

AUSTRALIA'S PREMIER CYCLING MAGAZINE

# Freewheeling

November/December 1989 \$3.50 NZ \$4.95 (inc GST)

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Our cover: Two Sydney riders enjoy the climate and the company of Australia's largest one day event the Citibank Sydney to the Gong Ride. Our cycling in Sydney feature starts on page 16. Photograph by Guy Finlay.

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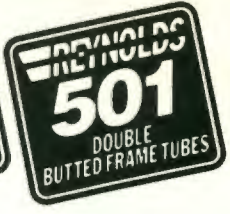
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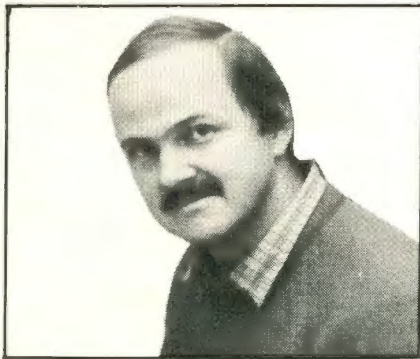
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*Warren Salomon*

## Bicycle safety and the con job of the Eighties

*How the cycling debate was hijacked by the Canberra bureaucrats.*

**A**S THE YEAR AND THE decade draws to a close and I look around me, it is obvious that we have entered into a period of great cycling activity of an intensity not seen since the great cycling craze swept the world in the 1890's. In those days the bicycle was King and Queen of the road and the world would wait another thirty or so years before the two wheeler was overtaken as the dominant mode of personal transport by the motor car.

Following the Second World War use of the bicycle declined to an all time low which bottomed out with the oil supply crisis of the mid seventies. If you want to plot the rise and rise of bicycling in this country since then there is no better chronicle than the pages of this magazine. Our resident cartoonist Phil Someville has dusted off his back issues and on page 32 of this edition gives us his highlights of a very important decade for the bicycle.

In 1981 representatives of newly formed bicycle user groups along with town planners, bureaucrats and engineers gathered in the Victorian provincial city of Geelong to discuss a new approach to cycling in the cities and towns. After twenty years of manic freeway building activity that had transformed many parts of our major cities the town planning profession at last was willing to recognise that the bicycle really was a legitimate part of the transportation system.

The Geelong conference was a great success and launched the concept of the town and city-wide Bikeplan as the most efficient and cost effective way of reintegrating bicycling into the modern urban transport system. At last bicycle transportation had a legitimacy and as the word began to spread, it was even given a share (albeit meagre) of state government transport budgets.

In the first half of the nineteen eighties the Bikeplan approach was taken up by many of the state and local

governments around the country concerned with providing some facilities for the growing numbers of bicycle riders in their communities. To oversee the allocation of funds a majority of state governments even set up inter departmental committees with technical and specialist support staff and began the much needed work of teaching children how to ride as proper and legitimate members of the road system.

For the most part the development of education programs as part of the school curriculum (began in Victoria and developed in New South Wales, South Australia and West Australia) has been the most successful single bicycling achievement of the Eighties. The Bike Ed programs represent the best long term investment for the welfare of today's and tomorrow's road users.

Bike Ed aims to train children to be better road users and this means that when they come to drive cars they will also be better drivers. The problem with this approach is that it produces good long term results but in an era where short term solutions are in the ascendancy it is not the 'sexiest' of options.

Enter the road safety experts with their attendant statisticians, accountants, bean counters and number crunchers. This group displaced the town planners at a more recent national bicycling conference this time held in the NSW provincial city of Newcastle in 1986. The conference titled Bikesafe 86 was hosted by the Federal Labor Government through its Office of Road Safety.

Since attaining office the Hawke government had moved quickly to define its role in transportation as being a supplier of funds to road building programs carried out by the states and to assume an active concern for road safety issues. The conference concluded with the issuing of a '12 point package of road safety measures' which time has shown to be nothing more than hollow words on the part of the Federal Government for it

has since contributed practically nothing to the improvement of the cycling environment across the country.

At a recent cycling conference held in Victoria the Federal Office of Road Safety's representative even had to gall to get up and claim success for his agency's Molly Meldrum road safety campaign. This so-called bicycle road safety campaign has now been so thoroughly discredited within the cycling community (even at the 1986 conference objections about its worth and effectiveness were being raised) that the Federal Government's real contribution to cycling can now be clearly seen: define the issues to suit you own limited political aims but let the states do the work.

The most unfortunate result of that 1986 conference was the Federal Office of Road Safety's clever hijacking of the cycling debate. At Bikesafe the cycling issue was clearly defined as a road safety matter. In future any problems to do with the cycling scene were to be seen as road safety issues and road safety problems.

Looking back at that conference I can't help thinking that we, the delegates, were conned. We all thought that the Feds were at last going to assume a leadership role in the national cycling scene and even contribute financially to the work being done by the states. We were happy to accept their direction and go along with it but all they really did was to define the issues to suit their limited aims and get to hell out of it leaving the States to do the work and pick up the tab.

A legacy of that unfortunate change of direction in the way governments approach the cycling 'problem' is the compulsory helmet debate currently raging in New South Wales and Victoria.

Making helmets compulsory is the sexiest of all road safety options. For a politician locked into a four year electoral term the prospect of being seen to be doing something **really significant towards reducing the appalling human cost** ▶



▷of bicycle road trauma in the extreme short term is very appealing. Proponents of compulsion are currently claiming all sorts of benefits most significant of all (for the politicians at least) is an *instantaneous and dramatic reduction* in cycle deaths and injuries.

One has only to look at the results of the introduction of mandatory safety helmets for motorcyclists. Sure the number of deaths did fall dramatically but eventually the situation returned to 'normal' as the accident rate resumed its steady increase. The compulsory helmet scheme should be seen for what it is: a short term solution that only lessens the injuries and does nothing to prevent accidents from happening.

The greatest advocates of compulsory helmets are the surgeons whose business is patching up bodies and not dealing with the more complex issues of prevention.

I have always advocated the use of helmets by cyclists as an important safety precaution. I wear one myself and though I have never been involved in a serious accident where the helmet may have saved my life I do have a couple of friends who are not so lucky. There is no question that a helmet would have lessened their trauma but then again wearing one would not have stopped the accident.

George Paciullo, a former Police Minister in the Wran Labor Govern-

ment and now a road safety consultant, in a recent report to the NSW Roads and Traffic Authority hits the nail right on the head when he says that helmets are "not a cure-all and of no value whatsoever when it comes to **accident prevention**—the most effective weapon against the road toll".

His report is welcome because it is written in plain English (not the usual bureaucratic jargon) and makes a number of pertinent observations on the current cycling situation. He recommends first and foremost that there should be some form of official confirmation that the cyclist is a legitimate part of the road system with the same rights and responsibilities as other road users. "At the moment the cyclist's status is generally that of a nuisance in the way of motorists".

This is obviously the motorist's view widely held within the vast domain of the NSW Roads and Traffic Authority. Though George Paciullo was commissioned by the authority to look at the possibility of making helmets compulsory to his credit he has taken a very broad view of the problems facing cyclists on the roads.

However his eighteen page study document entitled *Report on Bicycle Helmet Promotion in NSW and Related Bicycle Safety Issues* should more rightly have been titled "An RTA Blueprint for the Introduction of Compulsory Helmet Legislation".

The problem with the RTA and similar organisations in other states is that they are still being run by engineers guided by the values and aspirations of another era. Their bicycle helmet 'solution' to the bicycle road safety 'problem' is typically an engineering one. One only has to look at the way roads are built these days to see how their minds function. The contemporary road engineer attempts mastery of the landscape and the environment with large scale and enormously expensive undertakings. Meanwhile motorists still kill themselves and are being killed no matter how straight the roadway.

The RTA's compulsory helmet proposal is another of its typically heavy handed engineer's approach to what is in essence a behavioural issue more related to the domain of education than legislation.

As the decade draws to an end more people are riding bicycles than at any other time in history. Most of this riding is not being done on busy main roads or on the freeways it is taking place on quiet suburban streets and country roads. Cyclists do not want to ride where it is potentially dangerous but then again they don't like to be excluded from the road system just because they are slow moving and non aggressive.

So far road engineers have shown little understanding of cyclists needs –

*When you want  
the best  
from your body,  
give your body  
the best.*



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they are still building roads which **increase** the dangers for bicycle riders. The compulsory helmet approach is just another short term attempt to once again divert the community's attention from the real issues.

One hopes that in the next decade cyclists through their representative groups will seize the initiative and reclaim the cycling debate from the motorist interests which currently control it.

## Why compulsory helmets won't work

Though the push for mandatory helmet use has been around for most of the 1980's the proposal has failed to gain the support of the community because a number of fundamental problems have yet to be sufficiently resolved. Briefly these are:

- There is still no acceptable helmet Standard on which to base a mandatory product regulation. The Australian Standard AS 2063 has been under review for some time. The controversial issue which precipitated the review is the inclusion of a penetration test – now to be known as the Resistance to Localised Loading test – which makes the Oz Standard different from all others (New Zealand, USA and Britain to name only a few). This notion that we have to go one better than everyone else is just so much rubbish when it means that our regulations will currently exclude the world's most popular cycling helmet – the Bell V1-Pro.

In Victoria and Queensland they now call their freeways arterials – a name with much less odious connotations. Removing the old penetration test from the Standard and replacing it with a slightly different test with a brand new name is a clever move on the part of the techno boffins who control the Standards committee but the fact remains that it is this area of the Standard which will set us apart from the rest of the world and inhibit us from either effectively competing on the world market with locally produced helmets or benefiting from the latest helmet technology developed in other countries.

The problem with any form of penetration test is that it favours helmets which are over engineered. If the current or proposed Standard becomes a mandatory product Standard then Australian cyclists will be forced to put up with the hottest and heaviest helmets in the world.

- Every day in every city across the country cyclists can be observed breaking any number of common road regulations. In my home town of Sydney the most common offences I see are riding without lights at night and riding through red traffic lights. The Police give a low priority to enforcing traffic laws with cyclists because their resources are stretched to the limit and they do not have the time to be chasing cyclists all over town.

If the Government were to crack down on current massive law violations by cyclists, ensure that bicycles were all sold with lights, and made sure that cyclists were trained and licensed as qualified road users (like car drivers) then there would be a sound environment for the easy introduction of mandatory helmet use legislation.

What the proponents of compulsion always fail to recognise is how much Policing is necessary to make the current laws stick let alone the massive undertaking needed to make the 1.7 million cyclists in NSW alone wear helmets whenever they ride.

- Politicians need to be seen to be doing something about the road toll even though it is the individual road users who should be taking a more careful and cautious approach. The proponents of compulsory helmets say that making cyclists wear helmets will make them more individually responsible and provide them with more protection. The protection part I can agree with (I strongly recommend all cyclists wear helmets for their own protection) but helmets can not prevent accidents. To the contrary by forcing an individual to wear a helmet shifts the responsibility from the individual to his or her helmet. In short it is easy to become complacent on the road because of the belief that wearing a helmet will save you in an accident.

- Compulsory helmet regulations will produce a shift in emphasis and resources in favour of enforcement measures away from the current strategy of educational and encouragement initiatives. Any politician who affixes his or her name to such a scheme will have to wear the odium of public criticism when a few years down the track and the casualty rate has climbed back up to pre compulsion heights when complacency sets in.

To suggest that cyclists are more vulnerable because they are not protected by tonnes of steel and rubber is absolute nonsense. Car passengers and drivers are a far more endangered class of road user than cyclists. What is not widely realised is that bicycle helmets (especially the hot and heavy ones that the old Oz helmet Standard encourages) are ideal for non-sporting use in cars. If cyclists should be made to wear helmets then why shouldn't motorists be made to also.

## A new era

Big changes are afoot with this country's premier cycling magazine. With our next issue *Freewheeling* becomes part of a new bicycling magazine *Cycling World*. *Freewheeling's* publisher Philip Mason and his team have decided to relaunch the magazine and give it a new title more readily identifiable with the activity it promotes.

This sixtieth issue of *Freewheeling* coincidentally is to be my last as editor. With the new look *Cycling World* I plan to become one of the stokers and would like to recommend to you my new captain Chuck Smeaton. Chuck, like all our editorial regulars is a keen cyclist and was until recently the secretary of the Australian Mountain Bike Association. Chuck's profession is journalism so I am confident that the future direction of the magazine is in good hands.

Having started *Freewheeling* twelve years and sixty issues ago you would hardly expect me to disappear suddenly. However, after doing anything with such intensity for so long there must come a need for a change.

I will be remaining on the staff of *Cycling World* as founder editor and will regularly contribute technical articles and opinion pieces to the magazine. In this role my work for the magazine goes from being a full-on full-time position to a part time obsession. My love of bicycles and bicycling has not diminished over the years (in fact it has probably intensified) it's just that it needs to find a new expression.







Sean Kelly

## John Drummond

# World class pro cycling takes a turn for the better

*Cycling fans the world over watch the progress in the first ever professional world cup*

**T**HE OLD-TIMERS GATHER in bars and cafes all over France, wherever the Tour De France passes and shake their heads sadly these days. As they stare deep into their beer they muse about the good old days. "In those days there were real stars," they say, wiping an invisible tear from their eyes. "We had real riders then, stars in every sense."

"Remember men like Louison Bobet, Jacques Anquetil, Raymond Poulidor and Italians like Gino Bartelli and Fausto Coppi. Eddy Merckx was good, but he wouldn't have had half a chance against some of those coureurs!" Well, times past always seem rosier somehow. The truth is the races are really faster now, the average time in kilometres per hour of the Tour De France has progressively increased from 25.28 in 1903 to 39.14 in 1988. And with the Hinault era over they're more open and less predictable, too. What the oldies are remembering is the old order of things, an order when France, Italy and to a lesser degree Belgium dominated the scene, an era that ended with Bernard Hinault in 1982.

Teams were organised on an almost feudal system. Every squad had its big star, the prima donna to be protected and pampered endlessly. Under him came the specialist sprinter, the time trialler and the climber. The rest were the domestiques, the water carriers who were expected to grub about and always give up their own chances for their superiors.

The system worked. The result was that the races were tactical in a different way from now. Tactics exaggerated the way in which the teams were structured.

And when the teams of the 1960s, for instance, could not elevate Jacques Anquetil into the Yellow Jersey and another rider got there instead, it was big news. The year that Lucian Aimar (1966) won the Tour De France, instead of Anquetil, the emphasis was that the star hadn't triumphed and not that

Aimar had won.

With the internationalisation of cycle racing that is all changing.

In the old days Anquetil, Coppi and Bartali were feared because they were good and because they had a whole team organisation dedicated to them. But these days. Teams are structured on all-round ability – team leaders are decided on the road – team managers consider their riders as nothing but equal members of the team. Riders speak not of individuals when interviewed, but of the team in the new spirit of internationalism, and the sport is better for it.

That was very evident when the first World Cup race to be held in Britain attracted an estimated 200,000 people around the Tyneside course. The winner was the Dutch champion by two seconds clear of second and third placed riders, World Champion Maurizio Fondriest of Italy and Sean Kelly of Ireland respectively.

Kelly took the lead in the Perrier World Cup series with Maassen second on the aggregate and Van Hooydonck now third. Swiss cyclist Jorg Muller won the 224 km seventh leg of the World Cup after a fierce battle on the Olympic circuit in Montreal.

The Grand Prix of the Americas turned out to be a double success for the Dutch PDM team, with Sean Kelly finishing fifth and tightening his grip on the overall classification of the first World Cup. Kelly now led the series by 13 points from Wincanton Classic winner Frans Maassen (Superconfex), who found the hilly course difficult.

The Swiss, third in the Tour of Switzerland in June, attacked so violently that he quickly opened the winning break and finished 45 seconds clear of Yvon Miodot and Charly Mottet, both of France before a crowd estimated at 250,000. Greg LeMond, who finished fifth had his best one day race since his injury.

Canadian, Steve Bauer won the

eighth race of the World Cup series, the Championship of Zurich when he headed over the finish line a nine strong group at the end of an energy sapping 255 km race at Zurich, Switzerland. Sean Kelly, missed the break and finished 26th, out of the points, but still retained his overall lead in the Cup. Bauer jumped up the ladder to equal second place with Frans Maassen.

Promising young Belgian rider Van Hooydonck slipped back to fourth place on aggregate.

### Million dollar man

Speculation is rife about the future of the American sensation Greg Lemond who is in a position to name his own terms to potential sponsors following his rise from a death-bed to stardom (see our profile this issue which starts on page 28).

The American 7-Eleven retailing giant was reported to have offered Lemond the sum of a million dollars to join its racing team, three times the amount he gets at present with ADR.

Also on the table is a huge offer from a new French Team to be formed by a three-year merger of the current Z and Fagor teams. It is understood several problems remain to be determined, including the amount of pay-out to ADR, the American's contract with them has another year to run.

Lemond is keen to sign with a French Team because their priority would be the Tour De France, and he is aware that the French are the best team-mates in the world.

Pending a decision as to his cycling future Lemond is cashing in on his Rainbow Jersey before leaving for America to call an early halt to a hard season.

### A final word

As this issue goes to print news comes from France that Greg Lemond has indeed signed a three year contract with the Z-Fagor team for a huge sum of \$3.2 million dollars. This deal makes him the highest paid professional cyclist ever. ●





### Bike Expo comes to town

Sydney Showground was the venue in September for the industry's annual product showcase Bike Expo. The show attracted both buyers and retailers from all over the country in spite of a lack of airline services and the Sydney Rugby League grand final held on the Sunday in the adjoining sports stadium. The latest high tech bikes went on display including the 1990 Shogun mountain bikes which feature the new Shimano Rapid Shift push-push index gear levers.

Repcos displayed a remarkable high speed composite framed bike that looked like it could be almost too painful to ride on top of its shark fin-like saddle. Repco's kids 20" mountain bike, sure to be this season's hot seller, also won its category in the Retail Cycle Traders sponsored Bike of the Year awards.

Overall winner and Bike of the Year was another 20" mountain bike from the BMX makers Redline. This classy little bike unlike the others in its category has cantilever brakes and alloy wheels making it the first "true" 20" wheeled MTB.

### Industry moves

1989 has been a year of big moves in the bicycle industry both at home and abroad. The big Australian multinational Pacific Dunlop which not too long ago acquired the Repco Cycle Company from the ailing takeover merchant Araidne has also bought the Malvern Star company Derby Leisure Products from the European based parent company Derby International.

It has also been reported that one of the provisions of the sale of Derby Australia was that the Raleigh brand is to revert to being a dealer only brand in line with Derby's world wide Raleigh strategy. As a result Raleigh Technium aluminium framed mountain bikes will go on sale through Australian dealers this summer.

Though ownership of the Malvern Star brand now reverts to an Australian based company the proud boast by the company seen on large outdoor billboards this summer is only partly correct. True, the Malvern Star is an "original Aussie" brand but like 90% of the bicycles sold in this country today it is more likely to have been built in Taiwan or China from Japanese or Taiwanese components than made locally.

The only bikes to rightly claim fame to being locally made are the Ricardo brand made by another Pacific Dunlop subsidiary, Leisure Cycles of Australia, and the Pro Tour brand made by Southcott. Both companies make their own frames in plants located in Adelaide. However, Japanese and Taiwanese components are still used even if the final assembly is done locally.

The Pacific Dunlop buy out of approximately 60 percent of the market is also an example of the growing awareness by the corporate sector of the long term attractiveness and viability of the bicycle industry. This interest is also manifest in the more recent purchase of both Road Master and Graecross by Solomon

The Atom Imports stand had many surprises for the Expo goer. Apart from the spectacle of Shimano and Campagnolo-componentry sharing the same stand space a live model occasionally shocked browsers when they realised that the super cool expression belonged to a living breathing person and not a mannequin.

Lew's Playcorp a large company in the toy and sporting business.

Graecross, which also distributes Peugeot, was a privately owned Melbourne based company partly owned and managed by Graeme Stott who will continue to run the company for the new owners on a three year contract.

Peugeot itself has recently been the target of a takeover by the Derby International group. The bicycle industry world wide is now feeling the effects of having a corporate raider loose in its midst with Derby pursuing an active strategy of buying up troubled big name brand manufacturers, putting them back into the black and selling them at a large profit. There is some doubt that the Derby acquisition in Australia achieved the first stage goal with the Malvern Star subsidiary but it is clear that the sale to Pacific Dunlop achieved a good return overall.

Former Derby Australia managing director Philip Watts has surprised many in the industry by resigning from his job and buying a share in the privately owned Apollo Bicycles. He will now sell and promote the Apollo brand from his base in Melbourne.



### Cyclists herald postal increase

The recent rise in the cost of posting a standard mailing article from 39 to 41 cents was marked by the issue on September 1 this year of a new stamp depicting three young and helmeted cycling enthusiasts.

A cheeky rumour has it that the entire issue was bought out by the Bicycle Victoria group who are currently in the middle of a massive mail out campaign to promote their many summer rides.▷



▷ Apart from the usual sheets of 100 stamps the new cycling issue is also available in handy size folders of 10 stamps.

### Fair Go for Tassie cyclists!

It has happened at last! There is again a bicycle action group on its wheels in Tasmania. Fair Go For Cyclists was established following a public rally held on World Environment Day earlier this year. The group is currently in the process of formulating specific goals and priorities but has already managed to flush out at least one hysterical provincial newspaper columnist of the type who thinks that all cyclists are a nuisance to motorists and should be run off the road.

The new group hopes to be able to eventually expand its activities to include lobbying the government for the provision of better facilities for cyclists and committing public funds to a bicycle education program similar to the very successful Bike Ed schemes currently in operation on the mainland.

Next March the group will assist Community Aid Abroad with the organisation of its annual Ride Against Want in Hobart on the 25th of that month. The new group meets fortnightly (2nd and 4th Tuesdays) at the Environment Centre, 102 Bathurst St Hobart starting at 7:30 pm. We wish them well.

### Two ride to save the rainforest

In an attempt to focus world attention on the plight of the world's tropical rainforests two young Hong Kong based Englishmen have set out from Chang Mai in northern Thailand in October on an epic six month bicycle journey through Malaysia and Indonesia to Australia.

Clive Murray, 28, and Tim Ball, 26, will ride their mountain bikes through

areas currently under threat to the voracious sawmilling industries and hope to convince Hong Kong individuals and corporations to provide up to \$140,000 to sponsor two educational projects designed to provide more research into the timber trade and alternatives which would reduce the current high demand for this rapidly diminishing resource.

The findings of the study will be turned into a timber substitute reference manual for the construction industry. The second project is a Friends of the Earth education program for secondary schools on the threats of rain forest destruction. Apart from some sponsorship from the Cathay Pacific airline the duo have entirely self funded the \$10,000 running costs of their expedition.

They propose to visit the threatened rainforests of North Queensland as well as travel down the east coast to finish possibly in Tasmania if time permits.

### New club for WA

A new recreational cycling club has been formed in Perth WA called Cycling 4 Pleasure. The group caters for non-competitive type riders in and around the Perth metro area and aims to organise rides every weekend as well as a number of longer pannier jaunts. Some of their forthcoming events include: the Boddington Camping Weekend on the weekend of November 25/26; and the Tour of Albany, Porongorups and Stirling Ranges area – a week long pannier tour – to be held in April 1990. For details of the club and its rides program contact: Richard Stallard on (09) 470 4007.

### Knox bike paths

How about riding to work with the Dandenongs ahead, lit by the rising sun and wreathed in mist. The only sounds to be heard being the swish of your tyres and the calls of the birds. Imagine a young



family complete with toddlers on rear seats and other children wobbling along for their five km or so ride to a playground or swimming pool with no traffic at all. These are only two of the many daily scenes on the Knox bike paths.

This system, certainly the most advanced in Melbourne, presently covers some 50 km and is constantly being extended. It is now possible to ride from Upwey to the Dandenongs to Jells Park some 25 km from the centre of Melbourne using bike paths only. However, the main advantage of these paths is that they are planned to serve the needs of the communities they traverse and offer practical transport to school, work and shops. Pleasure riding for thousands of people is also available right at the end of their streets.

Busy main roads are crossed by over or under passes in most cases. Comparatively few side streets have barriers at the crossings which are a hassle for adults and a nightmare on a tandem but are necessary to prevent youngsters hurtling in front of a car.

The sight of hundreds of people of all ages, shapes and sizes enjoying these paths on a fine weekend needs no further explanation of their benefits. The majority of the adults would never have thought of riding a bike a few years ago.

To help people to get to know the system better the Know Bicycle Touring Club, now 12 years old and still going strong, invites all interested to take part in a supervised family bike path ride. It will leave the Ferntree Gully Community Centre, Burwood Highway, MELWAY 74 B3, on Sunday 10th September at 10 a.m. Two rides of 10 km and 25 km are planned.

For further information on the rides or the club ring Maureen and John Weller 870 5894, John Richards 729 6405, or Ian Pengelly 728 3180.







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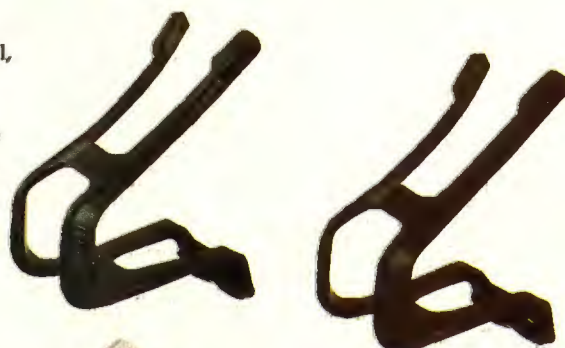
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For motorists third party insurance is available as part of their registration, in fact it is compulsory. Third party insurance has not been available for cyclists until recently when the Bicycle Institute of NSW announced a new scheme where by its members can insure to the value of \$2 million for third party personal and property damage. Members are automatically covered on receipt of their membership fee of \$23 which also includes other benefits such as shop discounts and a bimonthly magazine. For details contact the BINSW office manager on (02) 212 5628 during business hours Monday to Friday.

### Great Otway Tenth Anniversary

On Sunday the 12th of November the Great Otway Bike Ride will be run along a 160 km (100 mile) course through the beautiful Otway Ranges starting and finishing in Geelong. The Great Otway Ride, one of this country's longest running bicycle events, is organised by the Geelong Touring Cyclists club and is supported by the Geelong Rotary club. All fundraising proceeds are donated to Heartbeat Geelong. Late entries can be made on the day for \$20 and the event starts from Barwon Valley Fun Park at 8:00 am.

### Sydney gay cycling group

The Sydney Spokes club is a new bicycling club formed within Sydney's gay community and is now in the process of organising a group to participate in the Celebration '90 Gay Games to be held in Vancouver, Canada from the 4th to the 11th of August 1990.

It is expected that several thousand athletes from around the world will participate. As the level of competition is expected to be high the Sydney group plans to devote a lot of its energy in the preparation of a cycling contingent for the games.

There will be events for both cyclists and triathletes.

An attractive return travel package has been offered by a major airline to all people wishing to take part or just go along for a holiday. For full details about the games and the club contact the Sydney Spokes Cycling Club, PO Box 1037, Darlinghurst NSW 2010.

### 24 hour cycling marathon

Fancy taking part in a bike ride with a difference? Does the idea of teaming up with a group of like minded riders to take part in a 24hr cycling enduro sound exciting? If so then the 2KA Catalina 24 Hour Cycling Marathon is for you. In December Katoomba's tranquil Catalina Park will once again come alive. Only this time instead of the noise and smell of motor racing it will be the smooth sound of whirring spokes and the clicking of derailleurs as cyclists take part in this new event.

The marathon is for teams of up to 5 riders who take it in turns to ride for the full 24 hour period. As there is no pressure to cover a set distance riders can enter at any level they wish and either do the event as a personal challenge just to finish or go all out and achieve the greatest distance. Prizes will be awarded for the teams to cover the greatest distance, the youngest and oldest riders and the best family team.

The closed circuit means that entrants can cycle all day without the hassle of traffic. Hire bikes will also be available on site. For full information contact: Ken Henderson (063) 521 466 (bus) 04 (047) 823 946 (ah).



### On your bike WA

The biggest bike ride ever planned for West Australia will set out for the South West on November 11. Small groups of cyclists have been discovering the delights of South West bike touring for many years and now the Cycle Touring Association in conjunction with the WA Tourism Commission and the State Government's Bikewest has put together a special nine day tour.

The On Your Bike WA tour begins with a train ride to Bunbury where the expected 150 participants will mount their bikes and set off for Busselton. The route has been carefully planned and checked to enable riders to enjoy safe quiet backroads wherever possible. It includes some of the most scenic and picturesque parts of the region.

Cyclists will travel a leisurely 56 km each day and camp at sporting grounds in towns along the way. Breakfasts and evening meals, luggage van and sag wagon are all provided as part of the modest \$175 cost. For further info on the tour and future events contact the South West Tour, PO Thornlie, WA 6108 or phone 09 293 8170 or 09 447 8939.



### Tassie tours

Fully supported small group tours of the Apple Isle are now available from a Hobart based company Brake Out Cycling Tours. According to Brake Out manager, Iain Maclean, his firm will offer in 1989/90 a range of trips from the 20 day Tour de Tassie to less ambitious two and three day jaunts around the Tasman Peninsular and the North East wineries.

Brake Out also offers three half day and one full day trips based on Hobart. The popular Mt Wellington Downhill (pictured) transports participants by vehicle to the top of the mountain where they mount their bicycles for an exciting downhill. Full details and brochure from Brake Out Cycling Tours PO Box 275 Sandy Bay Tasmania 7005 or phone (002) 23 7020.

### Brisbane to Melbourne cycle fundraiser

On the 24th of November fourteen cyclists, all members of the Australian Bone Marrow Transplant Foundation, will set out from Brisbane to ride to Melbourne in an attempt to raise \$250,000 for the Foundation. They expect to arrive in Melbourne on December 16 and will cover between 80 and 165 kilometres per day. The riders will stop at 20 towns along the route and have the support of Eaglehawk Lions, Rotary and Kiwanis clubs plus the CFA.

The riders come from all walks of life and among their number there is a scientist from the Foundation's research team, several firemen, a school teacher, a policeman and assorted cycling enthusiasts.

The Australian Bone Marrow Transplant Foundation is a non profit fundraising organisation established to assist people suffering from bone marrow diseases such as leukemia and the foundation asks everyone to support the group of cyclists in their fundraising efforts. Full details from G Collins, Secretary, ABMTF Victorian branch, 058 21 3444.





### Summer clothing

The latest range of summer bike clothing has been released from Netti and is attractively featured in a full colour 16 page catalogue which also displays a number of other specialist products sold by Netti distributor Atom Imports. The new Netti range features lycra knicks with bright coloured taper side panelling and shirts with the popular 'bicycle-man' printed with a reflective 3M ink. Netti also make Bionix - four panel lycra knicks designed to comfortably fit the leg shape of a racing cyclist for maximum movement and comfort.

### Rapid shift gear levers

Shimano have released a new gear shift control mechanism designed to be operated by the thumb alone. The Rapid Shift lever mechanism mounts below the brake levers and has two indexed ratcheted levers. One lever is pushed forward for upshift and the other is pushed for downshift. This arrangement is easier to

operate and makes it possible for both brakes and gearing to be operated simultaneously. The Rapid Shift levers are so far only available for mountain bikes and will be fitted to most top of the range bikes shipped out of Asia early in the new year. Individual lever sets should go on sale sometime early in 1990. Wholesale distribution: Bicycles Incorporated.



### Expedition bags

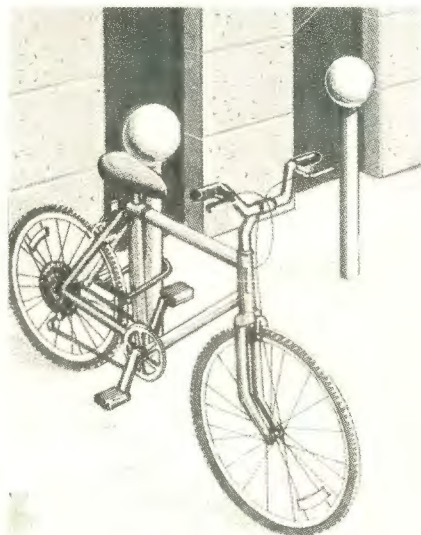
The 1989/90 Karamor Kalahari pannier bags are now available with a bright red top flap in addition to the many other features that make them the choice of serious bicycle travellers around the world. Kalahari bags come in three models: the Model 1 is a large rear bag with a big outside pocket which can even accommodate a camp stove; the model 3 can be used as a front or rear bag and has a double seal top; the Mountain model is a convertible pannier bag/backpack with a large capacity and a big external pocket. All Kalahari bags have mesh pockets covering part of their lids and these are ideal for storing small items and for drying things like swimmers and socks. Wholesale distribution: Rucsac Supplies.

### Tough sunnies

Jones sunglasses are available in Australia in a wide range of styles and colours. Five models are available at most bicycle retail outlets and all have tough Carbonite lenses with yellow Cadimium Oxide coating for better vision and com-



plete UV protection. The lenses are scratch resistant and lightweight. Wrap around models for sports cycling use are included in the range. Distribution Apollo Bicycles.



### Parking posts

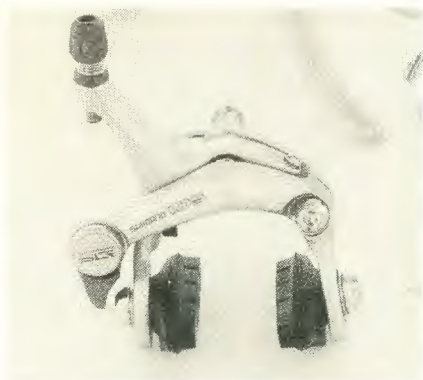
At last someone has designed a parking post for bicycles that acts as a small bollard yet doesn't have the bulk of a signpost. The Parcycle hitching post is made by the Kryptonite bike lock people so its basic idea is to provide building owners and municipal authorities with a parking device that will work with the now common U type lock. The Parcycle consists of a steel pipe which is cemented into the ground and has a metal sphere fixed to its top to prevent the lock from being slid off. The sphere is vandal proof and is permanently fixed to the post. Wholesale distribution: Biketech.

### Double pivot

The new Shimano 105 brakes have a unique double pivot arrangement designed to give these brakes better response and



## NEW PRODUCTS



sensitivity. The brakes have Shimano's SLR (Shimano Linear Response) feature which uses a spring loaded brake lever to overcome cable and brake operating resistance to produce a light-weight action that allows power to be applied more accurately by the rider.

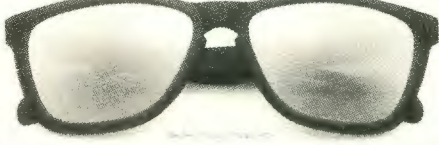
The double pivot brake is only available on the 105 group brake set. Wholesale distributor: Bicycles Incorporated.



### Quik Fit bike carrier

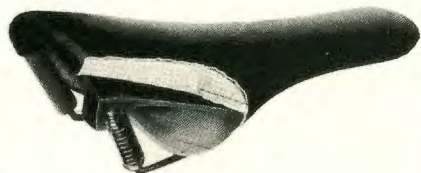
Bicycle carriers that mount on car tow bars are always a hassle to remove but not the Kangaroo Bike Beak Quik Fit model. This carrier slides easily and quickly into its mounting shoe and locks tight so that up to three bicycles can be securely carried. Quikfit carriers fit to

any standard tow bar and are sold through most bicycle retailers. Distribution: Hanley Trading.



### Frogskins

We don't know where they get their name from but we do know that this range of fashion conscious sunglasses from Oakley are available in a bewildering combination of frame and lens colours for sporting use. Frogskins have tough lightweight Plutonite lenses in either violet or orange Iridium, bronze mirror or the more conventional grey tint. But conventional these glasses are not! Wholesale distribution: Steve Cramer Products.



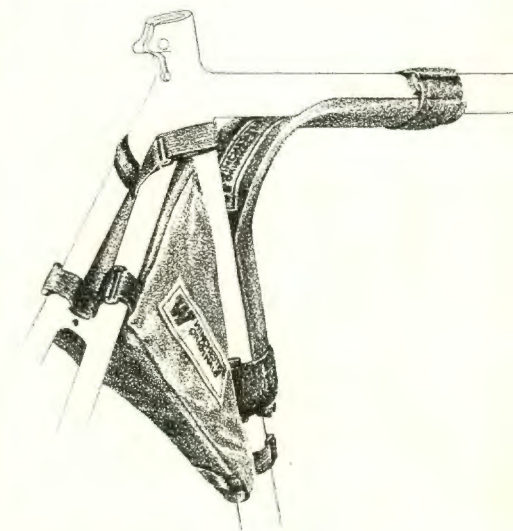
### Sprung saddle

A saddle with shock absorber mountings that's how the new Selle Italia mountain bike saddle is best described. The Alpine has an anatomic style base and padding arrangement and has two sets of enclosed springs that form part of its mounting system. Wholesale distribution: Hanley Trading.



### Bugger

The Cannondale Bike Bugger is a clever little bicycle trailer made from moulded plastic and designed to carry two children or a lot of luggage. The Bugger has 20" alloy wheels fitted with removable spoke covers to prevent accidental damage to little hands. The trailer has a simple locking hitch which clamps to the seat pillar. A sun roof is available as an option. Two sets of seat belts are standard equipment. Distribution Tri Sports.



### MTB frame bag

Winchester originals is a range of pannier bags designed for the off road rider. The Deluxe Portage is a comfortable frame strap that allows the mountain bike to be transported on the shoulder over really rough terrain. The Stay Pack fits under the seat stays and is a small pack designed to carry small valuables in a part of the bike normally considered as 'wasted space'. It also has a bottom plate to prevent objects being carried from sagging into the wheel. Wholesale distribution: Boss Racing Australia. ●





# SYDNEY FROM THE SADDLE

A cycling guide to the pleasures of the harbour city and its environs

BY JULIA THORN

**S**YDNEY IS SPECTACULAR city. Head for the harbour foreshores for some of the best views and quiet leafy roads. On your way there you may be able to take advantage of the city's best cycling asset, the harbour bridge cycleway. Where else in the world can you find a bike path with such a fabulous setting? Commuters may speed past, blase about the sight of the deep blue harbour waters, but those travelling at leisure can enjoy watching the yachts, ferries and cruising vessels while getting a glimpse of the Christmas cake decoration that has come to be known as the opera house, and the Circular Quay skyline.

For starters head out east along the lower north shore. Use a map or street directory to guide you to tree lined bays around Cremorne Point, Kurraba Point and Bradleys Head. Then continue to Manly for a ride out to North Head with its views across the harbour. There are short walking tracks, little beaches and lots of picnic spots. Manly itself is well

supported by ice cream shops and you can cruise the esplanade along the golden beach backed by Norfolk pines.

On the south side of the harbour one of the best rides is to follow the coast in an easterly direction through the flashy suburbs of Double Bay, Rose Bay and Vacluse, then ride into Sydney Harbour National Park at Nielsen Park. Shark Bay has a safe swimming beach and a kiosk cum cafe. After a rest here you can continue up and down the hills to Watsons Bay for another swim, cliff walks and a drink at the pub with the best view of the harbour.

If surf beaches are more to your taste try a beach crawl. In the eastern suburbs you could ride or take your bike on the train to Bondi Junction then pedal down to Bondi Beach. From Bondi you can take the coastal roads south past Tamarama beach, Bronte beach, Clovelly beach and Coogee beach. All these beaches have somewhere you can get refreshments and a choice of grass or sand to laze on. You could return to the

The central part of Sydney has had its own bikeplan for years. One of the proposals was to declare a cycleway around the harbour foreshores from Darling Harbour to Elizabeth Bay. This section is a cycleway but you have to walk your bike from here around to the Opera House because the Botanic Gardens authorities will not cooperate with the scheme. Bicycle planning in the city of Sydney has been half hearted to say the least and for the most part the cyclists have always had to fend for themselves. In some of the surrounding municipal areas things are improving, slightly. Photography by Warren Salomon.

city via Randwick and take in Centennial Park if time permits.

This park is still one of the best places for a bike ride. On weekends the cycleway around Grand Drive gets crowded but during the week you'll have plenty of space for a couple of laps or your full training session. When you tire of whizzing around like a goldfish, follow some of the other roads that go uphill to the park's extremities for a more bush environment and views towards Botany Bay. There's a very pretty cafe near the main entrance to the park and on Saturday mornings you'll often see a group of bike riders hovering around. Bikes can be hired nearby in Clovelly Road.

North of the bridge you can survey the beaches from Manly up as far as Palm Beach, but that may be too much for one morning. Manly itself has quite a collection of sheltered and surf beaches if you either head towards Fairlight and Clontarf for the still water, up towards Queenscliff for a string of ocean beaches.

Past there are a succession of long golden beaches backed by grassy reserves. Dee Why, Collaroy and so on are all worth a visit and a jaunt along the esplanade.

If you can get as far as Palm Beach it is well worth a little tour. The views as you ride north along the Barrenjoey peninsula are postcard stuff, as you can see across to West Head on the far side of Pittwater. At Palm Beach you can ride along the little road that bisects the golf course for a view of high sand dunes and the Barrenjoey lighthouse. There's so much beach here it doesn't get too packed even in summer, but a bike is a definite advantage in the traffic jams that build up. ▶

**Opposite: A Centennial Park pictorial.** If you are lucky enough to live in Sydney's Eastern Suburbs then you can easily enjoy the wonderful green expanse of Centennial Park. If you don't then you can join the weekend hoards who hire bikes in the thousands and wobble their way around the tree lined perimeter road: Grand Drive. The park attracts all kinds of riders from racers on morning training runs to city workers and students who manage a few laps before rushing off to the nearby city or University of NSW. Photography by Warren Salomon.







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▷ If you're looking for hills give Ku-ring-gai Chase National Park a go. There are great climbs and descents as you head for Cottage Point on Cowan Creek and you'll be fairly undisturbed by traffic. When you need a rest you can amble alongside the many creeks and bays and stop for a picnic at Akuna Bay which has a shop.

Other sealed roads in this park lead all over West Head and this is a good place to combine biking with short bushwalks.

Another area of bush with easy riding and easy access from central Sydney is the Lane Cove River Park, with the main entrance off Fullers Road which leads west from Chatswood. From Fullers Bridge a sealed road follows the south bank of the Lane Cove River for many kilometres to De Burghs Bridge in Ryde and on the north bank of the river are a few kilometres of sealed road.

The park is a popular destination at weekends, having some 41 picnic areas with beautiful old gums, ironbarks and casuarinas. There is a kiosk in the park, canoe hire available and numerous bushwalking tracks of up to ten kilometres in length. In summer this spot makes a welcome break from the baking heat on the beaches – even the sight of the river is enough to cool you down.

Because this park is so central it is no problem to reach by public transport. Take the train to Chatswood on the North Shore line and do an out and back ride, or ride through the park and take the train home from Eastwood, perhaps taking the time to tour some of the area's historical buildings.

In the City's south there is a region of preserved parkland around the spot where Captain Cook tied up his boat one day in April of 1770. Not surprisingly everything round here is named after the dear old captain, and you follow Captain Cook Drive to Captain

Cooks Landing Place Historic Site at the tip of the Kurnell Peninsula. I've always thought it was a bit odd that the main memorial has until 1988 been a line of oil refineries, but now when you go there you can bypass all that and get out to some fine rocky coastline and coastal heath vegetation.

There are several picnic areas, a museum and walking tracks. To get the full flavour of what Cook saw you'd have to arrive there by sea but cycling is a good second best. If you don't want to ride all the way from the city, take the train to Cronulla or Sutherland and start from there.

If you want to fill up on more historical areas, ride to Kurnell via the Botany Bay foreshores. Starting at Brighton you can coast down the bay, off the road for most of the way, through the suburbs of Ramsgate and Monterey to San Souci with sheltered bay beaches to your left. At weekends you'll see lots of large family picnic gatherings. This is one of the flattest places to ride in Sydney.

Sydney is well endowed with small parks and reserves. If you do a tour of Parramatta you could link up a few of these parks and also visit some of the state's oldest buildings. In Parramatta Park you can visit the old Government House and go on a guided tour of the inside. Lake Parramatta Park is another pleasant reserve. In the town you can visit Elizabeth Farm Cottage, the oldest surviving building in Oz. Perhaps you should call in first at the information centre on Church Street near Lennox Bridge for some leaflets about the historical sights around here.

To return to central Sydney you could follow the Parramatta River along quiet suburban back streets as far as Strathfield, which is another suburb with some impressive Federation architecture and grand homes.

## Mountain biking in the city

There are quite a few places around Sydney where you can take a mountain bike and get away from civilisation. Well, sort of.

There are a whole selection of bush tracks around Ku-ring-gai, from Roseville north to Hornsby. Most of these are not properly signed and the only guides available are intended for bushwalkers, but that shouldn't keep you away.

Some of my favourite short tracks follow creeks such as Blackbutt Creek and Falls Creek in Gordon between the Pacific Highway and Lady Game Drive. Another splendid location is Middle Harbour Creek in East Lindfield where you can ride alongside the broad creek and look across to Davidson State Recreation Area on the far bank. Don't ride too recklessly around here, though, or you'll knock over some joggers and the council won't be too pleased with you. They've put up signs prohibiting a lot of things, but so far MTB's are exempt.

The Lane Cove River basin also has a number of bush tracks that are safe enough to bike on and not too rocky. Get a map of the park from the Fullers Bridge visitor centre (telephone 02 412 1811).

Davidson SRA has bush tracks which are best accessed via Roseville Bridge. This park is gradually being developed and in recent years many visitor facilities have been installed. Much of the area is densely wooded with steep gorges and consequently hard to reach by motorised transport. You can get information from the park manager on 02 451 3479.

Another place which is perfect for mountain biking is the Royal National Park just south of Sydney. My favourite trip is down Lady Carrington Walk, a muddy, stony and often stick-strewn▷





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Riders take to the smoggy Sydney streets to campaign for better conditions for cyclists. Since this photo was taken in the early eighties there has been very little organised large scale protest from cyclists though conditions have not improved significantly. Photography by Warren Salomon.

▷road that was closed to cars some years ago and follows the Hacking River through rainforest for ten kilometres. The road starts near the new visitor centre at Audley and emerges on McKell Avenue from where you are only a short distance (uphill) to Waterfall. There are several barbecue areas along the dirt road and birdlife is always noisy.

If you haven't yet done the Sydney to the Gong ride and experienced this piece of bush which is an important feature of that tour, don't miss it this year on Sunday November 26!

### Getting Information

The Bicycle Institute of NSW brought out a little guide book on bike riding in the Sydney area which was called *Sydney Bicycle Rides* and was soon reprinted by the government as *Cycling Around Sydney*. Copies are getting scarce now and hopefully there will soon be a new edition. Meanwhile if you can get hold of a copy from a bookshop or direct from the Bicycle Institute at 802 George Street, Sydney 2000, (telephone 02 212 5628), you'll find inside a collection of 22 suggested short tours.

BINSW have also prepared a small leaflet for free distribution entitled 'Cycling places around Sydney'. It lists the city's bike paths, on and off road, and in some cases tells the distance. You need to use a map in conjunction with this publication.

If you want to really know where you are you can lug a Gregorys or UBD street directory around with you, but I find a map of suburban Sydney is adequate and easily obtainable from any bookshop. ○

## FURTHER AFIELD

### Touring Sydney's hinterland

BY JULIA THORN

Once you get out of Sydney there are lots of places to go for a bike trip.

At the moment some of the best locations can still be reached by public transport, but with the way they're going in the Premier State that probably won't be for long. It's a shame to have to let state politics govern where you ride your bike.

The region south of Sydney known as the Southern Highlands is one of the most popular areas for biking, and justifiably so. It's about 120 kilometres to Mittagong, from where you can tour the area. The terrain is fairly undulating but there is so much to see that you won't notice the effort.

Heading south you come to the small towns of Bowral and Moss Vale, which are often frequented by weekend trippers from Canberra and Sydney and have no shortage of antique shops and tea rooms. One of the little villages, Bundanoon, is almost wall to wall tea rooms, but has still retained a quaint atmosphere.

There is a good network of sealed country roads, passing grazing properties with views of the ranges of the Morton National Park in the distance. The waterfalls that dot the area make for picnic breaks. Fitzroy Falls is the best

known and consequently the busiest but I prefer the less touristed Carrington Falls near Robertson and Belmore Falls also reached from Robertson. Apart from the falls, Robertson has another claim to fame with cyclists: the pie shop at the top of Macquarie Pass which does a roaring trade all day long at weekends in savory and fruit pies.

Other pleasant villages in the highlands include Burrawang with its old general store and hotel which is popular with cyclists doing two-day trips on summer weekends.

Riding south from Bundanoon you should take the Highland Way which skirts the Morton National Park and is delightfully bushy. The road passes through a succession of villages, Penrose, Wingello, Tallong, each with a small shop and fruit stalls by the roadside in season. For a day ride you could head south from Moss Vale along this road as far as Wingello then cross over the railway line and return to your starting point via Canyonleigh and Sutton Forest. This is about 70 kilometres and gives a good introduction to the area.

The national park itself is a true wilderness region with few formed roads and is best appreciated on foot. For a two day trip an enjoyable option is to ride to Bundanoon, pitch your tent at Gambells Rest camping area (fee charged and you have to book) and do some of the bushwalks. Try to get to visit the Glow Worm Glen for the sight of thousands of twinkling green lights on a sheltered cliff face.

Further out towards the coast the Kiama and Nowra areas are good for cycling. You can take the train to Kiama and then follow the coast through Gerringong to the road that backs Seven Mile Beach National Park. This road features a superb canopy of vivid greens and you can detour off the road in several places to sample the long beach.▷





Above: A Sydney bicycle courier riding legally. In city traffic bicycle couriers are the fastest way of delivering documents and small parcels across town. The couriers are a hardy bunch of mostly young men who ride aggressively (like the Sydney vehicular traffic) and seldom have to put up with the average uptight diver because they are always too quick off the mark. The job offers no career structure and so its rare for individuals to continue in this line of work longer than a year. They have always been known for their disregard for things like red traffic lights and one way streets but of late their behaviour has been toned down somewhat. Below: A courier who stops for red lights is usually through the intersections after the lights turn green faster than the cars and will usually catch and pass them at the next intersection. Photography by Warren Salomon.

▷ Quiet roads lead inland to the small town of Berry.

Now Berry appeals to me for two reasons. Firstly it has an excellent pie shop half way down the main street, and secondly it is backed by Cambewarra Mountain which is a great climb. The road winds uphill for many kilometres before reaching a narrow ridge giving views as far south as St Georges Basin and inland to the Morton National Park. But pick your day as top is often in mist. When you've cycled up here, you'll understand why I appreciate the pie shop.

If you keep going south from Berry you'll reach Shoalhaven Heads and the settlement (mainly caravan parks) is worth the two kilometre detour for a

rest at the fabulous stretch of beach. If you're planning a weekend trip it would be a good alternative to camp here rather than in Nowra as the settlement has all necessary facilities without being too urban.

Nowra is a convenient place to pick up supplies and has a couple of short bushwalks if you're looking for a change of pace. One starts at Hanging Rock near the war memorial and follows the Shoalhaven River and Nowra Creek. The other follows Bomaderry Creek starting at the weir just off the Princes Highway.

South of Nowra are some delightful resorts. Culburra or Churrarong make good trips from Nowra, or you can go further to Jervis Bay. Jervis Bay has some of the state's best easily accessed camping areas and is protected so you're bound to see some wildlife. If you want an ocean beach then Caves Beach is hard to better, with its walk-in camping area and informal atmosphere. The dirt road leading down there is pretty rough but has improved recently. For a sheltered beach head for Green Patch where the sand is dazzling white and the camp sites are nicely treed. You can easily spend a weekend exploring the peninsulas, riding down the tip at St Georges Head and trying the many side roads that branch of the Jervis Bay road. There is a shop in the village.

Heading west from Sydney gets you to the Blue Mountains. Although better known as a destination for bushwalkers, there is some excellent riding out there. A good introduction is to ride the sealed Cliff Drive from the southern end of Katoomba, and ending at Leura. Access from Katoomba is either via Katoomba Street or from Narrow Neck Road which is not sealed all the way. Katoomba and Leura are on the main railway line west from Sydney and trains are fairly frequent.

To get a bit further away from the tourist hordes that throng to Katoomba continue on the train to Lithgow at the far end of the Blue Mountains. From Lithgow you can do a good circuit ride into Hartley and then through Browns Gap (look out for the turning for Hassans Walls where there is a fabulous view) and climbing out on the Hartley Valley Road which brings you to a point on the Darling Causeway between Mount Victoria and Bell, from where you can return to Lithgow with mountain views all the way.

In the Hartley Valley are a couple of historic inns dating from the days when there was extensive shale mining in the valley. There are picnic areas in the valley and it's a lovely place to camp. Any way out is hilly, though.

Another of my favourite places is Mount Wilson. For a weekend ride I like to start at Mount Victoria and go through Hartley Valley to Lithgow then





#### *The Harbour Bridge cycleway*

take Bells Line of Road with its spectacular wooded mountain panoramas to the Mount Wilson turn off. The Road up to Mount Wilson winds from sclerophyll forest into rainforest with plenty of wildflowers in the understorey and virtually no traffic.

Once you get to Mount Wilson there is a huge camping area (free) with many of the tree ferns that the village is famous for and magnificent gums. There is a tea room in the village, and many of the private gardens have displays of European trees and shrubs. In spring some of these gardens are open to the public.

One the second day of your trip you can head for the Mount Irvine road. you don't quite go to Mount Irvine but turn off for the descent to Bowen Creek on a dirt road through bush. Hardly anyone uses this road so it is great fun to ride down. At the bottom you'll find the trickling Bowen Creek where you could camp if you didn't want to stop at Mount Wilson, but there's no grass so it wouldn't be too kind on the body.

The climb up the far side to Bilpin is gradual and doesn't leave you too breathless to enjoy the bushy scenery and plentiful rosellas and cockatoos. Bilpin is famous for its apple orchards and, you've guessed it, there are tasty apple pies for sale at several little roadside kiosks.

To get back to Sydney on public transport you have to ride to Richmond or Windsor along Bells Line of road and

down fast Bellbird Hill. Both of these towns are interesting, being two of the five towns that were founded by Governor Macquarie in 1810. Richmond has a large common in the centre of town. Windsor has a paved main street, and swimming by the Hawkesbury River bridge is popular in summer.

Richmond and Windsor are both only about an hour by train from Sydney.

Beyond the Blue Mountains, in the Bathurst area, are more places to form the basis for a tour. This is a former gold

A few years ago the Government and the city council installed bicycle parking racks in a number of locations around town like this lot outside the State Library. Since the theft rate has increased cyclists are less inclined to use these racks as the cables supplied are easily cut and the racks themselves are, for some types of bikes, difficult to use. It is not uncommon at this spot to see two or three bicycles locked to the post under the tree while the racks go unused. Sydney cyclists prefer high security U locks and traffic sign poles are the best fixing posts for these. Photography by Warren Salomon.







►mining area and many of the places where gold was mined in the 1850's are now quiet villages with a sense of history. Places such as Rockley, Carcoar, Trunkey Creek and Oberon have old pubs and pretty buildings. The region is fairly hilly and a lot of the roads seem to suffer from frost damage.

North of Sydney you have to make an effort to keep off the busy roads linking the state's two largest cities. I've cycled to Newcastle several ways and the roads are rarely quiet. However there are a few good stretches.

One of these is the route from Hornsby to the dormitory town of Gosford. You can follow the road through Galston Gorge (steep descent, steep climb) and head for Wisemans Ferry. There you'll find several camping areas by the Hawkesbury River and sandy beaches. Across the river are sandstone cliffs and dense bush. Continue from Wisemans across the Hawkesbury through Gunderman and Spencer to Gosford. The road follows first the Hawkesbury and then Mangrove Creek and

Cyclists enjoy the cool green delights of National Park. Photo: Elizabeth Millen.

#### One of the city of Sydney's cycling regulars.

you have a hard climb up to the hamlet of Mangrove Mountain. This bush lined road is usually quiet apart from a few local drivers and visitors out from some fishing. The road passes the edge of Dharug National Park.

The Hunter Valley is a good place to spend the weekend touring. There are a host of sealed roads connecting the wineries and vineyards and in the sunlight it all looks really pretty. Plenty of places to stop for a picnic or barbecue and not hard to find liquid refreshment either.

Resorts such as Terrigal and The Entrance are nice once you get there but the roads tend to be busy especially at weekends. The back roads into Terrigal from Gosford via Green Point and Kincumber are not so bad and you get good views over to Avoca Beach.

Nearer to Sydney, Woy Woy is only an hour by train from Central and it's a suitable place for a day trip. Head out for a picnic at Macmasters Beach or Putty Beach across the Rip Bridge, or head south for Pearl Beach or Patonga Beach. Out of season the beaches are

deserted but just as attractive. Woy Woy is close to Bouddi National Park which has some camping areas if you want to make a weekend of it.

### Getting Information

For specific cycling information your best source is the Bicycle Institute of NSW which has a library at 802 George Street, Sydney (telephone 02 212 5628). BINSW members organise club rides every weekend and new participants are always welcome. Scanning the pages of copies of the club magazine *Push On* (now called *Australian Cyclist*) will also give you ideas for tours.

There are few books about bike touring around country New South Wales. One you can try is Richard Kenderdine's *Cycling the Southern Highlands and South Coast of NSW*. BINSW's *Cycling Around Sydney* has a few rides outside the metropolitan area.

For more information about tourist attractions in New South Wales contact the NSW Visitor Information Centre at the corner of Pitt and Spring streets in the City, (telephone 02 231 4444) or the State Government Information Centre at the corner of Elizabeth and Hunter Streets in the city. For information about national parks contact the NPWS on 02 586 6333.

For maps the best place to go is the Lands Department map sales centre at 23-33 Bridge Street, Sydney 2000 (telephone 02 228 6111). Or you could try the Travel Bookshop which has branches in Jamieson Street and at Circular Quay.

The Central Mapping Authority's District Map series is useful for bike touring and so are the Broadbent's regional maps.

### Public Transport

At present you can take your bike on all country trains except XPTs. This rules out trips to Bathurst and beyond. There are a few trains daily to places such as Nowra and Moss Vale, and a more frequent service to Kiama. Services north to Gosford and Newcastle are almost hourly, and you have a bit of choice when heading for the Blue Mountains.

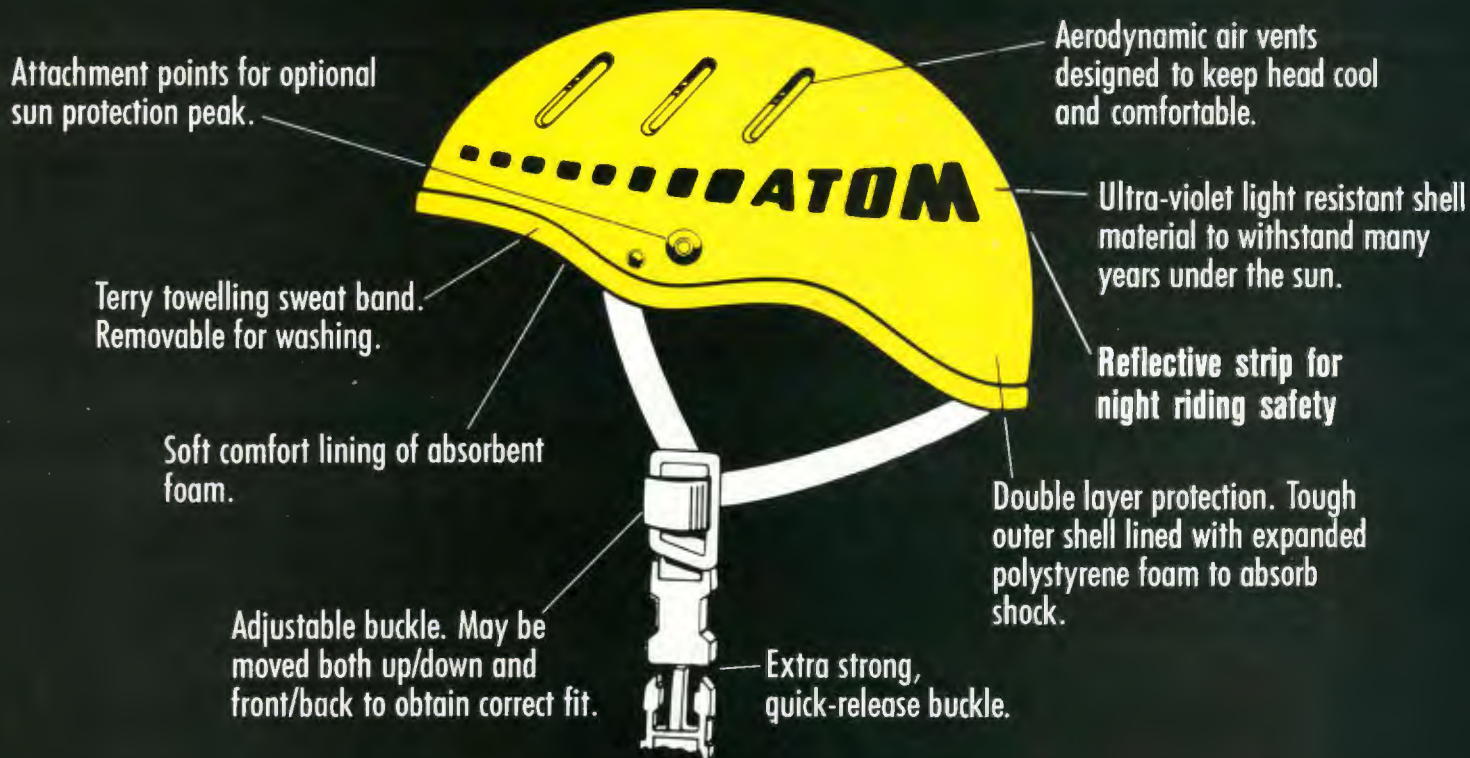
You have to purchase a bike ticket at the luggage office if you're travelling from Central. This is expensive at about half the adult fare but there is a flat rate of \$1.75 for a return trip within the area bounded by Moss Vale, Nowra, Lithgow and Dungog (north of Newcastle). Within the metro area your bike requires a child's ticket.

You are allowed to take your bike on long distance buses within NSW where there is no competing rail service, which means you can get to points west with your bike on the bus where the XPT precludes you travelling by train. It works out expensive, though, as the bike travels for \$10. ●





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# LEMOND'S AMAZING COMEBACK

A profile of a world champion

BY JOHN DRUMMOND

**A**ERICAN GREG Lemond's breathtaking World Road title win marks a wonderful finish to an incredible season that must rank as one of the best sporting comebacks ever recorded. His winning finish in the World Pro Road race at Chambéry, France, was even more impressive as he managed to scrape home with a buckled front wheel that held together throughout a ferocious sprint to the line.

Lemond almost quit with two laps remaining, when he slipped on the wet road and hit a barrier with his front wheel. With the wheel rubbing on the front brake blocks he made a quick decision to continue because he knew he would never regain his position should he stop for a wheel change. It was a brave decision that won him the title only four weeks after he defied the odds to win his second Tour de France.

Whatever success Greg LeMond has in the future nothing will match the magic and courage of his 1989 comeback. This season was a great rider's finest hour; and how brilliantly he achieved his major ambition to win the Tour.

In a thrilling Time Trial finish few would have expected the American to fight out the 75th Tour de France with Frenchman Laurent Fignon and Spain's Pedro Delgado. After all, the American did not consider he would be successful and during the race and even admitted that he was an unknown quantity and would be quite satisfied if he finished the first twenty.

But champions will shine through come what may, and Greg LeMond joined the European pair in an epic struggle that gripped the World and saw

him triumph in the final time trial stage by just eight seconds (which converts to 82 metres) and represents the closest winning margin in the 86 year history of the race.

**L**emond began his serious racing career in earnest in 1979 as an amateur based in Paris with the French Amateur Athletic Club de Boulogne Billancourt, a \$70,000 a year sponsored amateur sports club from whose portals have passed such cycling greats as Jacques Anquetil, Darigade, Stablinski, and Australia's Philip Anderson among others.

LeMond was a star trainee and won the world junior road race, came second in the world junior track pursuit and third in the world junior team time trial. In 1980 he was first over the line in the prestigious Circuit de la Sarthe race in France.

Turning professional in 1981 he confirmed his class when he won the American based Coors Classic Tour against tough European competition.

Back in Europe in 1982 he was noticed during a training run by the great French *directeur sportif*, Cyrille Guimard, who immediately decided that here was a future World Champion. That opinion was confirmed when LeMond showed what he could do by winning the Tour de L'Avenir and gaining second placing in the World Road Championship held that year at Goodwood, England. There was more to come.

1983 was a big year for the energetic American. A year when he acceded to the number one position while riding away from the world's best in Altenrhein, Switzerland, after winning the Dauphine Libere Classic. LeMond concluded a top season by winning the coveted professional Cyclist Super Presige Pernod Trophy, an award calculated on consistency.

In 1984 LeMond rode the Tour de France for his first time. It was a satisfactory introduction and he rode consistently well enough to finish third behind the winner Laurent Fignon who had won the year before.

Partly because of a lack of Tour de France experience and partly because of his difficulty in integrating into France as well as say Sean Kelly and Stephen Roche, LeMond had problems coping with the big race, just as Australian Phil Anderson did in 1982.

He left Guimard and Renault when the La Vie Claire team offered a good contract and because Fignon appeared to be Guimard's designated team leader for some time to come. LeMond joined La Vie Claire on the assumption that Hinault was to retire. Things could not have worked more differently. Fignon struggled with his health, Hinault took over as team leader and LeMond was left in the wrong camp.

His second place in the 1985 Tour de France was unsatisfactory because he had not had the opportunity to win. Maybe he could have beaten his team leader Hinault, who was struggling with injuries and a whole team effort was required to ensure his success, then maybe not. The frustration was in not being able to find out for sure.

Nevertheless it was a good year overall. He was first home in the local Coors Classic against some international competition, came second in the world professional road race championship and finished third in the Giro d'Italia.

LeMond waited a year for his revenge and then, in the most epic and contentious of Tours, he beat Hinault. Such was Hinault's outward charisma that he was able to influence general reportage of the race and enhance the merit of his performance and cast shadows in LeMond's direction. That was desperately unfair to LeMond who had ridden exceptionally well to win a hard Tour following a team arrangement that it would support whoever was in front.

Prior to the Tour LeMond came second in the Milan-San Remo Classic and fourth in the Italian Tour.

In 1987 and with Hinault in retirement LeMond must have entertained visions of finally imposing himself with real authority on the peloton. But the best laid plans count for nothing in the unpredictable and dangerous world of pro racing and during a race in Italy he fell heavily and broke a scaphoid bone in his left hand.

Leaving his European home in Belgium, LeMond chose to recuperate at his better appointed American home in Sacramento, California. After a month of steady training over the hills of the Sierra Nevada range with a cast on his broken hand, LeMond decided to enjoy a couple of days hunting at his uncle's▷

Lemond in action in his stars and stripes US colours during the world championship road race in France this year. Photo: Alain Gadoffre/SIPA Sports.



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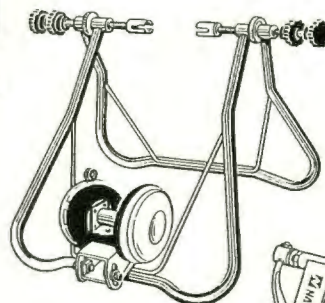


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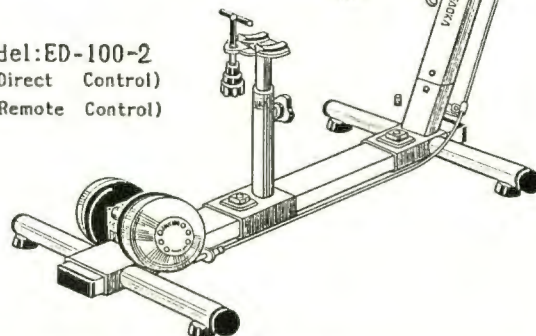
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▷property some 100 miles east of San Francisco prior to rejoining European road racing in late April.

LeMond loves hunting almost as much as cycling. His parents had been competitive trap shooters and Greg won the Nevada junior target shooting title at 12 years of age. He was regarded as an expert who had grown up with guns and his parents made certain he was familiar with hunting safety measures.

LeMond's brother in law, Patrick Blades, was novice hunter, but nevertheless Greg invited him to make a threesome with his Uncle in the hunt for wild turkey.

It was early morning when the three climbed to the top of the hill covered with trees and brush. They decided to split up: Blades going to the left and his uncle to the right. LeMond settled down in some bushes to wait for the turkeys to appear.

After some time he heard his brother-in-law whistling to him in an obvious effort to try to pinpoint their position. LeMond and his uncle ignored the whistling which they knew would startle the birds. If they remained quiet they might still get a kill.

There was silence for a while and then LeMond decided to rise up and find out where his companions were. On the other side of the brush his brother-in-law heard the rustling sound. He swung quickly and pulled the trigger of his shotgun.

LeMond crumpled to the ground with some 60 shot pellets in his body. His right lung collapsed. He was numb and could not talk. He was losing blood fast and his body would soon go into shock.

LeMond's uncle raced to a telephone and called the California Highway Patrol which despatched a helicopter within minutes. Incredibly LeMond had the presence of mind, while waiting for help, to pick some of the pellets from his injuries.

The helicopter trip probably saved his life. It took only 11 minutes to fly to the University of California (Davis) Hospital which was equipped with a trauma unit specialising in gunshot wounds.

Three surgeons operated for more than two hours to remove pellets from his liver, kidneys and intestines. They extracted seven more from his arm. But there were still some 30 pellets that they decided to leave in his body. Two of them had lodged in the lining of his heart. He had come that close to death.

The news report of Greg LeMond's near fatal accident typically was buried in the back pages as fillers in Americas major newspapers and magazines. Cycling, even if America had a victor in the World's greatest sporting event, just did not rate in a country obsessed with ball games. LeMond was forced to cancel his defence of the Tour.

His return to health was both physically and mentally painful. He often paced the floor in agony while anguish racked his whole being. As Stephen Roche was winning the 1987 Tour de France LeMond was just getting on his bike. But the abdomen pains returned. LeMond's first thoughts were of the pellets which remained in his body but his doctor diagnosed appendicitis and performed an emergency appendectomy.

Greg Lemond returned to Europe in late 1988 to discover that the success of the Irish sensation Stephen Roche had almost made him the forgotten man of cycling. He determined that he would return to the top. He was to later discover that the loss of muscle during his absence from the sport was devastating and his team-mates had to assist him up the mountain climbs.

But fate struck yet another blow. In a lead-up race to the 1988 Tour he had a fall in Belgium and injured his right shin bone. The pain was agonising but the American stayed in training hoping it would go away in time for the forthcoming Tour. Rather than improve the injury got worse, he could hardly walk and training was sheer hell. He fought with team officials, who were of the opinion that LeMond's trouble was more mental than physical.

Finally the American flew home to the States to consult his doctor in Minneapolis. The diagnosis was that there was no alternative but to operate on the damaged shin and make a repair.

The 1988 Tour de France, like that of 1987, would go on without the American star.

When LeMond announced that he was to commence training for the 1989 Tour de France few took him seriously, saying it would take two years to rebuild his cycling career. They quoted the case of Stephen Roche, who was still troubled with a loss of muscle power following a knee operation, to support their contention that LeMond, who had suffered more injury than most could not muster enough strength to again win the Tour.

LeMond caring little what the critics thought went ahead with his training and racing schedule.

In May Lemond managed a disappointing 27th in the Tour de Trump held on the east coast of the USA and in the biggest lead up race of them all, the 22 stage Tour of Italy he struggled on the mountain climbs throughout the race and finished way back in 39th position.

However, he did end the event in a happier mood because of his second place in the final stage. It showed a glimmer of hope for the forthcoming Tour de France. The best news for LeMond was the discovery by the team trainer that he had an iron deficiency which was robbing him of vital oxygen. A series of

injections and a course of iron tablets gave him a physical boost.

Still, when the Tour de France started some three weeks later, he admitted that he was heading into an unpredictable area.

Into the fifth stage of the Tour LeMond ended three years of doubt when he ousted a rejuvenated Pedro Delgado from his position as tour leader during a time trial from Dinard to Rennes, a distance of 73 kilometres.

The course that day included one fourth category climb which journalists interpreted as auguring well for LeMond. But the American was still sceptical, reminding the reporters that the Pyrenees and the Alps lay ahead. He was happy to be again in the yellow race leader's jersey and ahead of Delgado by 38 secs and Fignon at 56 secs.

However, reporters sensing a form revival and hence a big story were persistent and thronged around the new Yellow Jersey with some searching questions. LeMond's replies were guarded and matter of fact. He said: "it's great to begin the real Tour like this, but there are times when I still doubt how well I go, for example in the mountains. I'll be going into the unknown then".

A see-saw battle raged through the mountains and just as everyone knew it must the ordeal narrowed the choice down to two as the field entered its final time trial stage with Fignon enjoying a 50 second lead over LeMond.

The strain showed on Fignon on the evening prior to the time trial stage final stage as riders boarded the TGV express at Lyon for the transfer to Versailles. He was clearly tense and irritable. Perhaps he anticipated his defeat for in a stupendous final stage ride, Greg LeMond defied the odds to win for a second time.

His victory was outstanding by any standards. But you cannot apply normal standards to this extraordinary athlete who virtually came back from the dead to win the world's most difficult sporting race.

Despite Mark Calcavecchia's victory in the British Open Golf Greg LeMond, the man the American media did not want to know when he rode away from five times Tour de France winner Bernard Hinault to win the big race in 1986, was now front page news in most American daily newspapers.

Three years ago no one in the United States on the outside of bicycle racing wanted to know him. Now every American pretended they did. Film directors were talking of making a film of his life and the greatest sporting comeback in American history.

Americans are no different to Australians they love an underdog who defies the odds – Greg LeMond defied the greatest odds of all – and won. ●



# Cycling through the Eighties: a backward glance

1980



"How about a compromise...we'll have the road, you reclaim the potholes!"

1981



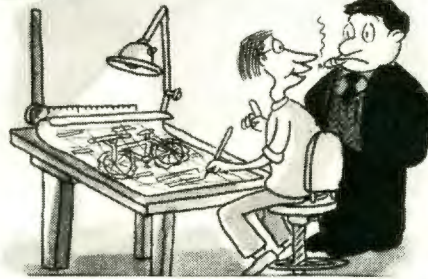
"What's the interest on a short-term personal loan? I want to buy a tankful of petrol."

1982



"Passports?! Man, I thought you brought the passports!"

1983



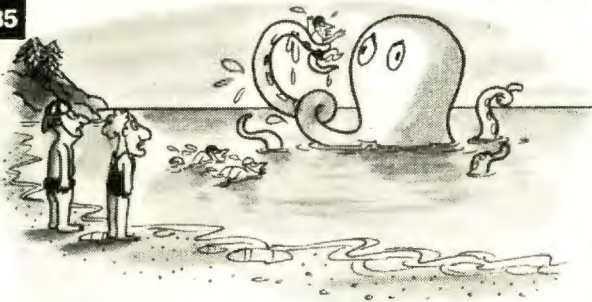
"I call it a Mountain Bike. A few years from now every cyclist will be riding one on flat streets in cities."

1984



"Yes, it's a nice change from using sex, Brett, but I have a nagging feeling it could backfire on us."

1985



"Something tells me this triathlon could be tiring."

1986



1987



"This pedestrian traffic is getting to be murder!"

1988



"We used underpaid Chinese labour to build it and shot as many blacks as possible along the way."

1989



Somerville



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# THE END OF THE WORLD

Mountain biking the lonely beaches of western Tasmania

BY IAN TERRY

**S**AVAGE RIVER IS THE END of the world for many Tasmanians. For my riding companion and I it is the end of our tether. Almost. We have battled wind, rain, unending hills and trucks to get here. Savage is an iron ore town, lost in Tasmania's west. An island in a wilderness of mountains, gorges, heathland and rainforest.

Our goal, though is beyond. The coast, a ribbon of sand and cliffs stretching between the Pieman River and Macquarie Harbour. It is a wild and lonely

place, Tasmania's west coast, visited only by a few fisherman and shackowners. Cyclists shun it, preferring the sun and frequent towns of the east. Perhaps that is why we are here.

Fat tyres hum fast over the gravel. In a sea of button grass. Button flowers sway all around like children's balloons at a fair, mixed up by the light breeze. In the south a range of white quartz scratches the sky. The sun is shining now, Savage River is behind us. The trucks, the sealed roads, civilisation. All behind us.

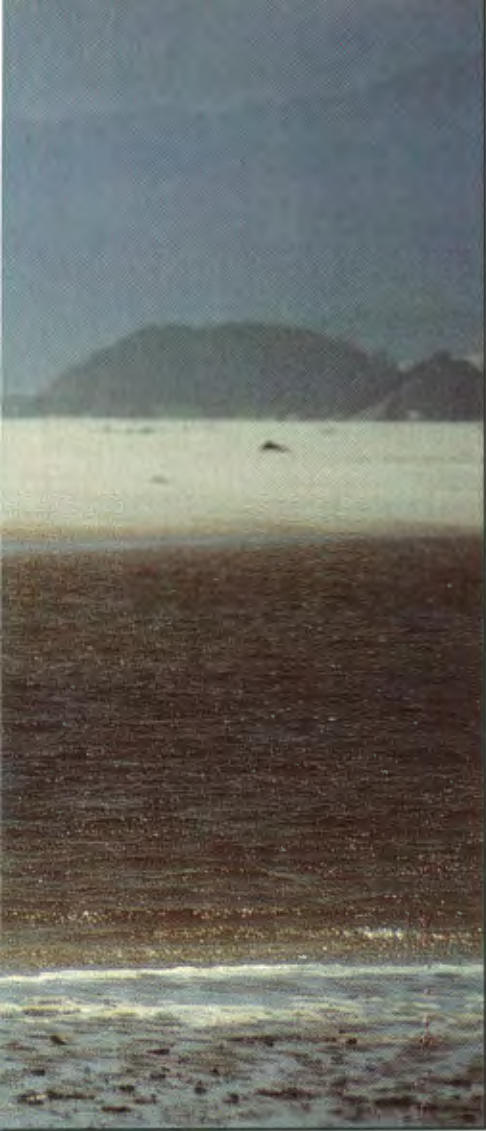
Crossing the Henty River.  
Photo by Christine Brown.

Then we plummet into the dark of the rainforest. Down and down towards the Pieman. Through caverns of myrtle, blackwood, sassafras and manfern. Twisting and turning. Blinded by the low sun as we spin through an occasional clearing. Aching shoulders and thighs, protesting backsides are all forgotten as we concentrate on the late afternoon downhill swoop. We are free again. The descent, the sun, the forest cast a spell over us, a watching spell of contentment.

The spell is strengthened at Corinna where the last of the sun casts a romantic golden hue over the Pieman. Corinna is a ghost town now, fifteen kilometres up-stream from where the river and sea do combat in a surge of surf and sand. A century ago a mass of diggers cursed and fought and drank and died there, searching for a few grains of yellow dust that would justify their self-exile. Most failed and now Corinna boasts just two families. And tonight, two cyclists.

March flies and sand. This is the west coast in summer. We leave behind us a trail of dead flies. On rocks where we eat lunch, on beaches where we swim,





cycle and camp. The trail leads right back to the rickety jetty at Pieman Heads. In summer a cruise boat runs daily between Corinna and the heads: a fine old vessel of huon pine that has seen service right around Tasmania and New Guinea as well. It is an easy matter to hoist the bikes over the railing and enjoy the trip downstream.

Our first stop is at the Conical Rocks, a mish-mash of granite tors right at the river's mouth. Some stand out to sea, holding firm against the crashing waves. Others form druidic circles on land, rings far from any druids, that only we worship as we cycle in and out of them.

There are a maze of tracks, deeply rutted and gullied and thankfully dry in this rainless summer. They lead one way or another to the 'Big Beach'. We race along the beach, the sun on our backs, scattering flocks of gulls and odd pairs of oyster catchers. The sand is firm ahead of the incoming tide. South America is the next step west. Are these the waters of the Amazon crashing on our right?

Ten metre sand dunes stand golden on our left. We are alone on this perfect beach. Just ourselves and six and a half

kilometres of sun, sand, surf and seaspray.

Beyond the beach the track is covered in sand. Deep and unrelenting so that our backs ache as we try to push our loaded bikes through. This is the other side of cycling! I concentrate on my nose under the peak of my cap. It is red. Bright red.

A beach. Another perfect beach. We make camp, laying out our sleeping bags on the sand and washing in the Southern Ocean. The sun nudges the horizon as we eat dinner and swat the last of the day's flies.

Progress is slow down the coast. We walk almost as much as we cycle. Thirty-five kilometres is a long day. Of course we are carrying far too much. The weather can be bitter here even in summer, so our panniers are full of woollies, thermals and waterproofs. Until now, though, sunscreen and sunhat have been more useful than beanies and gloves.

Pushing south from our beach camp we are on the track for ten and a half hours. Another hot and sunny day. Where are the wild storms of legend? The storms which have shaped this landscape and for which our panniers have been filled so much?

A few kilometres south of camp we pass through the small shack community of Granville Harbour. Further south is another – Trial Harbour. A barely perceptible dent in the coast, Trial was once the west coast's main port, serving the lively Zeehan tinfields. It is our day's destination.

The track between the two takes to the foothills of the Heemskirk Range. The ancient track was a major throughway in the past. The deserted range held small pockets of miners scratching the surface of the quartz. There is nothing there now and the track is passable only to bicycles and trailbikes. The foothills almost slide into the sea and the track slides over them, sandwiched between the white quartz peaks of the range and the granite cliffs above the ocean.

It is a treeless, exposed place, covered in hardy heathland. The track rises and falls, forever it seems.

Steeply into and out of deep gullies where we might have to haul our bikes over burnt out bridges. Sometimes there is a stream and even a pool just large enough for us to sink into and cool off.

The tracks down to the gullies have deep ruts, or loose scree and we can only scooter down, one foot to the ground. The climbs are torrid affairs. Where we do not admit defeat at once it is soon forced upon us, by the ruts and scree. Or some sizeable boulder rearing up like the palm of a traffic policeman's hand.

So we walk.

And walk.

Pushing, pulling, heaving, hauling,

grunting, groaning. Bent double. Arms outstretched. Banging shins, catching calves. The afternoon passes. Up and down. Up and down. Up and down. Edging ever closer, but only edging, to the forty-five kilometre long strip of Ocean Beach, and the scalded mountains of Queenstown nodding on the horizon.

A change is in the air as we freewheel down into Trial Harbour. There is a halo around the sun, black clouds mingle and meet out at sea. We pass through the straggle of fibro and tin shacks and stop beyond to walk over the sandhills to the beach. The clouds are almost upon us now. A dozen porpoises play the surf, jumping in and out of the diamond spangled waves, surfing in on them.

Seven pm: A few spots of rain pit the sands of the beach. We push the bikes alongside a dark tannin-stained lagoon. A flock of nine swans take fright and run across the water before launching into a low wide arc, in single file, necks outstretched and white-gloved wings waving us goodbye.

Finding a campsite is difficult. This is no tropical paradise with soft grass and swaying palms. The reality is thick, coarse heath right down to the beach. We should have camped at Trial Harbour, but the wilds of isolation seduced us. At length we pitch camp amongst the dunes behind the beach, looking over our shoulders at the rising wind and rain.

Sand, sand, sand!

Uppermost, innermost, through most food, hair, eyes, panniers, sleeping bags. Through everything. Sand sticking to us while we try to sleep and hope the tent won't blow away. It adds a different dimension to our existence. The Eskimos are said to have nine words for snow; I think of a few new ones for sand.

The morning sky is black. Squalls, of rain, bullets, remind us that this is the west coast. That South America is only a few thousand kilometres west, that Strahan, our destination is still 30-35 kilometres south. Or is that 350?

The tent, uncomfortable, still seems better than the world outside. But we get up, pack up and move off. Luck is with us. The wind still blows from the northwest. A southerly would be impossible. A gale now it hurls us southwards, even though we cannot pedal in the soft sand.

The beach is alive and surreal. The sand is an everchanging houndstooth carpet, fifteen centimetres above the ground and cutting into our legs with the intensity of a swarm of march flies. Ahead, Christine looks like some bizarre polar animal lost in a blizzard – rugged up and dark in her parka, pushing her bike through a blurred horizonless landscape that refuses to stand still.▷



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▷ There is death around us, too. Logs washed up and sculpted by ocean, wind and sand. Whalebones, memorials to a stranding a decade before, poke through the sands, bleached by the sun. After an hour and half of pushing and (joy!) some cycling we cross the Henty River, barely knee deep at the tail end of this dry summer. Other times the river is impossible. From here Ocean Beach is flat, hard and grey. A perfect cycling surface. But beloved, too, of 4WD's. We follow their tracks south.

The squalls are more frequent now, coming over our right shoulders. Visibility is often less than a hundred metres. A 4WD looms up and then disappears before a smiling face and waving hand. The wind is sublime. We hurtle along, hardly needing to pedal. And the wind hurls salt and sand at us, covering both machines and humans with a thick white crust. I cannot see through my glasses which are now opaque. Chains and bearings make the most horrifying noises.

And all the while the west coast has been preparing its final joke. In the poor visibility and the exhilaration of wind and rain and sea we miss the turnoff from the beach. On we pedal, on and

on. Suddenly the clouds lift for an instant and there are houses where there should be none. What to do? Were they really there? After all, without my glasses I can't really see properly. The map comes out. We can't possibly have come so far so fast – but we must have.

We decide to go on, down to Macquarie heads. The inland road to Strahan might at least provide some shelter. There would be none on the beach.

The heads are known as Hells Gates, both for the horrific penal settlement they once guarded and for the turmoil of boiling water at the entrance.

From the Gates we push back fifteen kilometres to Strahan, on an evil, boulder strewn road laid down by an angry god for the most intransigent of sinners. (At least I'm told that's how the Main Roads Department see cyclists!) Fifteen kilometres. Two hours. Into the full force of the wind, now an angry many headed beast. Holding us back with an outstretched hand, tossing us at will across the road, cutting our faces with darts of rain.

Ah, the west coast. The end of the world. In the summertime. ●



## LETTERS TO THE EDITOR

### Pedal thread mix up

I have followed with interest all the articles on bike maintenance including the one on pedal repair in your latest issue. I have found them very useful. However, I must challenge the point you make in relation to pedals. In the paragraph headed "Inside a pedal" you state: "Right hand pedals have left hand threads and left hand pedals have right hand threads". That refers to the end of the spindle that screws into the crank.

On three machines that I currently own and in fact on every other bicycle that I have ever owned the opposite has been the case. When doing my own maintenance I remember which way to unscrew pedals by saying to myself: left hand pedal; left hand thread – right hand pedal; right hand thread.

I understand a right hand thread to be the orthodox type of thread which is turned to the right to tighten whereas a left hand thread is turned to the left to tighten.

**D Cox**  
**Brighton SA**

D Cox is indeed correct about the direction of threads on pedal spindles. Usually it is English standard bottom bracket cups which have the opposite direction threads for each side of the bike. The pedal spindles are right for right and left for left. I plead too many late nights at the "green screen" as excuse for my error and thank D Cox for his advice.

### New edition

I have just read the book review of Eugene Sloan's *The All New Complete Book of Bicycling* which appeared in your September/October edition. I recently purchased a later (fourth) edition of this book published in 1988. I believe Julia Thorn has reviewed an earlier edition as she states that the book does not mention mountain bikes, Biopace chain rings and cantilever brakes. The fourth edition has several references to these developments. No wonder Ms Thorn says it looks and reads dated; it is. The Sloan book is definitely a classic in bicycle books and keeps getting better with each edition.

**Keith Sinclair**  
**Ipswich QLD**

### Bikes for paras

The IHPV newsletter always details interesting machines and in their recent issue they featured two powered trike models designed for paraplegics which apparently are far more efficient than racing wheelchairs.

**Alan Stewart**  
**Alexandria Hills QLD** ●





# RIDE ACROSS AMERICA

**Susan Notorangelo rides coast to coast in the US's biggest endurance race**

**S**USAN NOTORANGELO clinched the title of being the most successful woman endurance racer in history with her second win in the 1989 Race Across America. Her winning time of 9 days, 9 hours, 9 minutes shattered the previous 4830 km (3,000 miles) transcontinental record by over seventeen hours.

Susan set her first transcontinental record in 1982 when she rode from Santa Monica to New York City in 11 days, 16

hours. During the next seven years she would set four more transcontinental records. Two records would be on a tandem bicycle with her husband, Lon Haldeman; and two records with her wins during the Race Across America.

The route for RAAM '89 would be from the Orange County Fair Grounds in southern California to the George Washington Bridge in New York City. Along the way the course would pass through Flagstaff, Arizona; Albuquer-

que, New Mexico; Winfield, Kansas; St Louis, Missouri; Indianapolis, Indiana; Columbus, Ohio and Gettysburg, Pennsylvania.

A field of three women and twenty five men would make up Susan's competition this year. Susan's race strategy was simple: to push the pace early and establish her position in the men's pack. Minutes before the start she remarked "I want to go out so hard that the other women never see me again". As the race started and headed into the California desert Susan moved into the top ten in the men's field and held a thirty minute lead over the next woman.

During the next twenty four hours the heat of the desert and several mountainous climbs would spread the field into Arizona. Nearing the one day mark of the race Susan had ridden over 600 km – mostly uphill. She had increased her lead over the next woman by several hours and was holding seventh position in the men's field.

Susan's crew of six veteran support members (Lon Halderman, Fritz Miericke, Mike Grogan, Phil Kohl, Lee Mitchell, Ed Haldeman, Margaret Ardel and Dick Nepil) drove two vans loaded with supplies. They would follow Susan with her custom Terry bicycles, HED disc wheels, a supply of Ultra



# FAST TIMES FOR RAAM WINNERS

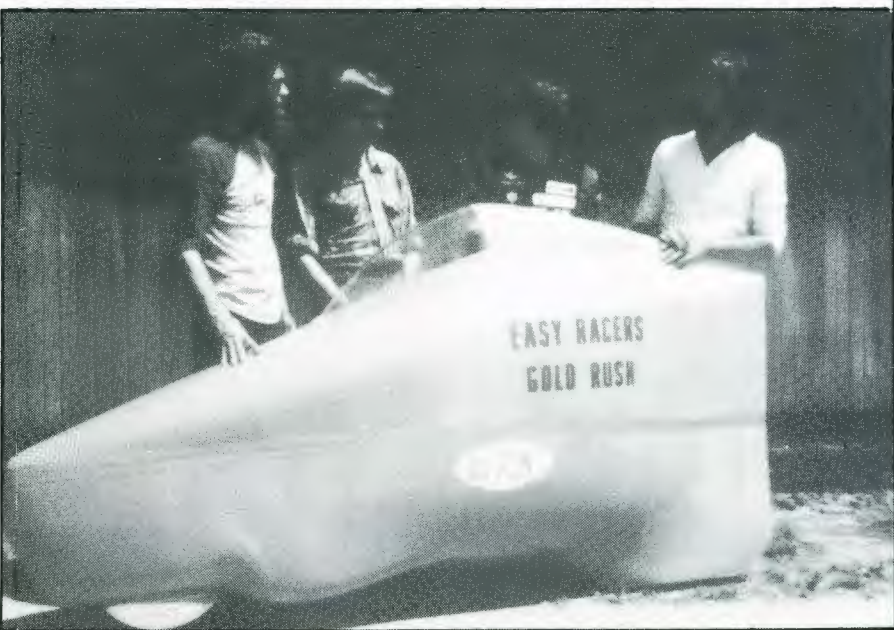
BY WARREN SALOMON

**P**AUL SOLON, 35, RODE THE fastest time in this years Race Across America which started from Costa Mesa California on August 13 this year. Solon's time of eight days eight hours and 45 minutes was more than a day shorter than the fastest woman Susan Notorangelo. The 35 year old lawyer lead race favourite Michael Secrest (who came in second at 8:13:30) all the way to beat Pete Penseyres record of 8 days 9 hours 47 minutes.

Our photo shows Solon riding close to one of the hazards of the long journey.

The fastest crossing however, was made by the current world human powered vehicle speed record holder, the incredible Gold Rush designed and built by Gardner Martin a long time racing car and motorcycle builder.

Gold Rush which in 1986 won the Dupont Prize for the first HPV to exceed 65 mph (104.6 km/h) completed a blistering crossing in a record time of 5 days 1 hour and 8 minutes. The vehicle was powered by 'Fast' Freddy Markham a member of the 1986 Olympic team. The vehicle which made the RAAM crossing is a modified version of the original prize winning design (pictured) a supine recumbent bicycle with rear suspension system and a 56 speed gear system!



Energy liquid food and an assortment of other racing equipment. During the night, one of the vans would follow her with additional driving lights and flashing safety beacons. The crew would rotate duties and sleep in the vans during the day. If needed Susan could sleep in the vehicles but plans were made to stop at motels each night.

At Chambers, Arizona Susan had ridden 968 km in 38 hours and was now

ready for a two hour nap. This became her sleep routine for the remainder of the race. Each night she would ride until 3:00 am then be off the bike for two or three hours. Sleep stops were arranged at convenient motels which were scouted out by the extra support van. Susan would ride her bike up to the door, starting getting undressed, take a two minute shower, then dry off and be in bed sleeping within five minutes after arriving at the motel.

During her sleep break she would have her legs and feet massaged by two sports trainers on her crew. When it was time to wake up Susan was dressed and back on the bike within ten minutes. During the entire race Susan would sleep for fourteen hours and be off the bike for clothing changes and bathroom breaks less than eight hours.

Everything was going as planned as Susan pedalled through new Mexico and into the Texas Panhandle. She had co-▷



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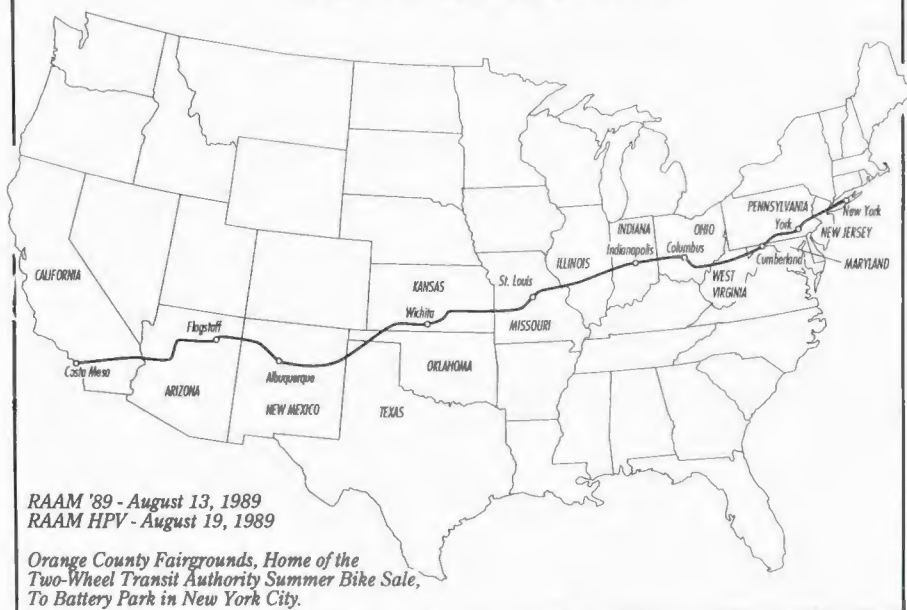
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## RAAM '89 ROUTE



RAAM '89 - August 13, 1989  
RAAM HPV - August 19, 1989

Orange County Fairgrounds, Home of the  
Two-Wheel Transit Authority Summer Bike Sale,  
To Battery Park in New York City.

► vered 1689 km the first three days and was ahead of a record setting pace. Scattered evening thunderstorms flashed on the horizon all night but never rained on Susan. Leaving Santa Rosa, new Mexico at sunrise a strong headwind slowed her to 8 km/h for the next 80 km. Fortunately the storm front past by mid morning and she was able to regain her speed the rest of the day. She opened a ten hour lead over the next woman and had moved into fourth place overall.

Nearing Kansas on the fourth night of the race Susan saw the eclipse of the moon. It lasted less than an hour but provided some entertainment during a flat and desolate evening. She was nearing the halfway mark in the race and had settled into an efficient routine of riding twenty two hours straight then taking a two hour nap. Her most difficult problem was that she was starting to retain water which caused swelling in her legs. The heat of the day was causing the most discomfort and Susan even tried wearing support hose to ease some of the pain.

Rolling through Missouri Susan was on her home turf. She grew up in St Louis and had trained on these same roads. Her entire family was coming out to greet her near the Mississippi River. Getting to see to her parents was her focus on sixth day. Her lead over the second place woman was now over 640 km but Susan wasn't slowing from her 498 km mile per day pace. The tough steep climbs of the Ozark Mountains were challenging everyone and Susan was leapfrogging a seventh place position overall.

Across Illinois and Indiana Susan would have 480 kilometres of relief from the hills behind her and the West Vir-

ginia mountains ahead. This should have been an easy day but the swelling in her legs had now moved into her entire body. She had gained over twelve pounds and was riding with a lot of discomfort. A few phone calls were made to her family physician who prescribed medication to reduce the swelling.

Within a few hours Susan began feeling better and began losing some of the retained fluid.

With the last of the flat lands behind her and her swelling under control Susan was now ready for the most challenging segment of the route. For the next 400 km she would ride through the continuous climbs and descents of West Virginia and Maryland. Several ridges topped 900 metres then dropped into small towns 600 metres below.

The route would be steady climbing and descending through the deep woods and thickets which lined the road. From a summit in daylight a landscape of continuous mountains could be seen. At night all that could be seen was a descent into a black hole down the other side. Susan had less than 400 miles to ride to New York but it was still too early to look toward the finish.

Finally at sunrise Susan rolled into Hagerstown, Maryland marking the end to the hills. She would have 423 km to ride to a new transcontinental record. Now her goal was just to survive the intense traffic which clogged every intersection through each town. Her support car could not keep up with her since she was making better time than all of the standing traffic.

New York city was still a long way off but the roads seemed as congested as downtown Manhattan. ►



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► For the next eighteen hours Susan and her crew picked their way through Gettysburg, Lancaster, Allentown and into New Jersey. Susan was well ahead of a record setting pace and was going to finish seventh overall. She was anxious to finish but knew from many other transcontinentals that the end is just a point along the way and not the highlight of the race. The highlights were all the other points added together. During the final kilometres Susan reflected on many of the good and bad experiences she had.

Nine days, nine hours and nine minutes of intensity had past since leaving California. It was just after midnight as Susan rolled up to the dark desolate finish line under the George Washington Bridge. She was met by her mum and dad and two year old daughter Rebecca. John Marino had a handshake and the Race Across America trophy to present.

Former women's record holder Elaine Mariolle reluctantly returned the travelling "Notorangelo Cup" which belongs to the women's transcontinental record holder. Only a handful of spectators, reporters and Susan's race officials, Casey and Chuck, were there to see the fastest woman across America. It was a humble finish to an outstanding achievement but then it was just one of a thousand points along the way.



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Susan Notorangelo





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A full-page photograph of professional mountain biker John Tomac in a dynamic, low-to-the-ground riding posture. He is wearing a white Bell helmet, a blue and white jersey, and black shorts with "MONTELOOSE" written on the side. The background is a clear blue sky.

Introducing the Image. Tough enough to handle the demands of John Tomac. "This helmet fits great and it's so cool and comfortable, I sometimes forget I have it on. Plus, I like wearing a helmet with a tough, lightweight shell."

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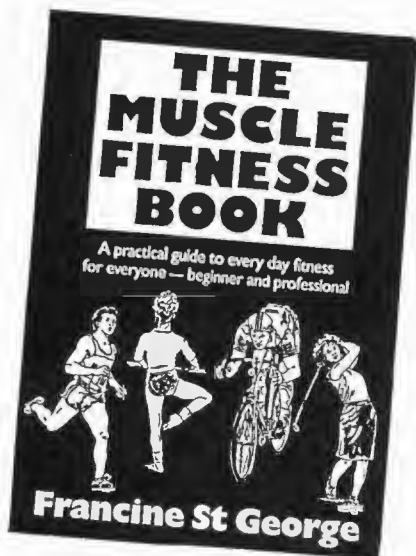
**BELL**

*The Image passes both ANSI Z90.4 and Snell bicycle helmet standards.*



# PRODUCT REVIEW

BY WARREN SALOMON



## THE MUSCLE FITNESS BOOK

**F**RANCINE ST GEORGE, THE author of this wonderful book, has been coming along to the start of the Citibank Sydney to the Gong Ride for the past few years to take the more serious fitness freaks through a series of warm up exercises before they set out on their 90 km run.

A lot of the riders join in but a lot do not and stand and watch from a distance, what they feel, is a lot of over enthusiastic people doing *more* exercise than they really need to. "After all", they say, "if we are about to ride 90 km for exercise then why should we exercise first?"

Why indeed. I thought the same thing a number of years ago until my hamstrings had become so tight that my spine was severely compressed and just to sit on a bicycle was painful enough let alone pushing the pedals around.

A friend at the time recommended me to a physiotherapist called Francine St George who put me on a course of daily stretch exercises designed to loosen up

my hamstrings so that I could function without pain once more. It was a lengthy process but eventually the exercises brought relief and I still manage to do them more or less daily and will continue to do so for the rest of my life.

Stretching is a form of yoga that's necessary to keep the muscles supple. Cycling is a good exercise but it tends to build strength rather than suppleness. Perhaps you could say that cycling alone is two dimensional and that stretching exercises help to add the third dimension.

In her book Francine St George offers sound and expert advice to cyclists, runners, swimmers and many other sports people. Not only are all the sports well covered and specific exercises provided for each but different occupations are also catered for. You may not ride a bike but if you tap away at a keyboard then this book will help you fight off the stiffness that soon sets in when your exercise loses the third dimension.

I can't recommend this book strongly enough and I only wish it had been available many, many years ago so that more people might have benefited from it.

*The muscle Fitness Book* is published by Simon Schuster Australia and it is available through most bookshops in a soft cover version for \$19.95.

## IN THE 1989 TOUR<sub>de</sub> FRANCE

# 53%

## OF THE PROS USED A BICYCLE COMPUTER

Approximately 10% of the pros used a computer last year

# AVOCET

## IN THE 1989 TOUR<sub>de</sub> FRANCE

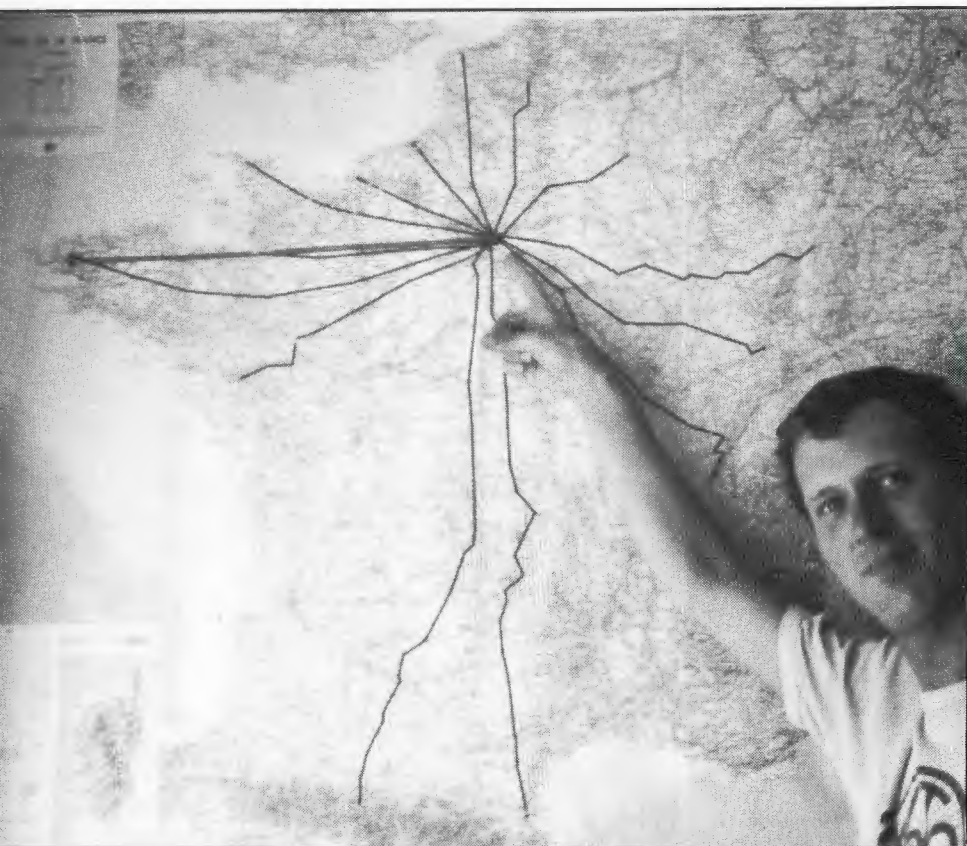


# 82%

## OF THE COMPUTERS USED WERE CYCLOMETER 30's

Over half of the pros used a bicycle computer.





# AT YOUR OWN PACE

A guide to AUDAX style bicycle riding

BY PETER MARR

**H**ave you ridden a century ride or event like the 89 km Sydney to the Gong comfortably and thought you wanted to ride further? Cycling longer distances need not be too difficult if you follow the Audax principle. Ride at your own pace and you may surprise yourself how far you can go.

For many century riders a twin century is the ultimate, but the Audax club provides the ladder for progression towards the longer events held in France the home of cycling.

The Audax club evolved in Europe at the turn of the century with an idea of a standard test. Two hundred kilometres in the available summer daylight of 14 hours seemed reasonable and became

popular when publicised by Henri Desgrange (the founder of the Tour de France) in his newspaper *L'Auto*.

Later, under the control of the Audax Club Parisien the rules assumed a formula which has changed little over 60 years.

Riders may proceed at their own pace averaging between 15-30 km/h over a predetermined course. They may stop anywhere they wish for refreshment but are obliged to have route cards validated at control points which are spaced at regular intervals. These controls are opened and closed at a time calculated by the allowed average maximum and minimum speeds.

Time allowed for the four standard distances is as follows:

Audax rides start at 200 km, but as Fred Surr shows Paris-Brest-Paris is just one of numerous longer distance Audax events available in France.

	Minimum/Maximum
200	06:40/14:00
300	10:00/20:00
400	13:20/27:00
600	20:00/40:00

Although the maximum speed prevents the rides from becoming a race, you may choose to race the clock in order to better your previous performance.

These events are intended to challenge ordinary cyclists like you and me; to be an alternative between touring and racing. They have a broad appeal as they are generally completed within 1-2 days and do not require the competitive level of fitness for triathlons or racing.

With proper food and rest anyone who had managed a century ride could easily double up. The Green Valley Twin Century (in Sydney) would be a great starting point and a large number of riders are guaranteed which will help to keep your mind active another important factor to help beat fatigue. From 300 km up, any distance is within your reach so long as you remember to pace yourself and not extend yourself past a point where speedy recovery is prevented.

As Velocio (the non de plume for Paul de Vivie) said in his 7 commandments of endurance cycling:

1. Few stops and short, so as not to lose your drive.
2. Eat little and often. Eat before getting hungry, drink before you are thirsty.
3. Never ride until you are so tired that you can not eat or sleep.
4. Put on extra clothing before feeling cold, take some off before getting hot. Do not be afraid of exposing your skin to the sun, air and rain.
5. Do not drink wine, eat meat or smoke, at any rate while in the saddle.
6. Never rush things. Ride within yourself, particularly during the first few hours of a ride when you feel strong and tempted to force the pace.
7. Never pedal out of vanity.

When Audax Australia holds events, provided the number of starters is sufficient, support can be arranged in the form of a sag wagon/sweep van. Even without a backup vehicle being prepared is essential; lights are a legal requirement as the longer distances keep you on the road sometimes into the wee small hours. Rain gear and mud guards are a personal choice that may only make a wet multiple hour spell in the saddle more comfortable.

Audax Australia was formed in 1981 to conduct four basic rides under licence from Audax Club Parisien as qualification for the increasingly popular Paris-





**Audax rides provide individual challenges and riders are encouraged to ride at their own pace.**

Brest-Paris. It is probably not well known that AA also regularly holds the 1000 km randonnee and a 24 hour time trial. The former being an extension of the basic principle, the latter an endurance trial for teams of three to five machines. The minimum qualifying distance is 360 km and the team must finish intact. Called the Opperman All Day Trial in honour of Australia's greatest ever cyclist, this is the one event held without restriction on speed or distance and is the Australian equivalent of the world renowned Fleche Velocio.

### Calling all racers

If you and your friends can better 763 kilometres in a 24 hour period (record currently held by US Metro) Audax Australia would like to contact you. The Opperman All Day is held annually in October and this year's event is planned to finish in Albury.

Is that too easy for you? Do I hear you ask for more? Then try P-B-P (1215 km) or the Brindisi-Calais which at 2100

km has only had 30 successful attempts since its inception in 1951.

If the increasing kilometres are making your head spin, there are still some very tough shorter rides. December 31 sees the mammoth Sea Level to the Summit ride which takes you from Tathra to the top of Kosciusko. Late January will see my favourite, Mt. Buffalo Classic No. 2 traversing Tawonga Gap twice as well as Falls Creek and Mt. Buffalo. Further south the scenic coastal beauty of Cape Ottway should power you through the Warnambool-Geelong 200.

So if you find yourself toiling through a century in boring terrain, just remember that history begins anew with each individual's journey of self-discovery. Physical challenge and mental exploration are part of Audax riding and the pleasure of cycling will always come from exerting and extending yourself. Using your mental resources to control wisely your physical resources, distance, time, terrain, climate and the will to stop.

## PRODUCT REVIEW

BY WARREN SALOMON



### OAKLEY BLADES

**G**OOD SUNGLASSES SHOULD not only protect you from the glare, UV rays and wind but they should look good as well. Oakley Blades and Razor blades romp home on all counts. Though both designs have the same wrap around lens there are slight differences between the models. The Blades have bigger, deeper lenses and straight arms while the Razor Blades have shallower lenses and shaped arms.

Both types have removable 'everything' so that it is possible (if you can find a dealer who is willing to indulge you) to swap arms lenses and nose pieces to mix and match your own colour combinations and lens types.

Both models come with Plutonite lenses in either grey tint or the stunning part mirrored rainbow coloured finish of Iridium. The wrap around lens is most important for keeping the wind out of the eyes and making sure that harmful UV rays are completely blocked out.

Oakley Blades and Razor Blades pass the American Standard for sun protection and give effective protection against harmful UV-B rays. I preferred the larger lens coverage of the Blades though this would depend on face shape and personal taste. For me the maximin protection is important especially this summer with the hole in the Ozone layer floating overhead.

Wholesale distributor: Sportsplus 02 360 4644.



# TIME TRIAL TRAINING

Make the best of the bike leg in your next triathlon

BY CYNDI HOLMES

**W**HERE ELSE CAN AN EXPERIENCED cyclist pass 50 riders in the space of 10 kilometres, but on the bike leg of a triathlon? Of course, that's not worth much if both your run and your swim times are dismally slow! Triathlons offer the cyclist the opportunity to increase overall body strength and give them a mental break from pure cycle training. In just six weeks, a cyclist who includes running and swimming in his/her program can be competing in a short distance triathlon.

An experienced cyclist has an advantage in a triathlon since the bike leg takes the most time and the cyclist can make the most of this. For triathletes originally from running or swimming, some extra time spent on bike training will yield improved results.

Cyclists have competed in time trials probably since the sport began. The bike leg of a triathlon is essentially a time trial, with a few differences.

Unlike in a time trial, you won't expend 100% effort on the bike leg. You've just completed a swim and will run next, so riding the bike leg like you're in a full cycling time trial would probably see you on the sidelines before the finish of the run.

You can look at the bike leg in three parts. When you first get on the bike, you'll want to spin easily for a few kilometres. Because you just swam, this will give your blood time to redistribute to your cycling muscles. Then you can put in your best effort before easing up a bit for the last few kilometres. This "rest" will help your legs in their transition to running.

Even though there is a rule against drafting in both time trials and triathlons, it's possible you may find yourself in a group of riders in a triathlon. In time trials, riders start at intervals, usually one minute, so there is little opportunity to draft. But in triathlons, everyone starts the swim at the same time only exiting the water individually or in small groups.

When you find yourself in a group in a

triathlon, you might try a road race style attack so that you are on your own, rather than taking the risk that the officials may think you are drafting.

Most cyclists will race a 40 km time trial without drinking. But a triathlete can make the most of the first few and last few kilometres of the bike leg by drinking and/or eating. Exactly how much will have to be found by trial and error. A common rule for drinking is to drink 100 ml to 200 ml every 10 to 15 minutes. You should only need to eat in longer events where you'll choose easily digestible food.

## Training

Your first task is to develop an aerobic base. If you have been participating in any of the three sports, you will probably have a good aerobic base. The next step is to work on improving your weak sports. If it is running, plan to run four days per week. If it's swimming, shoot for five or six days. And if it's cycling, cycle four days. An experienced cyclist need only ride three days, with one of these an easy recovery ride.

While you're labouring away on your bicycle, here are three skills to practise that will help make you a more efficient cyclist:

**1. Cadence:** Pedalling slowly in a big gear isn't necessarily going to make you go any faster. Studies have shown an average optimum cadence to be 91 revolutions per minute, but the most efficient cadence for a particular rider could range from 72 to 103 rpm. Several models of bicycle computers measure cadence and using one can help you learn how to judge your optimum cadence and gear selection.

**2. Pedalling Style:** Simply pushing down on the pedals won't get you very far very fast. You'll only be able to pedal properly with the use of cleated cycling shoes or a pedal/shoe system. With the proper technique, you concentrate on pushing forward at the top of the stroke, pushing down and pulling across the bottom as if

you're wiping doggy doo off your shoes. This method takes some time to get accustomed to, but it has been shown to be more efficient.

**3. Position:** The manner in which you sit on the bike can save you over 4 minutes in a 40 km time trial. If using normal drop bars, teach yourself to maintain a low tuck, with a flat back. That will take a bit of training. An easier way is to purchase a pair of aero handlebars. These essentially force you to ride in an aerodynamic position. These handlebars are more aerodynamic because they reduce your body's frontal area, creating a narrow profile to wind resistance.

Now you're ready for some serious time trial training. Start and finish each ride with a warm-up/cool-down of 8 to 10 km each, and carry plenty of water. As you progress you can benefit from combining a swim/cycle workout or a cycle/run workout.

Here are an assortment of rides to choose from when planning your weekly training schedule:

**Easy Ride:** Yes, this is training too. An easy recovery ride is valuable for helping you burn extra kilojoules, loosens you up and promotes recovery by stimulating your blood flow.

Include at least one recovery ride in your schedule every week.

**Speed work:** To develop your ability to ride at a faster pace, you must occasionally train at a faster pace. Speed work allows you to do this because you include complete recovery between efforts into the workout. After your warm-up, do hard efforts of 1 to 1.5 km, with full recovery between each one; this means easily spinning in a low gear for 5 to 10 minutes. You want to reach a speed that is higher than you normally go during your time trials or bike legs of triathlons. The amount of repetitions you do will depend upon how you feel. If you start one and your speed drops drastically during it, let up and call it a day. Keep at it and improvement will come. Include speedwork in your schedule once a week.

**Intervals:** When done right, intervals are gruelling. Remind yourself that these repeated efforts are bound to bring improvement! After warm-up, try for four 2 km repetitions. Use the biggest gear you can push at around 90 rpm for the entire 2 km. Do not recover completely between efforts, rather reducing your gear and keeping a brisk pace. Start the next repetition before you've recovered ▶

Photo opposite: The Aussie SunTour womens team riding the team time trial stage of the Ore-Ida Womens /challenge in the USA recently. See box story on page 49. Photo: Stafford/Photosport.









# CHRISTMAS SALE

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▷ enough to feel like chatting with a training partner. Again if your speed drops severely, complete the interval and call it a day. Intervals help you build the power you need to maintain your speed for a distance. Include an interval workout or a training time trial as one session every week.

**Training Time Trials:** These are useful to help you gauge your progress. But, because time trials take considerable concentration, don't do one every week. Perhaps once every three weeks alternating with interval workouts. Pick a 10 to 15 km course that is relatively safe. Make it a point to do your training time trial regardless of weather as this will help accustom you to riding in bad weather should it happen at a triathlon. Alternate concentrating on your pedalling, cadence or position, wear a helmet and keep your head up!

**Training Triathlons:** A good way to judge how your body handles the transitions, and to build your confidence before your first tri is to complete one or two training triathlons. A good distance for this is a 1 km swim, 16 km bike and 6 km run. Treat it like the real thing, sleeping well the few nights before, eating well and using your race equipment. Enlist a helper to keep your times. Analyse your performance to see what you can learn from it to better prepare yourself for the big day.



Framebuilder Gary Klein

## Cycling the Great Outdoors

Imagine a bicycle so unique that its maker was able to patent its ride characteristics. Imagine a bicycle with tubes that are 50% bigger than the tubes on most other bicycles. Now imagine a bicycle that can be more than a kilogram lighter than other bicycles and you've imagined an aluminium Klein.

Gary Klein started the renewed interest in exotic materials, aluminium, boron, carbon fibre, when he successfully made his first aluminium/boron frame years ago. In his quest for lightness and strength, Klein experimented and tested. The result was a design and production method for aluminium frames.

To get a light yet tough frame, Klein designed larger diameter "Power Tubing". Some people simply call it "fat" tubing, but it's deceptively light and the shape gives it increased torsional and bending rigidity. Basically, that means that Klein frames are stiff.

Klein claims that their production racing frame, the Quantum, is 65% stiffer than a top of the line steel frame. Greater stiffness means less flex. And this means that more of the rider's power is transferred to forward motion.

Not only are Kleins stiff, but they are durable as well. They're so durable that Klein offers a lifetime limited warranty for the lifetime of the original owner "or one million miles, whichever comes first"!

Brisbane based Quantum Cycle Products have brought Kleins to Australia. The Quantum is the only model available at present, with others (including the Klein MTB frame) to follow in a few months. The Mountain Klein frame and bicycle should prove popular when it arrives.

Racing geometry and performance make the Quantum the choice for the racer, triathlete or keen fitness cyclist. A Quantum frameset, at \$1325, is definitely not for the faint of heart, or wallet!

The frameset includes a lightweight bonded aluminium SA fork, a special Klein-designed sealed bearing bottom bracket and bosses for two waterbottles, cable guides and gear levers.

Because of the design, if you normally ride a 56 cm frame, you would choose a 55 cm Klein. Frames are available in 53 cm to 63 cm sizes, in two centimetre increments. Colours are red, blue, silver and maroon.

Brisbane's only Klein dealer at present is Lifecycle; other shops can also obtain Kleins from Quantum Cycle Products. The Klein advertisement says, "It will change your priorities." Well, if you have to sell the car or put a second mortgage on the house to buy one, they may be right!

## AUSSIE WOMEN'S TEAM A BIG HIT IN THE STATES

### Ore-Ida Women's Challenge

**F**amous Potatoes – that's what it says on the licence plates of the US State of Idaho. But we weren't there for the spuds! Instead, we had come to peel the bitumen by pedalling in the biggest US women's stage race, sponsored by a potato processing company.

For ten days, Idaho's attention is focused on the Ore-Ida Women's Challenge. There are not many places where a bicycle race can command the entire road. But we did it in Idaho, just like in the pro races. The police formed a "rolling enclosure" with the lead motorcycle ordering all motorists to the side of the road until the race passed. The tourists in their motorhomes pulled out their cameras and lawn chairs. Even the truckies cheered us on!

Our Aussie Suntour team was the first Australian team ever to ride the Challenge. Victorian Donna Rae and Queenslanders Cathy Hart, Anita Crossley and yours truly finished 6th on team general classification, out of 20 teams. Our high placing earned us an invitation to return next year when the race will travel all of Idaho in its centennial year.

As the longest ever women's stage race in the world, featuring 15 days of racing and \$55,000 in prize money, it will attract the top teams. The Challenge was the first women's race to include a team time trial. This year we raced on a gently rolling course for 40 km, our team placing 7th, without the help of disk wheels or aerodynamic handlebars.

The final individual general classification results showed Donna in 7th, Anita in 14th and Cathy in 34th. Yours truly did not finish due to the combination of an injury from a crash in the third stage and an untimely puncture in the 6th stage.

The Challenge is renowned among women cyclists for the hospitality of the locals and the professional organisation of the race by Ore Ida. As an international team, we were provided with a large van, a food allowance and accommodation that ranged from a businessmen's hotel, a ski resort to a log cabin in the woods, complete with fireplace and wood! All of that plus fair officiating, accurate results and friendly competition made it the top race experience for all of us.

Back home in Australia we received equipment support to the tune of \$15,000; bicycles from Reynolds and Llewellyn, equipment from Suntour and Mavic, and clothing and shoes from Avocet, Bell, Time and Kelly Body Fashion. Lifecycle of Brisbane kindly granted extended leave to their top mechanic so he could serve as our manager/mechanic, spending endless nights cleaning bikes and changing gears.

Next year's Challenge includes another first for women's cycling, a 130 km road race. As there are no races for women in Australia even half of that distance, it looks like we'll be racing with the men to prepare for our next journey to the land of famous potatoes.●

Cyndi Holmes





# Meet the New Lightweight Champion

Introducing Grand Prix—the latest in top protection from Australia's leading helmet manufacturer.

Grand Prix's inner liner is a unique, patented design that absorbs shock as no other helmet can. It's covered in soft velour for extra comfort.

The outer shell is built for speed. It's made of the finest lightweight, high-impact polymer/alloy that science has devised. It's aerodynamically contoured and channelled to transfer heat from your head and create a cooling flow of air through the helmet. And it's secured by fully-adjustable retention system with quick-release catch.

Grand Prix conforms to Australian Standards 2063 part 1 and part 2 and it exceeds ANSI-Z90-4 as well as Snell standards. It is available in a range of colours and in 3 sizes, with sizing pads for fine adjustment to provide a secure, comfortable fit.

The 100% Australian made Grand Prix is the only cycle helmet manufactured in the world to offer a free \$25,000 insurance policy with every helmet sold.

Check out the new Grand Prix at your bicycle dealer now. You'll find that for comfort, fit and protection, other helmets are no longer in the race.

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# FAST EQUIPMENT

Essential equipment to help you shave seconds and minutes from your race time.

BY CYNDI HOLMES

**W**ITHOUT EVEN RIDING another kilometre, you can slice seconds, and even minutes, off your times by carefully choosing your equipment. Greg LeMond proved that aero bars and other fast equipment works when he won the last stage time trial to take out this year's Tour de France. You can do it too by following this advice. Here are four possibilities:

**1. Cycling shoes** are a necessity for efficient cycling. With them, you can exert power through all phases of the pedal stroke. Without them, your feet will be uncomfortable and your pedalling will be sloppy. For triathlons, you'll want to choose a shoe with velcro closures. Your other choice to make is between a cleated shoe that is used with standard pedals, toe clips and straps, or one of

the new pedal/shoe systems such as Look, Time, Shimano or Keywin.

These new systems hold your feet more securely than clips and straps, making them the more efficient choice. One situation where changing into cycling shoes might not be worth the trouble is in a very short distance tri. The time you save by using cycling shoes may not be offset by the time it takes to change into the shoes. In that case, it's actually quicker to cycle in your running shoes.

**2. An Aero helmet** can save you about 25 to 40 seconds in a 40 km trial. Choose a helmet that passes either the local, NZ or US standard and has a bit of a tail on it. The Giro Aerohead and the Bell Stratos are two popular models.

There are other types of aero helmets which are used on the track but many of these do not offer the proper protection because they do not have proper ex-

panded polystyrene liners fitted to them. If you are going to wear a helmet then wear one that works. Make sure that the helmet has an EPS liner and it fits comfortably. On longer time trials and triathlons ventilation is also important. Both the helmets mentioned above have good ventilation properties.



The Giro Aerohead aerodynamic helmet

**3. Aero handlebars** have been wind tunnel tested to save minutes in a time trial. You have a choice of bolt-on aero bars that attach to your standard drop bars or full aero bars that replace your drop bars. Most riders report that it only takes a week or two before they are accustomed to the different steering characteristics of the new bars.

Aero bars enable you to ride in a tucked in position that cuts down the frontal surface area of your body. Riding with your hands on the brake lever hoods of wide drop type bars tends to make your body into a wind scoop. The tucked-in aero position is important for high speed riding as the faster you travel the more wind resistance slows you down.

On long steady uphill the traditional drop bar positions are more beneficial to good oxygen intake and body leverage.



**4. An aerodynamic front wheel** alone can save you around 40 seconds. Even if you can't afford the latest disk, building an aero front wheel with aero 18 mm rims, 18 mm tyres and 28 or 32 bladed spokes will save you considerable time. Using a similar aero rear wheel will save about another 30 seconds. ●





# RIDING WITH THE QUOKKAS

Small furry creatures make touring a delight on WA's Rottnest Island

BY WALTER LIDDLE

**I**FIRST MET THE QUOKKAS while riding around Rottnest Island on a hired one speed, free wheeling mountain bike. Rottnest is situated off the coast of Western Australia and consists of undulating earth-sand dunes with some small hills. Riding there is very pleasant and quiet as the tarred roads are only used by Government trucks and buses. Private cars are not allowed.

As I passed one of the salt lakes a furry animal moved from under the trees into the sunlight. The Quokka is one of Australia's smallest wallabies, slightly bigger than a domestic cat with dark brown fur, a short tail and rounded ears. It was their appearance that confused the first Dutch explorers who thought they were large rats and named the island after them (rats nest).

The Quokkas are usually shy noctur-

One of Rottnest's Quokkas makes a grab for the authors picnic basket.

nal creatures who live out of sight in swampy thickets but some have become very tame because visitors from all over the world feed them. The wallaby population has adapted to the nearly desert conditions, particularly in the hot summer months when there is very little shade or fresh water. They generally rely on freshwater soaks or seepage but some of them can survive by eating succulent plants such as "pigface".

While I was photographing the first Quokka another raided the picnic basket on my bike and had eaten an aluminium wrapped pat of butter by the time I had discovered it. After spending some time admiring their antics I moved on to savour the other delights of this holiday paradise.

The island, 11 km long by 4.5 km wide is covered with small plants and shrubs, such as spinifex, spear grass, coastal daisy bush, heath, the common ice plant and the large Rottnest tea tree and cypress pine. Tuart trees which used to flourish in the limestone soil are now extinct.

The five salt lakes near the main settlement are host to a variety of bird life – the immigrant Banded Stilt, the Rock Parrot, the White Fronted Chap, Cormorants, Gulls and Terns.

The island featured prominently in the early days of the colony as it was the first Australian land to be sighted by ships sailing from the 'Old Dart' to the Swan River Settlement (Fremantle). The coast is littered with shipwrecks because of the treacherous reefs and the then lack of navigational aids.

The second ship to arrive at the Swan River Settlement (in 1829) was the merchant vessel "Parnelia". On board was the first Governor-Lieutenant James Stirling, many of his officials, settlers and stores. Because a heavy swell was running the ship was taken around Rottnest and anchored there.

Shortly after the Parnelia was sailed across to the mainland and a passage was attempted into Cockburn Sound. Captain Fremantle (who had preceded Governor Stirling in HMS Challenger) sent a message warning him that there was no safe passage into the sound from the north.

Acknowledging the message Stirling replied that he knew the conditions and felt satisfied that the vessel could proceed in safety. The ship sailed ahead and in five minutes was aground on the sandbank between Carnac Island and Woodman's Point. Although lightened and floated off the bank, the ship again grounded on a reef, opening her seams so that she made four inches of water every hour. She was eventually repaired and sent to Java to procure stores for the colony.





Some of the other wrecks off Rottneet are the Lady Elizabeth, the Macedon and the City of York. The Lady Elizabeth, a wooden barque of 658 tons left Fremantle for Shanghai on the 24th of July 1878, carrying 600 tons of sandalwood. Heavy weather forced her back and she struck a reef at the east end of the island on the 30th July and was wrecked with the loss of one life.

The Macedon was an iron steamship of 796 tons, built at Liverpool, England in 1870. She struck a rock on the 21st March 1883, while on a voyage from Fremantle to Beagle Bay and began to break up the next day. The life boats were found to be unseaworthy and a barge was used to unload the passengers, their luggage and a cargo of horses. An inquiry found that a buoy marking the reef had been washed away only a few days earlier and the master, not realising the danger had ordered full steam ahead.

On July the 12th, 1899 the three masted iron clad barque, the City of York was wrecked off the north coast of the island eighty nine days out from San Francisco. The ship approached the is-

**Rottneet Island is noted for its white sandy beaches and the bright blue waters of the Indian Ocean off shore. Bike hire on the island is a very business in summer.**

land in rough weather and the lookout mistakenly thought a flare on the island, (calling for the pilot boat) was a signal to proceed. Captain Jones altered course so as to take the ship directly to the light. The ship ground onto the reef and resulted in the death of the captain and eleven of the crew.

More recent was the loss of the French sloop Anitra, which was taking part in the commemorative Parmelia race. She was wrecked within sight of the finishing line on the 26th November 1979 after leaving Plymouth months earlier. The hull of the yacht was salvaged and mounted on the island as a memento to the French surgeon-skipper and the race.

The most infamous aspect of the island's history was the establishment of an Aboriginal Gaol in 1839. From the beginning of the Swan River Settlement there had been conflict between the white settlers and the Aborigines. Many blacks were jailed for breaking the white settler's laws.

All their lives the Swan River area had been the Aboriginal's traditional home ground. Suddenly their peaceful co-existence and access to their hunting grounds had come to an end by the establishment of this so-called civilised society. Governor John Hunt sent a dispatch to Lord John Russell in London in 1840 stating: "the common offences of the Aborigines are robbing hen roosts, plundering gardens or wheat stacks or stealing a stray pig or sheep occasionally".

The penalties for offences were very harsh. One does not read of any penalties imposed on whites for crimes against Aborigines.

Captain Fremantle in his diary and letters indicated that, "what almost amounted to a war of extermination was being carried out by the lower classes against the natives."

Imprisonment for a 'native' was particularly repressive as they had lived their whole lives under the stars. They were not used to physical confinement and found the prison unbearable. The cells were very small, in one case ten prisoners were housed in an area 3.5 metres by 2 metres with no toilet facilities.

Additionally they were shackled in leg and wrist irons each night and were served basic white settler's food - bread, meat, tea and sugar which was alien to their normal diet. Many of them died because of the food and its poor nutritional value while any surplus of vegetables from the superintendent's kitchen garden were served to the horses, not the black prisoners.

Some of the statements made by the prisoners were:

*Charlie: I come from the Lower Gascoyne. I have been here for four months. I was sentenced to six months for stealing a pipe from Mr Shaw. I picked up the pipe and gave it to a native policeman. I did not know to whom the pipe belonged.*

*Pigeon: I do not like Rottneet. I am sick of it. I have been sick and do not eat much. I came in a steamer from the Gascoyne and had a chain round my neck all the way to Champion Bay when I was taken off. I sleep in a cell with three others. It is cold in winter. My blanket is old and no good. I have been a pearl diver and horse rider for Mr Brockman.*

The Aborigines did not understand the ways of the European as all material possessions in their society were shared equally and in lots of cases the white's goods were taken out of curiosity. Even the recorded names 'Charlie' and 'Pigeon' in the Aborigines' statements show the white attitudes to the so-called 'heathens' - these were not their real tribal names, of which they would have been proud. These attitudes still persist today as witnessed by the many black deaths in custody.

In 1883 an influenza epidemic spread through the prison followed by an outbreak of measles. Public interest was aroused and the Colonial Surgeon was sent to report on the conditions of the sick prisoners. He wrote that "65 prisoners out of 79 exhibited symptoms of influenza" and "since the outbreak of the epidemic 23 deaths have taken place". The prison was closed in the latter part of the 1800's and is now a hotel for holidaymakers.

I left the island on the "Kookaburra", the luxurious high powered launch that was used as the tender boat for the Ian Parry yachts in the America's Cup Challenge.







Gary Sutton

# WORLD CHAMPS

Australians finish among the ten best nations.

**W**ITH GARY NEIWAND AND Danny Clark sidelined Australia probably had its medal tally reduced but still finished among the first ten nations on aggregate at the world cycling championships held during September in France. Neiwand had returned home to ensure his fitness for the Auckland Commonwealth Games in New Zealand late in January next year. He was expected to win at least a bronze medal in the track titles in Lyon and sacrificed this possibility in order to defend his Commonwealth sprint champion title.

Neiwand, 22, is prone to the dreaded glandular fever and suspected a fourth attack was eminent. Danny Clark the incumbent Stayer (Motor Paced) world champion decided not to defend his title following a loss of form from a training accident which dislocated his right collarbone.

Nevertheless, Martin Vinnicombe, Gary Sutton and Dean Woods won silver medals in their respective championship events. Vinnicombe, 24, was watching anxiously from the velodrome in Lyon, France, after failing by 0.8 of a second to eclipse the time of 1985 world champion Jens Blucklich, of East Germany in the 1000 m time trial.

But suddenly the Seoul Olympic Time

Trial gold medallist Alexandre Kiritchenko of the Soviet Union, threw his arms into the air clutching a broken handlebar, from that moment Australian Vinnicombe knew he had won the world championship silver medal.

Vinnicombe's world championship record stamps him with the 'hall-mark' of one of Australia's greatest time trialers.

Gold in 1987, silvers in 1986 and 1989 and a bronze in 1985 plus the Seoul Olympic silver speak for themselves.

Dean Woods, double junior world champion but now with only two silvers and a bronze to show from six major championship semi-final appearances since 1984, must find it difficult to mask his disappointment.

Forced to live in the shadow of Russian pursuit juggernaut, Umaras, now Woods seems destined to receiving similar treatment before the flying wheels of Britain's newest powerhouse, Colin Sturgess, after his superlative ride to win the professional pursuit at the first attempt. The decider, a repeat of the 1986 Commonwealth Games final won comprehensively by Woods, was a worthy prelude.

Opening with a 1:11.84 kilometre the British champion led by 1.35 before his

hugely experienced opponent with a glittering amateur career behind him, began the reply.

At 2000 metres the gap was down 0.74, three laps later just a third of a second, and then suddenly with 3 1/2 laps to go it was Woods who was marginally up. Over the next two laps Woods' advantage grew to almost a second, and the doubts crept in.

Sturgess, the coolest person in the stadium, had everything under control – unleashing that now trademark charge over the final two laps. The crowd gasped as within half a lap the deficit dropped to just a fifth of a second at the bell.

The applause was deafening as Sturgess, face screwed up by the force of his effort, hurtled round the final 333 metres in just 21.35 sec, over 56 km/h! The gap as the English rider punched the air at the line was 1.66 seconds.

It was a great contest between two great opponents.

Gary Sutton, who won the amateur World Points Title when the championships were last held in France in 1980, pushed winner, Swiss Urs Freuler, points champion seven times between 1981 and 1987, to the bitter end of the event.

And indeed it was the bitter end for Sutton as he only missed the Gold by 6 points after receiving a mystery hand pull from his favoured position with 1 1/2 laps to the race end, proof surely of the unofficial team work that has always marked this race.

Sutton who rides for PMS-Falcon in Britain, trailing 6-5 on sprint wins, was in no position thereafter to contest the sprint or protest the action.

Australia signalled to the Commonwealth that it will be favoured to win the forthcoming Games Teams' Pursuit and should also be a major threat at the Barcelona Olympic Games in 1992.

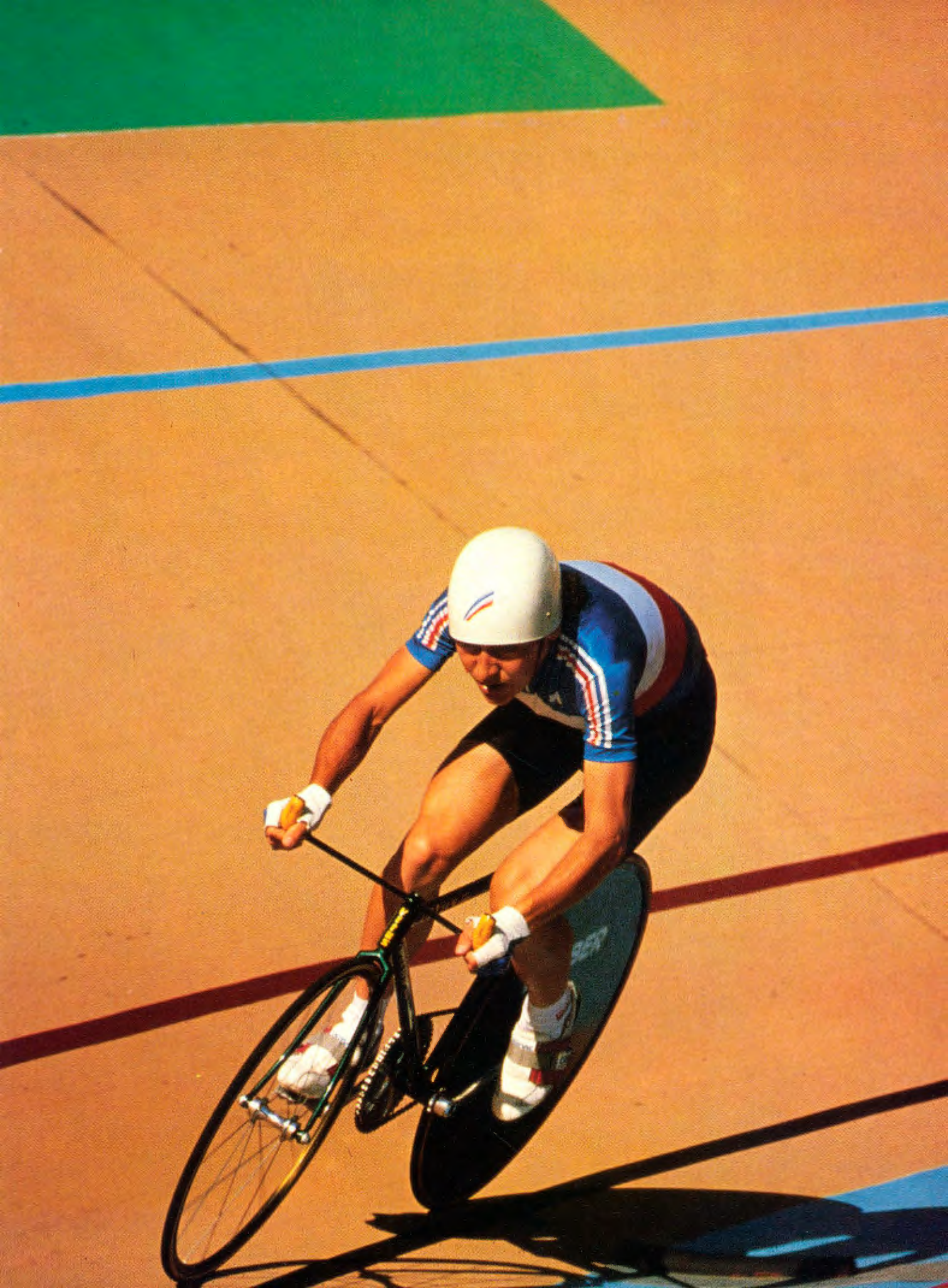
A young team of Shaun O'Brien, VIC; Darren Winter, SA, David Bink ATC; and Stephen McGlede all under 20 years of age and scholarship holders at the Australian Institute of Sport, gave a grand display of team pursuing to be the third highest qualifier in a time of 4 min. 28.16 secs.

It took winners East Germany, to push them into fourth place overall by beating them in the first semi-final. Nonetheless, the ride indicated Australia can confidently look forward to continued success in the coveted teams pursuit.

Finally, a word of praise for Australia's newly formed and developing road

**Opposite page:** Jeannie Longo dominated the women's events at this years Worlds taking out the rainbow jersey in pursuit, points and road event. She is pictured here at Lyon riding to a convincing victory in the Pursuit. Photo Nicholas Tavernier/SIPA Press.







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# World Cycling Championships Results

Event	Gold	Silver	Bronze
<b>Track championships</b>			
Professional 5,000 m Individual Pursuit	Colin Sturgess (GB)	Dean Woods (AUS)	Regis Clere (FR)
Professional Sprint	Claudio Gollinelli (IT)	Yuichiro Kamiyama (JAP)	Hidey Matsui (JAP)
Professional Points	Urs Freuler (SWISS)	Gary Sutton (AUST)	Martin Penc (CZ)
Professional Keirin	Claudio Gollinelli (IT)	Pat Da Rocha (FR)	M Sako (JAP)
Professional Motor Paced	Giovanni Renosto (IT)	Walter Brugna (IT)	T Rellensmann (WGER)
Amateur Kilometre	Jens Glucklich (EGER)	Martin Vinnicombe (AUST)	A Kirichenko (USSR)
Amateur Individual Pursuit	Viat Ekimov (USSR)	Jens Lehmann (EGER)	N Kovche (USSR)
Team Pursuit	East Germany	Soviet Union	Italy
Tandem Sprint	F Colas & F Magne (FR)	J Llek & L Hargas (CZ)	A Faccini & F Paris (IT)
Amateur Points	M Satybaldiev (USSR)	Fabio Baldato (IT)	Leo Peelen (H)
Amateur Motor Paced	R Konigshofer (AUS)	Tonino Vittigli (IT)	T Konigshofer (AUS)
Women's Sprint	Erika Salumiae (USSR)	Galina Euuhini (USSR)	I Gatheron (FR)
Women's Pursuit	Jeannie Longo (FR)	Petra Rossner (EG)	B. Ganz (SW)
Woman's Points	Jeannie Longo (FR)	Barbara Ganz (SWIS)	J Eickhoff (USA)
<b>Road Championships</b>			
Professional Men's	Greg LeMond (USA)	Dimitri Konychev (USSR)	Sean Kelly (IRE)
Amateur Men's	Jochain Halupczok (POL)	Eric Pichon (FR)	Chris Marin (FR)
Women's	Jeannie Longo (FR)	Catherine Marsai (FR)	Maria Canins (IT)
Amateur Men's Team Time Trial	East Germany	Poland	USSR
Amateur Women's Team Time Trial	USSR	Italy	France

▷ time trial team comprised of Andrew Logan, NSW; Craig Chapman, NSW; Bruce Keech, NSW; and Justin Grindal, of Victoria who held the line of ninth in the World won at the Seoul Olympics.

Riding in the 100 km world time trial championship they romped home in a time of 2 hrs 9 minutes and 19 secs, only 6 odd seconds behind winners East Germany.

Australia finished equal fifth with Switzerland on the overall point score tally. It all augurs well for the forthcoming Commonwealth games.

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A full-page photograph of a surfer riding a massive, curling barrel wave. The wave is a deep blue color, and the water inside the barrel is a lighter, turquoise blue. The surfer is a small figure on the left side of the wave, riding a surfboard. The sky is a clear, pale blue.

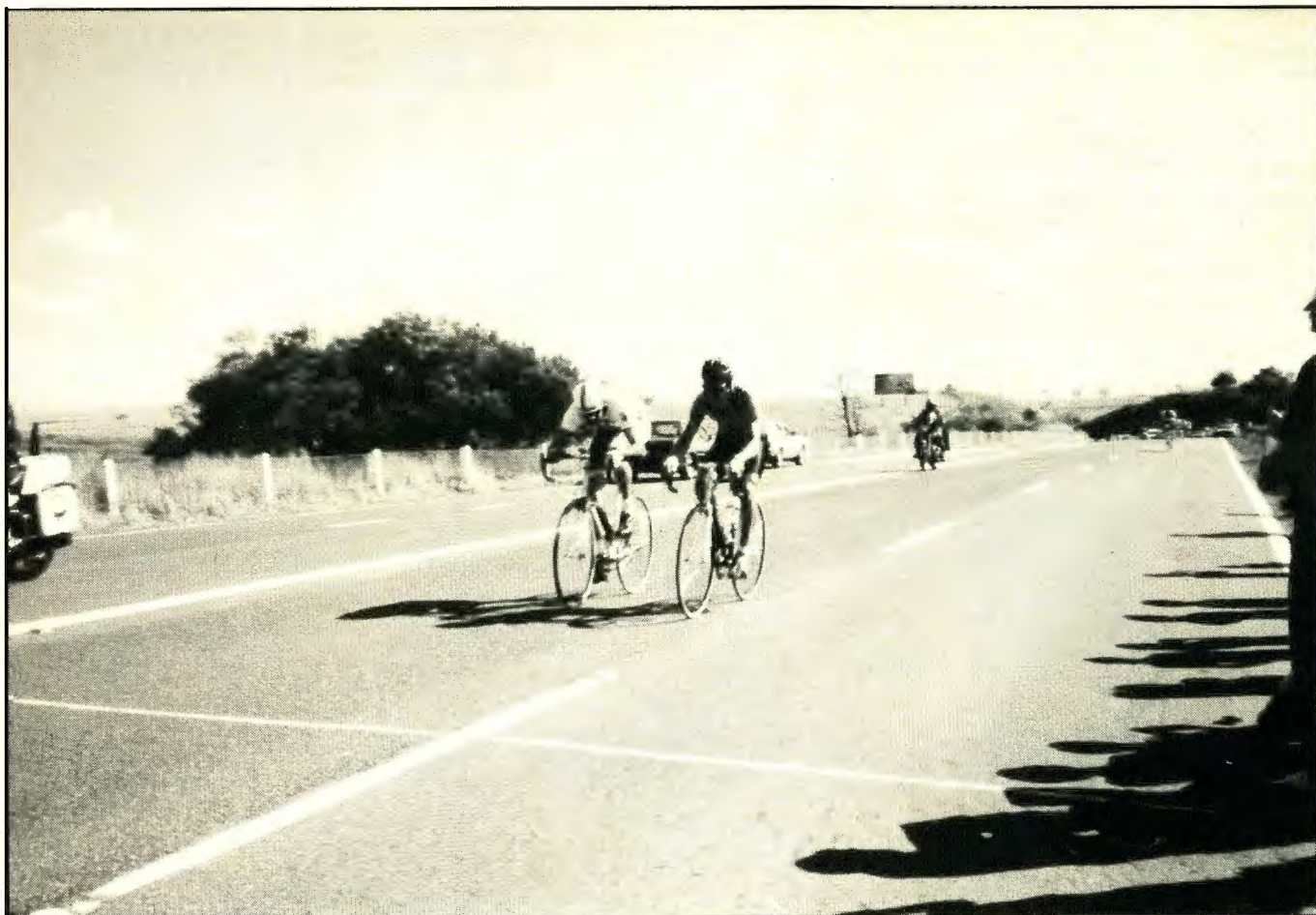
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# THE GOULBURN

An English rider wins this traditional classic race

BY JOHN DRUMMOND

**I**NSPIRED BY THE SUCCESS OF the famous Warrnambool to Melbourne race, commenced in 1895, the Dunlop Tyre and Rubber Co. decided to promote a similar event in NSW. Accordingly the first Goulburn to Sydney bicycle race took place under the auspices of the NSW League of Wheelmen in 1902 and remains as the second most historical road race in Australia to this day. Only the Melbourne to Warrnambool exceeds.

The road was then little more than a dirt bullock wagon track, and climbing Governors Hill on the outskirts of Goulburn was an instant reminder of the dif-

ficulties to be encountered ahead. It could truly be called a "rocky road to hell".

But some 40 riders responded to the challenge and L Littlechilts, of the Southern Monaro Highlands of New South Wales, a real mountain man if ever there was one, conquered the terrain and conditions to win the 218 km (136 mile) race in 7 hrs 52 min 49 secs. After he had won the event he remounted his bicycle and continued on from the finish at Enfield (then on the outskirts of town) to the GPO to record a time of 8 hrs 20 mins. — thus breaking the Goulburn to Sydney cycling record

M Forrester of the Sydney Bankstown club was the first rider to top Razorback Mountain. Forrester is shown beating C Cooper of Sutherland club.

established in 1896 by Arthur Groome.

In the beginning the event attracted the interest of professional cyclists from all over Australia and New Zealand. Amateurism was in its formative years and most of the big names in the sport took part in the first 12 years before the Great War of 1914-18. The best of these was New Zealand's Jack Arnst and Victoria's Don Kirkham. Both had gained fastest time twice and Kirkham held the race record of 6 hours 19 minutes 31 secs., set in 1911 from scratch.

In 1913 the Goulburn to Sydney, which by then had become a classic of sport, for some unknown reason was conducted as an amateur event only, promoted conjointly by the Redfern Bicycle Club and the Continental C & G Rubber Co. Ltd. under the control of the NSW Cyclists' Union.

It was won by E W Pederson, who at once stepped into the forefront of a series of cycling giants, epitomized by the performances of Don Kirkham toward the latter end of the decade.

Pederson accomplished what was thought impossible in amateur cycling in a career best performance from scratch; The distance was 131 miles. Entries numbered 210, over 100 started and 65 finished up to 5 pm. ▶





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Liverpool Mayor Gary Lucas congratulates the 1989 Goulburn Classic winner John Cosgrove of England.

▷ The race was important for many reasons. To begin with, it was the first attempt of the NSW Cyclists' Union to conduct an open race of more than 50 miles, and was also the longest yet held in Australia for amateurs. On this account, many feared that the riders would not be able to ride the distance, at any rate in times which might be considered at all creditable.

The results completely confounded that misgiving. As it turned out the race was to mark the first step in a campaign by the Cyclists' Union to develop and train a suitable road rider to represent Australia at the next Olympic Games. The event, having been decided so successfully was established as an annual with the most beneficial results.

As no previous race for amateurs had been held over the course, no competition record existed, but the world famous professional, Don Kirkham of Lymhurst (VIC) held the record for League (pro) riders. He was such a champion, however, that it was considered beyond all expectation that an amateur, at his first attempt at the distance, would come within half an hour of his performance, and the amateur officials expected anything near 6 hrs 45 minutes would be a meritorious ride.

Therefore, when the fastest time proved to be only five minutes slower than Kirkham's wonderful time, Pederson was the recipient of congratulations from all quarters.

The Cycling Union officials and the Australian Olympic Committee were justified in thinking that by 1916 – when the Olympic Games were to take place – Australia would have a road rider fit to bring credit to his country.

But the War intervened and when the race resumed in 1920 it was a professional only event, with the amateur divi-

sion resuming in 1921. Thereafter, when both League and amateur riders contested the race it was organised on the one day with each category starting first on an alternate basis.

This was to be the greatest period in the race's history when Hubert Opperman took over in League cycling from Jack Kirkham, and R W 'Fatty' Lamb and Ernie Milliken assumed the mantle of Pederson.

But of all the 'greats' who rode the Goulburn to Sydney none measured up to Charlie Winterbottom, who gained fastest time from scratch on three consecutive occasions (1934-35 and 36). Winterbottom also grabbed the course record for the original distance to Enfield of 132 miles in 5 hours 5 minutes and 23 seconds.

The 1989 SunTour Goulburn to Liverpool Classic on Sunday 10th September was noted for good weather and a large entry of 203 senior category riders. Conducted as a group handicap event the winner was Englishman John Cosgrove who arrived in Australia only three weeks prior to the race and trained over a distance of 150 kilometres a day since his arrival.

Cosgrove, who was having his second start in the race, having been placed 15th last year, won the 1989 Goulburn despite battling thirst and hunger. He defeated Andrew Logan, a member of the road time trial team that recently finished ninth in the world championships. Logan, 27, put up a good performance considering he had to overcome a loss of 5 minutes as a result of a heavy fall 30 kilometres after the start.

Logan was critical of other riders who refused turns of pace. "Their tactics were frustrating," he said. Logan however praised the Police whom he highly rated for their control of the event.

Sydney St George club cyclist, Clayton Stevenson, was King of the Mountain.

# PRODUCT REVIEW

BY WARREN SALOMON

## VANN TOURING SHORTS

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The shorts are available in blue or orange and can be purchased through specialist bicycle retailers.

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# BACK O' THE BIG SMOKE

## Where to ride your mountain bike outside of Sydney

**W**ITH THIS YEAR'S BIG wet drenching the East Coast from Cape York to Gippsland mountain biking east of the Divide has been a muddy affair. Often the views have been obscured by mists and the trees have been dripping profusely. But it's all out there, waiting to be enjoyed, if you can excuse the temporarily bad conditions.

Within one to two hundred kilometres of Sydney there are fabulous places to try out your fat wheels. Take the Blue Mountains for instance. For a half day ride you can start at Wentworth Falls and go south on Kings Tableland Road, turning off soon for Murphy's fire trail which takes you along Williams Ridge to the Ingar picnic ground, a great spot for morning tea. Continue along Murphy's until you make a steep descent to cross Bedford Creek and climb up the other side to travel Bedford Ridge. You emerge back into civilisation at Woodford.

The trail is rough in places but the creek crossing, which of course this year had to be waded, is particularly pretty.

If you want a longer ride you can start the same way in Wentworth Falls by staying on the Kings Tableland Road for 18 kilometres until you reach the turn off for Macmahons Point. It's a further six kilometres to a secluded camping area with breathtaking views over Lake Burragorang down in the chasm nearby.

On the second day you return to the Kings Tableland Road junction and head east along the Warragamba watershed fire trail. The fire trail ends at Warragamba Dam, from where you can ride to Penrith for the train home.

The classic Blue Mountains one day ride can be easily ridden in a half day but it is best to take lunch and have a break in the bush along the way. This ride begins at Woodford. To the eastern end of the settlement you will find the start of the Oaks Fire Trail marked with a signpost to Glenbrook.

The first half of this ride is up and down over a very challenging sandy rocky fire trail but eventually as the trail swings east it levels out and the last 10 km to the creek crossing below Glen-

brook is almost all down hill. Blue mountains expert, Jim Smith, recommends this ride as one of the best in the Lower Mountains and the down hill section, though not steep, is definitely a ripper!

By starting at Glenbrook and riding in the opposite direction you can also branch off the Oaks Fire Trail and head further south to Euroka Clearing a wonderful glade with tall gum trees but a climb to contend with getting out again.

From Katoomba you can head south onto the narrow Neck Peninsula. This neck of land is only 100 metres wide at the Narrow Neck itself and you get fantastic views into both the Jamieson and Megalong valleys. In places the going is hard, and the trail is not exactly flat but when you reach Clear Hill at the far end you feel like you've reached the edge of the world. Adventurous mountain bikers have been known to lower their bikes by rope down into the valley below so that they can turn this trip into a loop ride and return to their starting point through the Megalong Valley.

From Leura you can go northward on the Mount Hay Road which gives views of the area's distinctive 'walls' and tree covered mountains.

Start at Lithgow for possibly the best mountain bike ride in the region to the ghost town of Newnes. The nicest route is through the Newnes State forest and along the old track bed of the abandoned railway line which was built at the turn of the century to transport the shale oil out to Sydney.

Along the way there are two old tunnels. The first one you can easily ride through (with lights) but the second one you have to walk your bikes through trying not to get your shoes wet in the puddles and streams which have now eroded out the old track foundations.

The second tunnel is now the home of thousands of little glow worms which light up the roof like a starry night if you can leave your torch off long enough to let your eyes adjust to the darkness. It's possible to wheel your bike along the narrow ledge close to the right hand wall with out needing lights once you have adjusted to the dark. As the light at the

end of the tunnel comes into view the ledge breaks up but from here it is easy enough to pick out a path in the natural light.

This trip is best done as a two day (Lithgow to the Glow Worm Tunnel and return) or three day trip via the tunnel, Newnes and return via Wolgan Gap and Blackfellows Hand fire trail.

Camping is good at either portal of the tunnel though during the day on weekends the area is very popular with bushwalkers. This stretch of track features several impressive washaways and is hard work, requiring numerous liftings and carryings of bikes to eventually get through to the main gravel roadway in the Wolgan valley. You do need a large dose of resolve to get through.

Newnes developed as a centre for shale oil mining in 1906 and operations ceased in 1931. The railway, whose dismantled line you have been following, closed in 1932. The main interest at Newnes is the industrial ruins and the lovely mountain setting, as the township was built in a narrow valley on the Wolgan River. There is a pub and you can camp where you like. It gets extremely busy at Christmas and Easter.

The best map for the region is the Central Mapping Authority's Wollemi National Park tourist map.

To Sydney's south the Thirlmere Lakes National Park is good for short mountain bike rides. You reach these via Picton and Thirlmere, just over an hour from Sydney, and the tracks in the park are very sandy. The park features five freshwater lakes of which only two are any reasonable size, and is popular for canoeing. You are allowed to camp but in summer take some mossie repellent and there is only lake water to drink (boil first).

Further south near Moss Vale you can head into the Morton National Park for a ride through Meryla Pass to Kangaroo Valley. This remote track (described in detail in our 1990 Buyers Guide) follows the route of the first road from the highlands to the coast and is surrounded by dense bush on steep hillsides. Near the start of the track you can detour a few kilometres to Wombat Hill for excellent views over the rugged terrain. ▶

**The Hawkesbury sandstone landforms dominate the Sydney region and provide some stunning backdrops for mountain bike trips. Top: Though not strictly a mountain bike trip the Citibank Sydney to the Gong Bicycle Ride held every year in late November attracts more mountain bike riders than any other organised event in the region. Royal National Park has many fire trails suited to fat tired riding. In the distance is Camberwarra Mountain and beyond that Kangaroo Valley. Photo Ric Bolzan. Below: Entering the first tunnel on the classic Lithgow-Glow Worm Tunnel-Newnes ride. Photo Warren Salomon.**








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▷ There are hidden waterfalls, grassy flats and craggy outcrops near the route and you have to ford Yarrunga Creek to get through to Kangaroo Valley.

This is best taken as a two day ride, with an overnight camp near the creek crossing. On the second day you can go on to Kangaroo Valley and if you're still feeling energetic you can tackle the partially unsealed roads over the mountains to Berry or Bomaderry, either via Watamolla, Bugong Gap, (the longer but easier options) or via the Berry Road in preference to the heavily trafficked Cambewarra mountain route.

There are other stretches suitable for mountain biking in the Morton National Park, although none give a through route. Dirt roads lead from the Highland Way to lookout points over the Shoalhaven River: from near Tallong you can ride out to Long Point Lookout (six kilometres each way) and Badgerys Lookout (seven kilometres each way) for dizzying views of the river making sharp bends through rocky gorges. Both lookouts have picnic facilities and if you walk down to the river there is great camping.

North of Sydney there are two good areas for mountain biking that are easily reached by train. The first is the Wata-

gan Mountains south west of Newcastle and mostly State Forest. The best way in is from Dora Creek on the rail line to Newcastle.

The Watagans is an area of relatively unspoilt state forests with numerous forest trails and natural camping areas. Roads climb to forested plateaux from where you can look out over the southern edge of the Hunter valley.

The second, Dharug National Park, requires a bit more time as the gateways are further from the railway, but a weekend trip here by vehicle is worthwhile. Take the train to Gosford and ride west through Central Mangrove to Wisemans Ferry, from where you can take the dirt road through the national park. One route follows the original Great North Road which was once the only road link between Sydney and Newcastle and you can see examples of the early convict brickwork and stone bridges. The road is through bush and leads eventually to a camping area at Ten Mile Hollow. The going is rocky in places.

### Information

For information about the national parks contact the NPWS, tel 02 585 6333. For information about state

forests contact the State Forestry Commission on 02 234 1567. You can get information on the Watagans from the Wyong Forestry Office on 043 1133.

If you are in the Southern Highlands area, there is a good tourist office in the centre of Mittagong where you can get local maps and leaflets.

If you're travelling off the major roads you should use good topographic maps and the CMA 1:25,000 series is best as they provide the most detail. These are available from outdoors specialists, the State Government Info Centre in Hunter St, Sydney and at the Lands Department in Bridge Street, Sydney. You can make enquiries direct with the CMA in Bathurst, telephone 063 31 5344.

### Clubs

There are several mountain bike clubs in the Sydney area that organise both competitive and recreational rides at weekends, for novice and experienced riders. Many of these are listed in the calendar section on page 82 of this issue. BINSW can give you details of a club in your area, and MTB rides are listed in their club magazine. Contact them on 02 212 5628.

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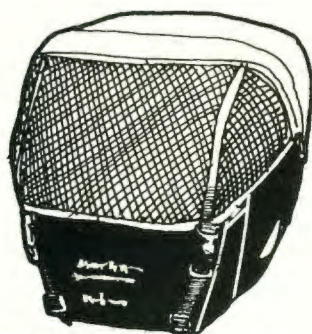
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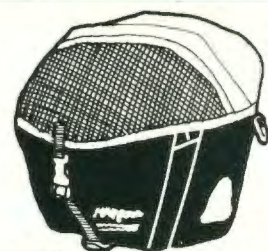
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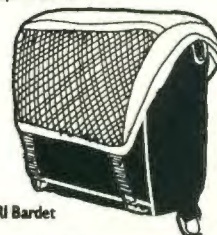
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# RIDE AGAINST THE CLOCK

**A new section of the Citibank Gong Ride achieves instant popularity**

**T**HE RIDE AGAINST THE Clock is a unique part of this year's Citibank Sydney to the Gong Bicycle Ride and is designed to cater for fitness oriented riders seeking a personal challenge. To our knowledge the Citibank Sydney to the Gong ride is the only event in the world offering a program of this kind.

So far entries have been pouring in

and as this issue goes to press the organisers are concerned that they may have more entrants than the required 650 starters before the close of entries on November 5. According to ride organiser Warren Salomon numbers are limited because of the set two hour starting period involved. "We will be starting riders from two ramps and sending them out at staggered thirty second intervals", he said. "There are physical limits

to the number of riders we can start in a given time so I hope that when the final count of entrants is made we do not have to turn anyone away".

As unique as the Ride Against the Clock may be there are still a number of points that set it apart from other time trial type events. Firstly the Ride Against the Clock uses public roads and therefore all entrants must ride by the road rules and follow any directions by Police. Most importantly this means that they have to stop at red traffic lights and will need to anticipate these and slow down in advance to avoid coming to a dead stop at the lights.

Salomon feels that the traffic lights will add a random element into the event. "The riders who know how to cope with traffic lights will do well", he said. "The riders who can't cope and ride through the red will be disqualified".

The organisers have deliberately chosen the route out of Sydney with the least number of traffic lights and the best road surface to make it easier on all riders.

Though the aim of the Ride Against the Clock is to help fitness riders measure their personal best over a 100 km route the ride is not a competitive event. It is not a race; it is a personal challenge. No outright winner will be announced and the computer printed card all riders will receive at the end of the event will be each participant's private record of achievement.

Warren Salomon also pointed out that it was never the intention of the ride organisers to turn the event into a race and nor did he want riders to think that they could treat it that way. "The big attraction of this event is that it is primarily a tour - a fun day out with friends cycling through absolutely beautiful surroundings from Sydney to Wollongong", he said.

"What we wanted to do with the Ride Against the Clock was to give the large number of fitness riders who come on the ride a special focus. As well as this we also wanted to provide a more controlled environment whereby this could take place. "We didn't want the faster to be racing through the recreational riders and thought it would be a better idea to start them ahead of the main bunch".

The route will be fully staffed with marshals who will also act as adjudicators and are empowered to issue notices of disqualification should a rider be observed running red lights or otherwise breaking the rules of the event. Marshals will sound their whistles if a rider is detected breaking the rules and is subsequently disqualified.

All disqualifications will be posted on a special notice board located at the finish line in Wollongong and these riders will not be eligible to receive a printed record of their elapsed time. ●



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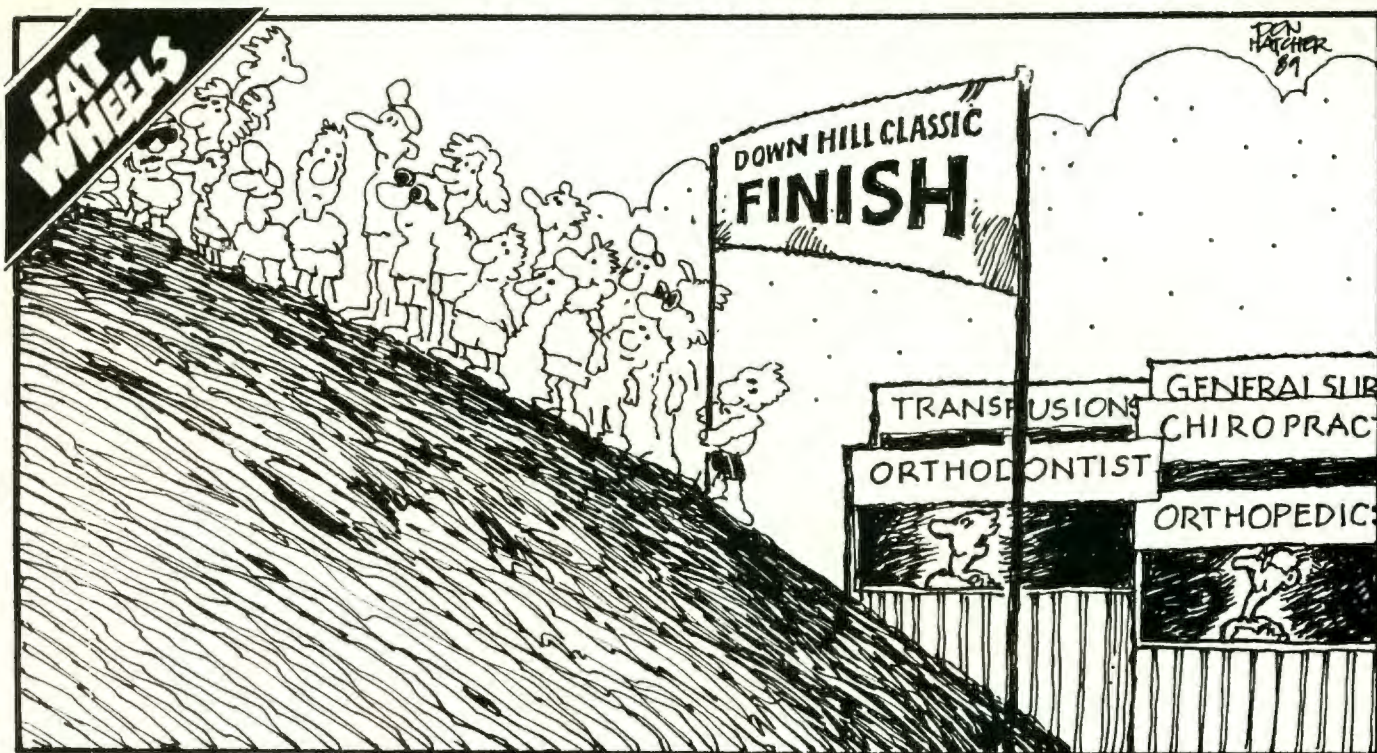
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# CLOSE TUSSLE FOR OZ MTB CROWN

With a steady rise in the level of competition current MTB champ Werner Wohlrab looks in trouble at this year's Nationals.

**BY WARREN SALOMON**

**A**S THIS EDITION GOES TO print the current Oz mountain bike cross country title looks like it may be up for grabs at the National titles to be run in Canberra over the weekend of the 11th and 12th of November. Reining champ, Werner Wohlrab, from the Hunter Valley club who recently returned from the USA where he competed with other Aussies in the Mammoth Mountain World MTB championships has found it difficult to regain form and has been fight-

ing off sickness ever since his return.

The Aussies who competed at Mammoth were plagued by mechanical problems and found it difficult to cope with the high altitudes in the area where the event took place. According to Wohlrab an even bigger problem was the dry dusty pumice based soil at Mammoth. Racing in a field as large as two hundred riders it was often difficult to see past the cyclist in front as clouds of dust filled the air.

The best performances of the tour

were turned in by Andrew Nicholls of Victoria who came 23rd in the super men's cross country (in spite of a flat) and the two juniors (under 17) Travis Temme (VIC) 4th and Ben Munro (QLD) 7th. Ben Munro also did extremely well in the NORBA Nationals run in the weeks leading up to the Worlds coming fourth in his class with Scott Finlay also of Queensland in 5th.

Ken Wells (NSW) came seventh in his over 40's category. Karen Wells who crashed twice during her event and had to withdraw was completely outclassed by the field of very strong and fast women riders.

Werner Wohlrab was forced to pull back in his efforts in the uphill event due to extreme cramping and came in 30th. In the super mens cross country he was forced to withdraw after puncturing twice.

One of the biggest surprises for the Oz riders was to find that the US courses are in fact rougher and not, as expected, mostly two wheel fire trail type tracks. The 38 km cross country course was a genuine cross country track with up to two or three kilometres of single file technical sections spread liberally around the 12.8 km loop. As well as the rough riding the course had a lot of uphill and steep down hill sections over fine pumice type soil which Werner Wohlrab said was something like riding in dry Kitty Litter.

The level of competition was high and some of our riders reported that as there are events with the best riders competing every weekend in California it is easier for competitors in the sport to gain form and keep it in a sustained build up to a major event



Scenes from the recent Paterson XC Classic: King Wally (Werner Wohlrab) does a wheel stand for the spectators as he crosses the finish line to easily win the event.

▷ According to Australian team captain, Leigh Nilsson (NSW) our riders suffered mainly from an adequate lack of preparation both from the altitude and from the level of competition they were able to experience in events leading up to their trip. At present there are simply not enough races being run in Australia to permit our riders to develop to the level that exists at present in the US.

In 1990 this situation will begin to be addressed with the establishment of an Australian Mountain Bike Association national points score competition. A series of ten major events will be nominated for inclusion in the series and points will be awarded to the winners in each event. The actual aggregate score will be determined in such a way that it does not disadvantage riders in the more remote areas.

Initially events will be awarded to clubs in Queensland (2), ACT, (1), NSW (3), VIC (3) and SA (1). In 1991 it is hoped to bring WA and Tasmanian clubs into the series as the sport develops in those regions.

### Scramble for the crown

The AMBA Nationals will be held over the second weekend in November (10&11) in a state forest west of Canberra. This year a close result looks certain in the tussle for the Expert's top position. Werner Wohlrab, who has had a firm grip on his crown since he won it at Oxford Falls near Sydney in 1986 has found it difficult to regain form following his US trip.

Top Victorian rider Damien Grundy could toss him if he can match Wohlrab's usual power performance. Canberra rider Graham Allbon is also a contender along with Wohlrab's fellow club members David and Nigel Perry who both competed in the recent Commonwealth Bank Cycle Classic.

Apart from the Perry brothers (David is the one to watch), a number of other road racers are currently preparing for the event and depending on their condition will enter the expected large field of seniors. Stephen Hodge back from pro racing in Europe is expected to compete along with two other road stars Scott Stewart and Eddie Salas.

Sydney riders Leigh Nilsson and Laurent Vignes are also intending to be in the scramble for King Wally's crown if he ever lets go his grip. All will be revealed in Canberra on November 11. Don't miss it!

### The Nationals

Entry forms are now available through specialist mountain bike shops and clubs and late entries can be made on the day.



Competitors should be on site for registration by 8:00 am on Saturday. The first event starts at 9 sharp. Entry fees are: Expert, \$45; Novice (first time riders only), \$25; and all other classes \$35. Sponsored teams pay \$100. AMBA licence holders pay \$5 less.

To get to Laurel Camp, the race HQ, follow the Cotter road west past both the Murrumbidgee and Cotter River bridges and keep to the bitumen until you see the turnoff to the right about 2.5 km past the Cotter bridge and hotel.

The event is being run by Active Australia who organised last year's championships at the same site. A new downhill course has been selected giving a faster run with no uphill sections and the main cross country course has also been improved and lengthened. The main cross country event for Expert class will be run for between 1 1/2 and 2 hours duration.

The central assembly area for the event will be once again at Laurel Camp and basic bush camping (water and toilets only – no showers) is available close by. 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.

### Sydney riders conquer the Simpson

Riders from the Big Smoke took the first three placings in this years Paraquad Simpson Desert Classic run in late September. Heading the 28 athletes across the finish line in Birdsville at the end of the five day 600 km epic was book publisher and triathlete Ross Martin of Terry Hills.

Ross Martin who competed in the last Simpson event (which didn't race in the desert because of flooding) came in 30 minutes ahead of Peter Barnard of Woollahra with Allambie high school teacher Jim Smith 29 minutes further behind in third.

Two Canadians also took three of the major race awards: Solicitor Ken Crosby and surgeon John Long both of Elliott, Lake Ontario. Both joined with Long's brother Jeremy of Melbourne to win the teams award. ▷







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## WORLD

**ON SALE JANUARY 1990**





Second place in the Paterson Classic was fought out between an eventually victorious (by 2 secs) Laurent Vignes and Grant Croese.

▷ Crosby who finished fourth overall also won the trophy for the Under-40 class while John Long, seventh overall, topped the Over- 50's.

Women riders also scored well. Police officer Patricia Thompson from Manly came in 9th outright and took out the women's award with model Kristina Dwyer of Woollahra finished in 13th position. It was a satisfying result for Kristina; the *Penthouse* Pet had raised the biggest donation for the Paraquad Association earning her the coveted No.1 singlet which she wore proudly.

Riders in the five day marathon had to overcome stiff headwinds and temperatures over 50 degrees as they pedalled the rough gravel roads and sandhills. Ross Martin, who also won the award for the Under-50 class, said he was very proud to have won but it was a once only chance for him.

"I probably won't do the race again," he said, "but I certainly recommend it to anyone. It's a great challenge and the scoring system enables everyone to finish."

Martin took the lead right from the start of the race and his position was never in doubt despite a stiff challenge form second placegetter Barnard.

Thanks to a unique scoring system everyone finished the cycle classic; riders who could not maintain the pace were picked up by the sweep vehicle and carried to the next stop – lunch or overnight. They would receive a penalty comprising the slowest finisher's time plus a minute for each kilometre they failed to ride. Thus, everyone was able to ride all or part of each day and finish the overall event. It was a system much appreciated by the competitors.

According to organiser Jack Mullins, the event was very successful and it would be run again next year. A television documentary was made of the race and this should be seen later in the year or early 1990. ○

## Now That's A Mountain Bike Race

I first suspected something when at the carbo-loading dinner the night before the race, one of the local road racers turned mountain biker, was boasting to a friend that he finally made it around the entire course.

"What, you made it down the wash-away, over the granite cliff and did the hill climb?" His friend asked in a surprised tone.

"Well no, I walked those sections, but I made it all the way around."

This was the 1989 Albany Bike Sales mountain bike race, which was organised by a very keen and talented group of mountain bikers, most of whom are converts from road racing and moto-cross motor cycling.

The trip from Perth to Albany in the South West of WA is quite a haul, so only a small group of us made it down, but everyone was impressed with the organisation, courses and friendliness of the locals.

The weekend started with the first trials ever staged in WA on the Saturday and the main race on the Sunday.

As nobody knew the official trials

rules, modified motorbike trials rules were used and worked very well. Six tasks were set using natural obstacles, marked out around a rocky outcrop known as Bluff Rocks. Most tasks required deft bike handling skills, especially in the wet conditions that prevailed and one task consisted of a very steep and tricky hill climb where finding traction was the secret.

The tasks were admirably difficult and although no riders got even close to a clear score, it showed just what mountain bikes can do in the hands of skilful riders.

Nothing could have prepared us for what was to come on the Sunday. My early morning reconnoitre of the Mt Melville course was a real eye-opener.

I'm only new to this mountain biking thing and the one other race I had been in, although rough, basically just needed strength and endurance. This course was not only long, rough and strenuous, but required bravery and exemplary bike handling skills.

The course started with a short bitumen climb leading to a section across steeply sloping smooth granite rock covered in moss, slime and very slippery in the wet conditions. Great care was required not to lose traction, as the slightest lock-up or wheel spin would send the bike disappearing out from under you and down the rocks. A short but tricky trail followed that was made difficult by the fact that it was only 20 cm wide and consisted of a continuous line of sharply protruding rocks just waiting to puncture the flat tyres that were required for the slippery sections.

The infamous downhill appeared around the next bend. I initially thought the course must have been wrongly labelled, or I had missed an arrow somewhere along the way, but no such luck. This was it! An incredibly steep gully washed down the side of the hill, with water still flowing and a 3 metre high drop off a boulder halfway down.

Finally respite – couple of kilometres where you could catch your breath and really go for it; trails, single tracks, a few small climbs, puddles, soft sand, shale and gravel. Just about every type of terrain to test your skills and equipment – at least it was relatively flat.

Just as you started to feel comfortable and in control, you were confronted with the hill climb. About a 1 km gravel track that starts off steeply and gets steeper and steeper. If anyone thought they might make it, they would find the last 20 m to be almost unrideable smooth rock with a continuous flow of water over it.

Well, with the hill-climb over, your troubles were not quite finished. After a flat rock section across the top of the hill and just before the finish, you found the trail lead you to the edge of a 5 metre cliff! The top locals assured us it was ▷



▷ rideable, but I was convinced they must have some sort of death wish.

Finally, you made it back to the start with the comforting thought that if you were in A grade (or a goat) you do it four more times. B grade men and women only had to do it three times.

As you would imagine, there were innumerable crashes, cartwheels, broken bikes, collapsed wheels, punctures and bruised and battered bodies, but I for one can't wait to go back and do it again. Not only the immediate exhilaration of actually finishing the race, but days later, the sense of achievement can't be beaten.

Now that's a mountain bike race!

Sandro Franchina ○

## BICYCLE REVIEW

# REPCO CRACKENBACK

BY ABE POWELL

**R**EPCO'S top of the range offering is more suited to the racing enthusiast however the recreational cyclist will also find the Crackenback an extremely swift machine that adapts to any conditions. The Crackenback is a welcome up market▷



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▷ addition to Repco's mountain bike range.

The Crackenback is a bicycle built for speed while still keeping the sturdiness needed for off road terrain. Many mountain bikes designed for speed tend to compromise control and hence have a tendency to zip away from underneath the rider on the slightest turn or smallest pothole. But the Crackenback doesn't take any random tangents – even cornering downhill on loose gravel you can't help feeling confident in it's saddle.

The triple-butted chrome moly frame contributes to the reliable strength of the bike while still being flexible enough to give a comfortable ride. But Crackenback is not sluggish to handle: it's highly responsive and stable at high speeds and the fate of the rider rests purely in their own hands.

The machine is fitted with Shimano's Deore II componentry which includes the new Hyperglide rear cluster. The drive system of the bicycle delivers smooth, powerful performance and this is due to the combination of Biopace chainrings on the front and the Hyperglide freewheel on the rear. Biopace gives consistency to the pedal stroke (a "stream" rather than "pulses"); Hyperglide allows the rider to change gear smoothly while still applying pressure to pedals.

SIS levers finally complement this arrangement giving the rider a reliable and very fast gearing system. The Crackenback is a 21 speed machine and the combination of the strong but stable frame plus Shimano's Deore II drive system gives the bike the reliability and speed needed in in tough competition.

But if you feel the pace is too fast the Deore II cantilever brakes are powerful but subtle: as with handling response the braking system is in the hands of the rider. A rider is in direct control of braking but never underestimate the stopping power of these brakes; they can lock the wheels dead.

Repco's new flagship model is also equipped with Araya's super-hard, anodised alloy RM 20 rims. Tyres are the very fast, grit-hugging Panaracer Timbuk II type with Kevlar belting. Rims and tyres work well with the Deore II sealed bearing hubs.

In all the Crackenback is a well built bike that gives the rider a fast but stable ride. For the competitor the Crackenback will facilitate performance, for the commuter the Crackenback will prove fun, fast and furious and definately faster on city streets than the car.

## Specifications

**Price:** \$1030  
**Sizes:** 43cm, 48cm, 53cm  
**Colour:** Pearl white, Black  
**Frame:** Full Chro moly triple butted frame, vertical dropouts  
**Rims:** Araya RM 20, hard anodised 36H  
**Hubs:** Shimano Deore II, quick release, sealed mechanism

**Spokes:** Stainless steel  
**Tyres:** Panaracer Timbuk II 26"x2" Kevlar  
**Brakes:** Shimano Deore II cantilever  
**Levers:** Shimano Deore II  
**Pedals:** Shimano Deore II, Chro moly spindle, toe clips and straps  
**Crankset:** Shimano Deore II HP, 28-38-48 x170mm (43cm/48cm frame). 53cm frame has a 175 mm crank  
**Chain:** Shimano MT 62 UG  
**Freewheel:** Shimano Hyperglide, 13-30, 7 speed  
**Deraileurs:** Shimano Deore II SIS  
**Levers:** Shimano Deore II SIS  
**Head set:** Taiwanese  
**Handlebars:** Chro moly, 600mm  
**Handlebar covering:** Firm rubber grips  
**Stem:** MTS 136G Chro moly  
**Saddle:** Vetta Mundial (leather cover)  
**Seat pillar:** Alloy 300mm  
**Seat pillar bolt:** Quick release

Frame and forks are guaranteed for 15 years, componentry for 6 months.

## BICYCLE REVIEW

# MUDDY FOX ALUMINIUM TEAM PRO

BY WARREN SALOMON

**T**HE ENGLISH HAVE A knack for names and the Muddy Fox name conjures up thoughts of fast clever creatures eluding slow witted hunters and vicious bloodhounds on green misty landscapes. The name Muddy Fox is also the title of one of the world's most cleverly marketed brands of mountain bike now on sale in Oz.

English the name might be, but like everything in the bike world these days, the flagship of the range, the Aluminium Team Pro comes out of Taiwan with (almost) all Japanese componentry.

This is a top of the range Shimano Deore XT II equipped bike and that means that the gears, brakes, pedals,

seatpost, hubs and chainwheel set are all top class equipment. The Team Pro's frame is made from oversized tubing which is nicely ovalised on the down tube where it butts onto the head tube and bottom bracket.

The frame is TIG welded and two sets of waterbottle mounts are provided along with the usual cable mounts and front deraileur fixing point.

The new Araya 17 mm RM 17 rims are fitted and the Panaracer Timbuk II tyres use Presta valved tubes.

The bike weighs next to nothing and rides like a dream over rough terrain though the extra long reach headstem produced steering a little too much on the powerful side for my liking. The Avocet Gelflex saddle makes a nice touch too especially since most bikes come fitted with uncomfortable no-frills brand seats these days.

A full range of Muddy Fox bikes will be available in Australia late in 1989. The aluminium Team Pro should sell for around the \$2,000 mark.

## Specifications

**Price:** \$2,000  
**Sizes:** 40.6, 45.7, 50.8 and 55.7 cm  
**Colour:** Pearlescent white smoke finish  
**Frame:** 7000 series oversize aluminium tubing. Fastback seatstays. TIG butt welded.  
**Rims:** Araya RM 17  
**Hubs:** Deore XT II  
**Spokes:** Stainless  
**Tyres:** Panaracer Timbuk II 26X2"  
**Brakes:** Deore XT II  
**Levers:** Deore XT II two finger type SLR  
**Pedals:** Deore XT II  
**Crankset:** Deore XT with Biopace rings 46/36/26  
**Chain:** Shimano UG  
**Freewheel:** Shimano 7 speed Hyperglide freehub  
**Deraileurs:** Deore XT II  
**Levers:** Deore XT II  
**Head set:** Deore XT II  
**Handlebars:** Tange Prestige  
**Handlebar covering:** Long solid rubber grips  
**Stem:** Nitto MT-66 Muddy Fox Original 150 mm extension  
**Saddle:** Avocet Gelflex  
**Seat pillar:** Deore XT II  
**Seat pillar bolt:** Deore Q/R





# INDEX GEARING

## A guide to adjustment and installation

BY WARREN SALOMON

ONE OF THE best things to happen to bicycles in decades has been the introduction of positive shift gear mechanisms known in the industry as index gears. The system was introduced in the early eighties by the two large Japanese component makers Shimano and SunTour and has become so popular with users that it is now available on most new bikes from expensive lightweights to the lowest steel wheeled clunker.

Indexed gears work this way: a set of predetermined click stops (which correspond to the set distances between each of the sprockets on the rear freewheel) are built into the gear lever movement. When the lever is moved forward or backward one or more clicks the attached cable then moves the rear derailleur which in turn moves the chain to the selected freewheel sprocket.

The system, if correctly adjusted, works better than normal non indexed systems because it allows you to change quickly and precisely over one or a number of gears without having to look or listen to the action of the chain.

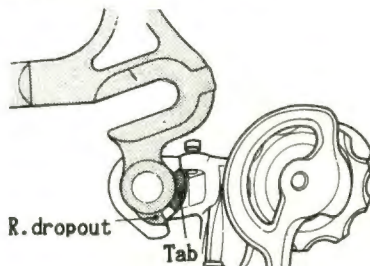
In order to examine the system and how it operates lets look at the installation procedure for a new or retro fitted gear set. First you will need a new index-compatible freewheel (most newer types are okay buy many earlier types are not), index gear levers and cabling and an index compatible rear derailleur. Front derailleurs are not indexed.

It is important to have a compatible freewheel. Before the system was widely used the spacings between the freewheel sprockets varied whereas the click stop system requires that the spacings are all the same. The most important components in the system are the levers and the cabling.

Newer types of non wound type outer cable casings have been developed for the system as it is important that there is no take-up in the cables. The cable must transmit the precise movements of the lever directly to the derailleur so any sloppiness or restriction in the cabling will affect the clean operation of the gears.

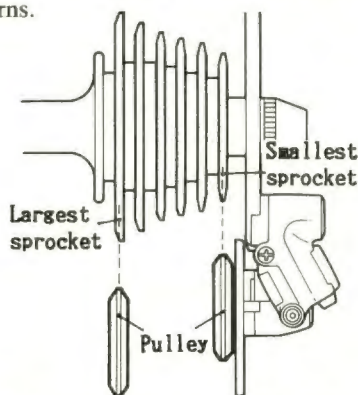
## Installation procedure

The following installation procedure is taken from instructional notes provided by the author to bicycle dealers at a training seminar run to explain the SunTour Accushift system. The Shimano and SunTour systems are similar as is the installation procedure. The marginal differences between the two are discussed at the end of this section.



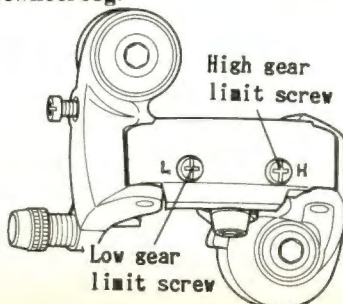
### Fitting the rear derailleur

1. Using the correct size allen key fix the derailleur to the drop-out hanger so that the derailleur's spring retainer tab is just behind and up against the stop tab on the dropout. Adjust the main bolt pivot tension screw so that the upper pulley wheel on the derailleur is not touching the smallest sprocket. Push the derailleur arm inwards and check to see that the upper pulley wheel does not also snag the largest sprocket. Wind the cable adjusting barrel fully into the body of the derailleur and then back it off two turns.

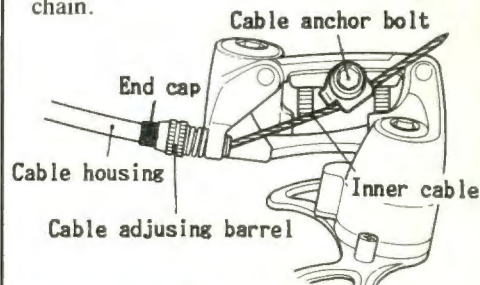


### Setting the index position

2. This is the most important step as all other adjustments will be problematic if the index position is not correctly set in the first place. To do this turn the high gear limit screw (H) on the derailleur body so that the upper guide pulley is directly under the smallest (outer) freewheel cog.



3. Push the derailleur body inwards and adjust the other stop screw (L) so that the furthest movement of the derailleur places the upper pulley directly under the largest (inner) freewheel sprocket. At this point you have not yet fitted the chain.



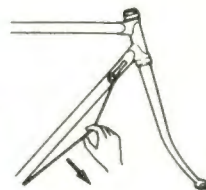
### Mounting the levers and the cables

4. Mount the levers on the down tube (for road bike), the handlebars (for mountain bike) or bar ends (for touring and cyclocross bike).

5. Before installing the cables check to see that the ends of the outer cables are squarely finished off or capped and that they fit smoothly into the cable stops on the frame. Both cable and housing should be the correct type if supplied with the derailleur and lever otherwise the inner cable and outer must be index compatible.

6. Lubricate the cable with a light oil (not grease) and install them on the bike making sure the cable outer ends are fully seated into the cable stops.

7. Loosen the derailleur cable anchor bolt and thread the cable through the outer and into the derailleur. Pull the cable tight and fasten the derailleur cable anchor bolt.



**NOTE**  
Be sure the inner cable is securely in the groove.

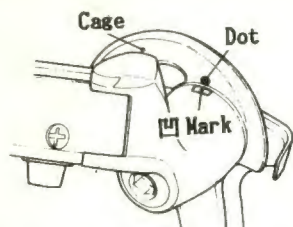
8. Pre stretch the cable by pulling it away from the down tube a couple of times. Loosen the cable anchor bolt, pull the cable taut and retighten the anchor bolt.

Also make sure that the cable is threaded into the cable anchor bolt in the correct manner according to the manufacturer's instructions as sloppy operation will sometimes result if it is wrongly fitted.

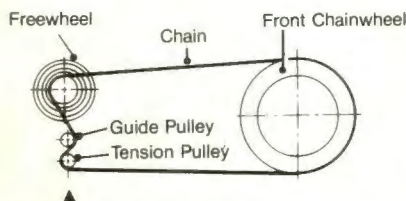
### Fitting the chain

9. Thread the chain through the derailleurs, chainwheels and freewheel and check for the correct length. SunTour's method for determining chain length differs from Shimano's. For SunTour: shift the chain into the highest gear (large front chainring/small freewheel cog). Locate the dot on the derailleur





cage and the reference notches on the derailleur body. The dot should fall between the notches – otherwise add or remove chain links to suit.



Right angle to the ground

For Shimano: Shift the chain onto the large front chainwheel and the small rear sprocket. The derailleur cage should then be at right angles to the ground. When removing chain lengths to suit you should also be aware that with the Hyperglide chain special hardened link pins should also be used when rejoining the chain.

## Fine tuning the system

10. Rotate the cranks and shift the chain several times from high gear to low on the rear freewheel. Check the travel stop adjustment screws and readjust if necessary.

11. Shift the chain into top gear (large chainring/small freewheel sprocket) and set the rear lever to Index mode if it is not in that position already. SunTour IPC levers have two index positions: UL for Ultra-7 freewheels and RE for regular spaced six-speed freewheels. Select the setting for the type of freewheel used.

12. Rotate the cranks and shift the gear lever one stop. If the chain does not move onto the second sprocket or will not run smoothly in gear use the cable adjuster barrel to correct. Move lever back to top gear to check for smooth operation. If it is difficult to adjust the gears using the barrel adjuster move the chain back to the top (smallest) cog loosen off the cable anchor bolt and recheck the index position.

The index position must be maintained by the stop screw not the cable tension otherwise the chain will not move into gear cleanly and run noiselessly.

## Retro fitting requirements for indexed gears

A thorough inspection of the frame must be carried out first to see if it is suitable for index gearing use. The following points must be satisfied if indexed

gearing is to work successfully:

1. Any brazed on shift lever bosses must be the Shimano, SunTour or Campagnolo pattern with the flats parallel to the down tube. The dimension across the flats must be between 5.80 and 5.87 mm. If it is greater than 5.87 mm it can be carefully filed back. The lever must be a firm press fit. It should not be forced onto the boss.

2. Internal cable routing is not recommended as the increased friction from the cable housings will affect the index operation; it may be acceptable if it is supported inside the tube by rigid metal guides and enters the tubes gradually without sharp bends.

3. Check the cable guides. The bottom bracket cable guide can be a source of binding. Plastic cable guides usually are too soft as the cable will cut into the material and will not slide smoothly. The best cable guides are usually made of the hardest metal and should not require lubrication. If the existing frame guide is not acceptable you may have to fit a clamp-on type.

4. All frame mounted cable stops should be long enough to support the end of the cable and its end cap. Cable ends should fit the stops snugly.

5. Rear dropout dimensions and alignment are critical to adjustment and performance of index systems. The derailleur mounting hanger on the rear dropout should have a drop of between 24 to 28 mm and the derailleur stop tab should be at an angle of 30 degrees to the perpendicular.

## Differences between the Shimano and Suntour systems

When the chain is shifted from a smaller cog to a larger one a certain amount of 'overshift' movement must be used to account for the flex in the chain in order to help it move up onto the adjacent cog. That is the upper pulley wheel of the derailleur must move slightly beyond the position directly below the selected freewheel sprocket when shifting the chain and then fall back to the aligned position once the chain has moved successfully onto the cog.

Shimano build this overshift movement into the upper pulley wheel of the derailleur (the pulley has spring loaded side to side movement) while SunTour put it in the lever. This accounts for the different operating 'feel' between both systems. The Shimano levers have a more direct response with little springiness in the lever operation while the SunTour lever has to be pushed well forward and then released to allow correct gear selection. You never have to do this consciously as the shift depends more on normal unconscious hand movement.

## TRAVEL & TOURS

### TOUR MATES

**T**OUR MATES is a FREE service for readers wishing to find companions for bicycle trips and holidays. Entries are limited to thirty words (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.

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## COMPETITIVE EVENTS

### 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

### 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 12 The Great Otway Bike Ride.** A 160 km (100 miles) event starting in Geelong at Barwon Valley Fun Park at 8 am and following a scenic route out to the Otway Ranges and back. Late entries on the day for \$20.

**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 new section of the event called: The Ride Against the Clock will be added for fitness riders. It's a ride not a race. Don't miss it. Entry forms from bicycle shops in the Sydney/Wollongong region and in the Sept/Oct edition of this magazine.



### DECEMBER

**Saturday 2 to Sunday 10 Great Victorian Bike Ride** A two week ride from Yarrowonga 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.

### 1990

### 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.

### APRIL

**Tour of Albany, Porongorups and Stirling Ranges.** A week long pannier tour through one of WA's most spectacular areas organised by the newly formed Cycling 4 Pleasure group. For full details of this and other tours by this group contact Richard Stallard (09) 470 4007.

### 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 George Nelson (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 and are a good source of information on what equipment to buy and the best places to ride.

**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) 444 2892.

## 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. **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) 444 2892. **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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