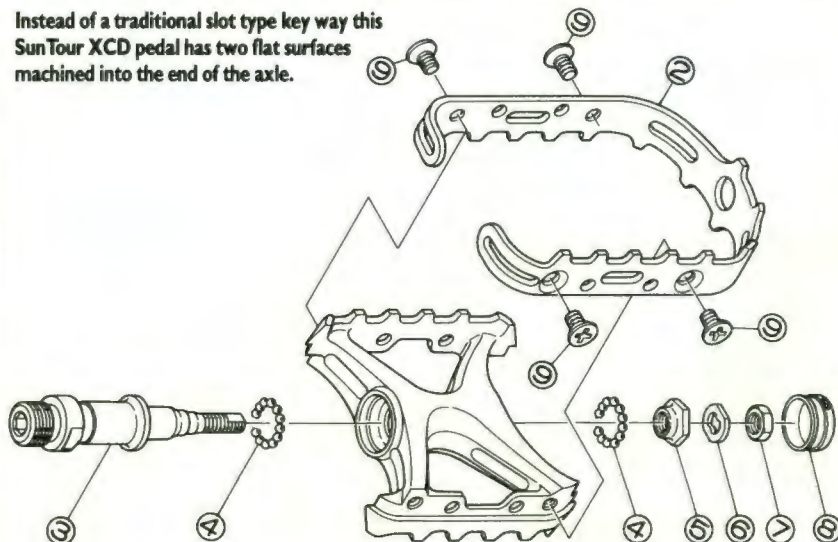
One of the most common bike problems is the so-called clicking pedal. Often it is not the pedal's fault at all. This can be one of a number of things: a dry worn chain running on a worn front chain-wheel; loose fixed bottom bracket cup; misaligned front derailleur; and worn bottom bracket bearings.

A creaking sound in the pedals is almost always an alloy crank not fully tightened on the bottom bracket axle or a pedal spindle not fully tight in the crank.

Check all of these before you blame the pedal. If the noise still persists spin each pedal in turn and note the smoothness (or lack of smoothness) as the it spins. If there is any roughness or restriction then the problem may indeed be inside the pedal and you should loosen the cone.

Loose pedal bearings can be detected by grabbing the pedal body and alternately pushing and pulling in the direction of the crank arm. If you can feel movement in the bearings then you will need to tighten the cone.

Instead of a traditional slot type key way this SunTour XCD pedal has two flat surfaces machined into the end of the axle.



During a long distance trip one of the el cheapo pedals on my mountain bike decided to pack it in. When I removed the dustcap I found that the end of the spindle had broken away at the keyway depriving the locknut of its two millimetres of spindle thread. As I was in the middle of nowhere at the time the only thing I could do was to remove the keyed washer which would give me enough thread on the spindle to replace

the locknut.

Without the keyed washer I could not stop the cone from turning when I tightened the locknut so the whole business was very temporary. As luck would have it the pedal seemed to work well until I made it into the next town where I bought a pair of cheap replacement pedals. When I returned home these were exchanged with the best I could buy. No cheap pedals from now on.

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THE BIRDMEN OF MERIMBULA

A Tale of a Top Bike Shop

BY HARRY BARBER

THE BEST BIKE SHOP IN THE world looks after your bike better than you can yourself. They can fix anything; they've always got the bit you need; they remember you, maybe even remember what you came in for last time. And of course there is a bit of character about the place.

Usually when you're on a world tour it happens like this.

Hello. The dooverlackie is broken on my bike. Could you fix it? Today?

I have said those words many times over the years. And bike shop owners from Hokitika to Campobasso have said

Yes, can you come back at two?

Whenever it has happened I've always meant to send a card saying thanks.

Well it happened again recently in Merimbula NSW. And because you will feel encouraged and because I will be making amends for all those unsent thank you cards I'll tell you about this one.

"I love bikes" said Bruce as he scooped the ruptured tyre and tube off the rim "they are one of the best five inventions ever". Like many bike shop owners, Bruce was a keen cyclist in his youth. He'd done a bit of racing from Goulburn had ridden weekend centuries (getting up at 4 am in Sydney and doing the round trip to Canberra) and he'd done some touring.

"Yes I remember riding down the Clyde Mountain. About forty years ago now. We stopped in Braidwood and slept in huge feather mattresses that almost folded on top of you. We set off early to have breakfast in the next town on the map. Can't remember the name. Doughboy, yes that's me boy. Well that's all it was - a name, a crossroads on the map. So we were pretty hungry when we started down the Clyde.

"It was dirt all the way then. My mate steered into some deep sand, lost control and felt himself being dragged towards the cliff so he dived off his bike, blood everywhere. I laughed. Two corners later I did the same. And we kept on falling off. I don't know how often we fell before we came to a place that had a sign up 'Telephone'. We washed most of the blood off in the creek and went into the house dripping blood and water over the white shirts and shorts.

"We told them we were very hungry so they sat us down and brought out home made bread and jam and butter and eggs and bacon and a ten cup pot of tea and a fruit cake you couldn't jump over. That and the bandages was all for two shillings."

Bruce began replacing the cluster that had hailstoned all the ball bearings onto the road. In many bike shops they hide the repair section so you can't see the young apprentice swinging on a spanner like a fire fighter battling a stubborn fire hydrant. Bruce did his work out on the

shop floor and held the tools more like a water diviner, listening with his hands to what they were saying.

All this time there was a coming and going of kids and dads renting surf skis and BMX's and tandems and the sociable-with-a-fringe-on-top. "Dad wants to know will I be able to carry the board to the beach". "Yes son, if you're persistent you'll get there." One of the older arrivals wasn't a dad it was George who'd come to rat through the bits and pieces in the workshop.

George and Bruce, like those other bike shop folk Wilbur and Orville, were working together on a special project. A year ago George entered the Canberra birdman rally.

It is a lot of fun. There is a ramp out in the lake leading to the jumping off point a few metres above the water. Some distance away are a couple of buoys floating in the lake. Near the buoys is a boat and bloke with a cheque for \$20,000 ready to fill in your name if you can fly across the line.

People dress up like Batman and run down the ramp with a Chinese rice-paper room-divider strapped to each arm, jump off the edge flailing their arms, snap the wings and plop neatly into the water. The audience falls about laughing and waits for the next contestant.

But George, possibly inspired by the success of pedal-powered planes in Europe, reckons his name is on that cheque. Last year his craft made of black irrigation pipes, pedals and a basic propeller splashed down well inside the mark but he won a prize for technical excellence. That's why George was back in the workshop picking over the bits.

By now Bruce was working on the other bike. "Don't worry," he said, "I'll fix it whatever it costs you. I really admire what George is doing. George was a sawmillier and he's laminated a properly pitched propeller out of four bits of wood. He reckons he can do it this year. He's 72 you know."

"Bruce found me some aircraft tubing" said George, up the other end of the shop. "This year's will be a third lighter and I've got better gearing. I really value the support I've got from Bruce".

By now both bikes were back together. "Thanks Bruce" we said, wheeling the bikes outside. "You're an artist. A real craftsman". "There's not many of us left", said George.

So let's have a toast to the bike shops run by people like Bruce.

May the road run away from you downhill, may the wind be at your back, may the cake shop be open when you reach town, and when you break down, may it be in Merimbula. ●

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THE WALL

BY MARK JENKINS

IN ONE DAY WE'D COVERED 150 kilometres, pedalling over two passes and crossing a desert. We'd ridden through asphalt-melting heat, erratic wind, freezing rain. Now it was dusk, we were up high, another squall was blowing in and I could barely stay on my bike.

I was shivering. My legs, like formless clay, were almost useless. In my lowest gear I was still weaving, painfully straining just to get the pedals to turn over. My vision was blurred. When we finally pulled into the campsite, I fell off my bike and lay there in an incoherent fog.

At one time or another utter exhaustion hits almost every serious cyclist. The wall. Those minutes after an exceptionally hard ride when the body has nothing left. Legs go limp, head swims. You feel indescribably weak, as if every ounce of energy has been drained from your body. In fact, that *is* what has happened.

Mammals and cyclists have three primary sources of fuel: fat, carbohydrate and protein. In any endurance event measurable in hours the energy extracted from protein is fairly insignificant, about 2%. Thus fat (triglycerol) and carbohydrates (muscle and liver glycogen, a glucose polymer) are the two fuels used in exercise.

The body's store of fat (under the skin, around major organs, on the stomach and buttocks) amounts to almost 100,000 calories worth of energy and could theoretically sustain hard exercise for 100 hours.

But the use of fat as fuel is limited by its relatively low diffusion rate from the blood into the exercising muscle. In fact, although the store of potential power in fat is enormous even in a thin man, it can only provide 50 to 75% of the total energy required in an endurance event. A cyclist must rely on glycogen for the rest.

The total store of glycogen, three quarters of which is in the muscles and one quarter in the liver, is about 2000 calories and only enough energy to sustain strenuous exercise for about 90 minutes (if glycogen alone were used during exercise.) Thus hitting the wall, despite its psychological connotations, is a physiological phenomenon as the cyclist has depleted his store of muscle glycogen.

In the initial stages of a strenuous ride, whether it be a race or a mile-high pass with loaded panniers, the body is using both fat and glycogen for fuel. A physiological system called the glucose/fatty acid cycle controls their individual inputs, ensuring optimum utilization of fat at all times.

Often in the first hour there is a disproportionate use of glycogen with 70% of energy needs being met by carbohydrates versus 30% from fat. But as exercise continues, fat begins to provide an increasingly larger portion of the energy requirement. This is in direct response to the loss of glycogen and is termed 'glycogen sparing'. Glycogen sparing is the body's attempt to make the finite store of carbohydrates last as long as possible.

The time it takes to reach exhaustion is a function of the amount of glycogen stored in the muscles, which is largely a function of diet.

Hence the now popular term 'carbo loading'. There are numerous strategies for carbo loading that can increase a cyclist's endurance and obviate the wall. Costill and Miller, US exercise physiologists, have critically analyzed various methods and provide a synthesized regime in their report "Nutrition and Endurance Sport," parts of which are provided below.

Essentially there are two phases to carbo loading, the 5-7 day period prior to the day of the ride and the 3-4 hours directly before getting into the saddle. The initiation of phase one must begin with a very strenuous long ride. This exhaustive exercise is intended to drop the glycogen level in the specific muscles as low as possible. Directly following this ride and up until the day of the event, the cyclist's diet should consist of 70 to 80% carbohydrates: bread, pasta, potatoes, etc.

High calorie foods are not necessarily high carbo foods. In a report on nutrition and endurance performance, professors Town and Wheeler, specialists on sports physiology, cite the example of Ironman competitors gulping down a massive meal of spaghetti and banana-cream pies two nights prior to competition. On the surface this sounds like

carbo loading. In fact, given average portions, the calorie breakdown was 55% carbohydrate and 45% fat. Consumption of high calorie simple sugars actually suppress appetite, hindering efficient glycogen build up.

The purpose of an extremely concentrated carbohydrate diet is to supercompensate, so to speak, for the initial glycogen depletion. Hence pre-ride training should be substantially reduced to further facilitate glycogen restoration. A carefully monitored supercompensating diet, colloquially known as carbo loading, can increase muscle glycogen stores as much as 250%.

In the second stage, 3-4 hours prior to riding, it is essential to eat only a light, almost pure carbohydrate meal (like cereal) no later than 2 1/2 hours before hitting the pedals.

Nothing should be eaten in the final 2 hours before riding. Ingestion of carbohydrates, particularly simple sugars, elevates blood glucose and insulin which suppress both the liver's production of glucose and the amount of fat entering the blood stream. These two effects combined will actually decrease the time to exhaustion.

In other words, if you eat right before you ride, you'll hit the wall sooner.

There are several other critical factors for avoiding the wall. Super-hydration is essential. Drinking as much and as often as is comfortable prior to and during any endurance event will increase performance dramatically. Note however that any drinks that contain sugar are less beneficial than straight water because they are slower to depart the stomach and enter the blood stream. Dehydration, not glycogen depletion, is what causes shivering and the cold, pale skin associated with hitting the wall.

Other more serious symptoms of hitting the wall, ataxia (loss of coordination and balance), disorientation and confusion are caused by hypoglycaemia. The cyclist has so depleted his store of muscle glycogen, that the muscles have started using the glucose available in the blood for energy. Because blood glucose is the brain's only source of fuel, mental functions begin to falter.

Adequate rest, which for cyclists in serious training can be 8 to 10 hours a day, is also essential. Without it the body lacks the regenerative ability to restore muscles. Finally, although there is some debate over ethics, drinking a cup of coffee or tea an hour before a serious ride can increase the use of fat, which will in turn enhance performance.

So the next time your legs feel like lead, your temperature goes crazy and you feel like quitting, vomiting or dying, it could be because you pounded over two passes and across a desert. Or perhaps you had one too many cheeseburgers the night before. ●



Go anywhere pusher

Assuming that bike riders are active outdoors people, those of us with babies and very small children don't like to stay indoors just because we have no way of transporting the toddlers. Baby seats may be fine but off the road the Freewheeler three wheeler stroller is just the thing. This Aussie made baby carriage has three wheels which come in either 12" or 20" sizes. The stroller even comes with a front brake to help cope with steep slopes. Accessories include weather canopy, a carry basket (which fits under the Cordura seat and on the frame), bottle rack and a carry pack for bulky items like spare nappies. The stroller with canopy and basket costs \$366 and is made by Trailtech in WA. Contact (09) 430 4753.

Be safe - be seen

Bike-a-light makes a range of reflective products which uses a material called Reflexalite to provide incredible visibility at night. Each square inch contains 47,000 micropisms which reflect bright light back at the source (car headlights). The Bike-a-lite products in the range are: Helmet and bike tape kit (each pack contains 8 triangles, 4 bars and 3 circles more than enough to do a helmet or bike); Safety vest (vertical stripes for

front visibility, longer in the back, adjustable waist belt and quick release front buckle - S, M & L); Ankle bands with velcro fastening. Bike-a-lite is available from your local bike shop.



Compact and colourful

The new Avocet 30 cyclocomputer comes in a range of eight colours plus black. The meter is a significant upgrade on the model 20 and introduces new features such as a clock, and maximum speed along with standard functions: speed, average speed, trip distance, timer and total distance. The new model 30 is also interchangeable with model 20 sensor and mounting bracket.

Hub gear alternative

The Sachs Torpedo Pentasport is a five speed lightweight hub assembly that provides a practical alternative to derailleur gears. The alloy hub body also includes a back pedal brake which makes it one of the most versatile components on sale in Australia. Scarcely heavier than all the parts of a five speed derailleur and rim brake assembly the Torpedo Pentasport has a wide gear range (224%) which is much better than that provided by a 13 to 28 teeth five speed rear freewheel. And because the entire mechanism is sealed inside the hub, bike maintenance can be drastically reduced. As with the Torpedo S three speed hub a safety clutch in the planetary gear train prevents slippage between gears. The Sachs Torpedo Pentasport is distributed through specialist bicycle dealers by Bicycle Buyers Pty Ltd in Melbourne.

Netti joins the Classic

Netti cycle clothing will be providing all the racing clothing for this year's Commonwealth Bank Cycle Classic due to run between the Gold Coast and Wollongong between October 15 and 24. Netti's Annette Guerry says that Classic riders will benefit from the new Pro Bionix cycling shorts design with its 8 panel construction that allows leg muscles room to breathe without relying solely on the stretch of the lycra material itself.

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 (excluding your name and contact details). 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.

Nullarbor Crossing Leave Kalgoorlie WA on Synday 24 September via Ceduna to Port Lincoln by October 20. Fully self supported. Contact David Hulett (08) 339 1056

English guy 34, adventurous spirit searching for female cycling companion who enjoys regular trips in Sydney, NSW, Australia or OS. Any tour considered. Phone John (02 514 206 or write to John Gunning 3/27 Johnson St Annandale NSW 2037.

Across the USA Companion wanted for tour from Boston to the Pacific Ocean. Leaving early September and mostly camping. Contact Ken Moylan on (062) 431 014 (W) or (062) 477 617 (H).

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The all new 1989 Shogun Ground Breaker Expert is a welcome addition to our quality A.T.B. range. It features lightweight chromoly tubing, Shimano's incomparable 18 speed Mountain LX Groupo with SIS capability, Hyper-Glide Cassette and Biopace HP chainrings.

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SHOGUN BICYCLES
THE TRADITION CONTINUES

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 the *Freewheeling 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 eight weeks in advance of the month of publication. Phone or fax your copy through to *Freewheeling* Editorial tel: (02) 264 8544 fax: (02) 264 8357 or post to PO Box K26 Haymarket NSW 2000.

COMPETITIVE EVENTS

SEPTEMBER

Sunday 17 Watagan Cross Country Race A 40 km blast through the Watagan Ranges just north of the Hawkesbury. Organised by the North Shore Nobbies. Contact Steve Nesbitt (02) 411 5466 day.

Tuesday 26 (start) Simpson Desert Cycle Classic A five day gruelling ride along the Rig Road from Alka Seltzer Bore to Birdsville. Contact Jack Mullins on (02) 588 5617 or Ian Hese on (08) 281 0966 or write to 38 Ocean Street, Kogarah, NSW 2217.

OCTOBER

30 September to Monday 2 Fat Tyre Festival Tumbarumba NSW A range of competitive and non competitive events for mountain bike riders of all ages in the Tumbarumba district, a part of the Man From Snowy River region. Fun for the whole family with barbecue and bush dance in a district containing some of Australia's most spectacular countryside. Organised to comply with AMBA guidelines. Contact David Costello (069) 482 951 or (069) 482 877.

Sunday 15 (start) Trans Australian Ultra Marathon A straight through race from Perth to Melbourne for teams of four cyclists. Contact Lisa Watkins (03) 456 0211 or John Turner (03) 456 0295.

NOVEMBER

Saturday and Sunday 11 & 12 AMBA National Mountain Bike Titles A weekend of cycling events to decide the top riders in uphill, downhill, trials and cross country events. All classes. Basic camping available at site and good spectator facilities. Contact AMBA or your local mountain bike club for entry forms (02) 27 2977 or the promoter Active Australia (062) 95 9498. Full details elsewhere in this issue.

FEBRUARY

Saturday 24 Sunday 25 National Penny Farthing Championships held in conjunction with the Evandale (TAS) fair. Full details of this popular event from: Gill Head 40 Russell St Evandale TAS 7212.

NON COMPETITIVE EVENTS

SEPTEMBER

Sunday 17 Green Valley Twin Century Join the fun in Australia's longest running endurance event, riding 50 to 200 km in the scenic Nepean valley south west of Sydney. Contact Russell Moore (02) 608 1125.

Saturday 30 to Sunday October 8 Bicycle SA 1989 Hawker to Adelaide Revisited. This week long ride roughly follows the same route as the first Bicycle SA ride held in 1986. Free bus from Adelaide to the start. Contact Brenda (08) 339 3613 or Evelyn (08) 213 0637 for details and entry forms.

Saturday 23 to Saturday October 7 Bike for Bibles ride around Victoria and across the middle. Five routes to choose from. Contact Bike for Bibles, 239A Auburn Road, Hawthorn, Victoria 3130, tel. (03) 882 1392.

OCTOBER

Saturday 14 Audax Opperman All Day Trial Choose any route you wish, finishing in Albury NSW. The minimum distance to qualify is 360 km. Riders are to be in teams of 3-5 machines, including tandems and all teams must finish intact to qualify for an award. The current US metro record is 763 km. Contact Russell Moore (02) 608 1125 or Nick Payne (062) 95 7793.

Sunday 15 Sydney Spring Cycle Celebrate spring with thousands of fellow cyclists in a 35 km ride from Sydney to Parramatta. Contact (02) 212 5628.

Sunday 15 Meadows 200 Challenge Organised by the SA Touring Cyclists' Association. Starts 8 am at Meadows. Contact Mick (08) 258 7376 or Geoff (08) 340 0229.

Sunday 22 Cycle for a kid who can't Join the final event of NSW Bike Week for a fun charity ride from Hornsby to Gosford along the old Pacific Highway to raise money for the NSW Society for Crippled Children.

Entry costs \$5 which covers refreshments. Contact Sue Ryan on (02) 498 1747 or BINSW on (02) 212 5628.

NOVEMBER

Saturday 4 to Tuesday 7 Bicycle Victoria Benalla Rally a four day rally featuring rides of varying lengths with a central camping site at Benalla Airodrome and funded by Victorian Health Promotion Foundation in support of the National Heart Foundation. Contact Bicycle Victoria (03) 670 9911.

Saturday 4 to Tuesday 7 Four day Caltex Ride A Melbourne Cup weekend tour through Victoria's South Central districts with an all inclusive price to cover camping, meals, support vehicle and nightly entertainment. Contact Australian Bicycle Events (03) 781 3755.

Saturday 11 EBTC's Hard Hundred Begins at 8:00 am in Bayswater, Melbourne and travels through Belgrave, Narre Warren, Berwick and Five Ways (turn around for metric century riders) to Hastings (for imperial century riders) before returning to Bayswater. Entry fee \$6.00. Contact Ian Pengelly (03) 728 3180. John Richards (03) 729 6405 or John Weller (03) 870 5894.

Sunday 26 Eighth annual Citibank Sydney to the Gong Bicycle Ride in aid of the Multiple Sclerosis Society. This year bigger and better than ever. A one day fun and fitness ride through Royal National Park. Some say its the London to Brighton Ride with scenery. This year a time trail option will be available for sports riders. It's a ride not a race. Don't miss it. Entry form elsewhere in this issue of *Freewheeling* magazine.

DECEMBER

Saturday 2 to Sunday 10 Great Victorian Bike Ride A two week ride from Yarrawonga to Melbourne. Organisers take good care of you, from entertainment to a sag wagon for your luggage. Camping, meals and full medical and mechanical support provided. Organiser is Bicycle Victoria. Contact (03) 670 9911 for entry forms and prices.

FEBRUARY

Friday 23 to Sunday 4 March Great Tasmanian Bike Ride The first event of this kind to hit Tasmania, starting at Devonport and travelling out to the East coast and then south to finish at Hobart. Meals are provided and all equipment is carried for you. Contact Bicycle Victoria for entry forms, telephone (03) 670 9911.

MARCH

Saturday 24 to Sunday April 1 Nine Day Caltex Bike Ride From Mount Gambier to Melbourne with visits to caves, lakes and forests and passing through Portland. Price includes transport from Melbourne to the start, meals, baggage shuttle and entertainment. Contact Australian Bicycle Events (03) 781 3755.

JUNE

Saturday 9 to Wednesday 20 Malvern Star Kakadu Safari Ride A bicycle adventure starting in Darwin and taking you east to Kakadu National Park to see crocodiles, Aboriginal rock art and escarpments. Contact Australian Bicycle Events (03) 781 1722.

RACING 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 Birznies (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 CLUB CONTACTS

The Australian Mountain Bike Association is the sanctioning body for all mountain bike races on a state and national level. Local clubs can affiliate and offer their members the benefits of insurance coverage for their inter club events. Enthusiasts interested in contacting a local MTB club in an area not listed below should contact AMBA on (02) 27 2977 AH (02) 92 1922 as the list is growing all the time. All of these clubs offer both competitive and non competitive events

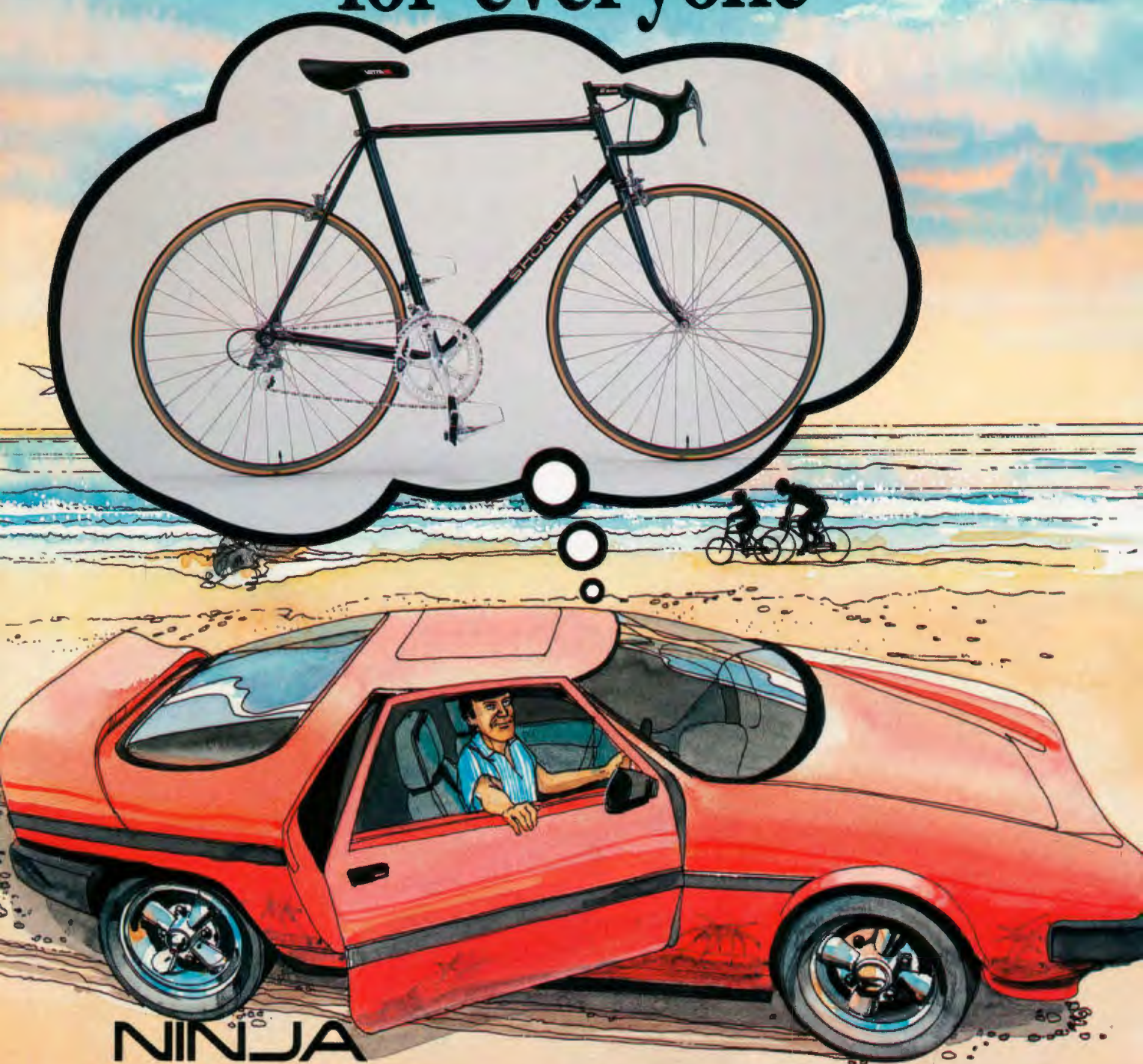
QUEENSLAND - Brisbane Mountain Bikers Paul Hargraves (07) 344 1907, Velo Club Brisbane Mike Roberts (07) 359 1244, Sunshine Bushbushers (Sunshine Coast) Pete Smith (071) 428 572; **NEW SOUTH WALES** - North Shore Nobbies (Sydney) Steve Nesbitt (02) 411 5466 (Business hours), East Side Ground Hogs (Sydney) Chuck Smeaton (02) 371 5278, Brookvale Fatheads (Sydney) Laurent Vignes (02) 982 2574, Western Suburbs MTB Club (Sydney) Jeff Blackman (02) 622 8196, St George Mountain Bike Club Phil Higgins PO Box 50 Padstow NSW 2211, Southern Cross Cycle Club (Sydney sth) Tony Marsh (02) 520 4600, Central Coast Mountain Bike Club Lewis O'Keefe (043) 284 927 (H) (02) 438 3466 (W), Hunter Valley Mountain Bike Club Bruce Richards (049) 32 7820, Taree Mountain Bike Club Chris Nesbitt c/- SST Cycles Taree, Blue Mountains MTB Club Kerry Barlow (02) 264 2994 (W); **AUSTRALIAN CAPITAL TERRITORY** Canberra Mountain Bike Club Mark Vardy (062) 491 806 (w) or (062) 489 301 (h); **VICTORIA** - Fat Tyre Flyers (Melbourne) Mick Jamison (03) 817 2917; **TASMANIA** Northern Tassie MTB Club (Latrobe) Stephen Foster (004) 262 107 (H) (004) 265 263 (W); **SOUTH AUSTRALIA** Adelaide Mountain Bike Club Peter Heal (08) 289 1420; **WEST AUSTRALIA** Perth Mountain Bikers Jack Thornley (09) 453 1434, Cycle Touring Assn of WA (09) 330 3659.

TOURING CLUB CONTACTS

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

Armidale Community Cyclists (067) 72 8951. **Audax Australia** (03) 435 4437 (02) 608 1125. **Bathurst** Bicycle Touring Group (063) 31 9459. **Bicycle Australia** (046) 27 2186 (after 9 pm). **Brisbane** Bicycle Touring Association (07) 369 9326. **Canberra** Pedal Power ACT (062) 49 7167. **Darwin** Hufflers & Puffers (089) 81 2141. **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) 543 5970. **Essendon** Mountain Bicycle Touring Club (03) 337 1379. **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) 213 0637 or (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. **Bicycle Victoria** (03) 670 9911. **Cycle Touring Association of West Australia** (09) 330 3659. **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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