

the Sydney Cyclist



Nov. - Dec 82

your Captain speaking

TRAINING - Basics to Excesses

BASICS: For new members and our social riders, let's face it, to get any benefit from exercise we have to do it often enough. Once a week is not enough. Now summer is on us, most social riders should be out every other day doing at least 16 km. at around 25 kph. If you can do it every day - great !

Most of us would not know that to get benefit from exercise, our heart rate must be up around 120 beats per minute; a bit less for the riders over 50 years of age. Now, I don't expect you all to go out and buy pulse monitors, but expect to breathe a little heavier than usual. More tips on riding in the next Newsletter.

EXCESSES: Now to the serious stuff, most of our hard club riders will not be competing on the track this summer so agony sessions are not really necessary. Not unless you are a masochist! Most of us serious guys and 'gals should be out every day doing a basic 32 to 40 km. at a rate of 28 kph, with a longer ride of at least 80 km. on weekends. The same heart rates apply to us as to the beginners - 120 beats a minute is the starting point for getting fitter...

All riders should maintain a Training Logbook, recording information such as: Resting pulse rate, kilometres ridden, elapsed time for the rides, recovery pulse at 2 min., 5 min. and 10 min. Also, keep a graph of all these parameters. More in the next Newsletter.....

• SUBSCRIPTIONS DUE •

Members are reminded that subscriptions are now due for 1983. Please send your nominated subscription and the QUESTIONNAIRE, which was enclosed in the last newsletter to the Secretary. Remember, there are three categories of membership: Sydney Cyclists Club (\$8.00); Sydney Cycling Club, which includes membership in the Sydney Cyclists Club - Non-competitive member (\$14.00), Racing member (\$30.00).

Club members now have a choice of three Sunday morning rides to choose from. All three rides depart from the kiosk in Centennial Park for various destinations and distances. The longstanding Waterfall ride starts at 6:30 A.M. going through Sutherland to Waterfall, and sometimes beyond. This ride often returns via the Royal National Park. A recently organised group leaves the kiosk at 7:30 to ride through various southern suburbs to Dolls Point and return to the Park; while the LaPerouse group continue to depart at 8:30 for their ride. All the rides return to the kiosk at Centennial Park for tea and bicycle talk.

• GRAND OPENING •

Cantebury Velodrome (Tempe)

COME ALONG AND WATCH NIFTY WAVE THE

WAND TO OPEN THE NEW VELODROME. THERE WILL ALSO BE TOUCH-FOOTBALL MATCHES, AND SOME VERY EXCITING TRACK RACING, INCLUDING PERFORMANCES BY OUR COMMONWEALTH GAMES MEDALISTS: GREENDA, TUCKER, NICHOLS, WEST AND TURTER. YOU MAY EVEN SEE CHRIS WILSON BEAT THE BUNCH...

DECEMBER 11 @ 6:30 P.M. (SATURDAY)

CHRISTMAS CRITERIUM @ WARATAH PARK, SUTHERLAND - SEVERAL CLUB RACERS ARE ALREADY ENTERED...

19 DECEMBER AT 3:00 P.M. SEE YOU THERE

THERE WILL BE NO MEETING IN JANUARY, THE NEXT SCHEDULED MEETING WILL BE AT THE ROYAL HOTEL, RANDWICK IN THE "GREEN ROOM" ON TUESDAY, FEBRUARY 1, 1983 AT 7:30 P.M.

Next Meeting

TRAVELLING SOUTH

Perc Carter

Departing from the Club weekend here at Bundanoon, Des and I spent the next three weeks completing a 1700 km tour of the Snowy Mountains, Victorian Alps and the Great Ocean Road along Victoria's coast finishing in Mt. Gambier, South Australia. Being our first cycle tour we expected to be taught a few lessons and we were not disappointed.

We had researched the route thoroughly and perused numerous maps, asked questions, read articles and done all the usual planning. What's left you may well ask ??? THE WEATHER!!!!!! We consulted no one on this subject. After riding into howling southerlies for three weeks we finally determined the winds always blow from the south in the spring, or so the locals told us.

Next time the weather bureau will be consulted first and direction of travel selected on the basis of the wind direction. Of course, we were adequately prepared in all other areas - or so we thought. Firstly, we rode on IRT 27x 1 1/4" HP's after suffering lacerate tyres and punctures ad nauseum we made a change. Malaysian "Pagoda Racers" were our choice [there was nothing else available]. These tyres give you the impression that your wheels are square with rolling resistance to match. Luckily we suffered no more lacerations to these solid tyres and no punctures to our tubes. In fact, after over 1000 km the tyres show no sign of wear or damage. They handle dirt, gravel, corrugations with aplomb. Unfortunately, they're not too good on the bitumen.

At the beginning we thought gearing of 28-47-52 front and 13-15-17-20-24-30 rear would provide adequate touring range for the terrain. However, we found we needed more flexibility between the 20 and 30 rear. As for the 108" top, forget it. To carry the load, we used Karrimor panniers in standard nylon. They didn't break or give up the ghost, and show no signs of wear. Paddy Pallin sells plastic heavy duty bags with draw string tops which fit rear panniers perfectly. We used them and despite quite heavy rain from time-to-time our clothing in the bags remained perfectly dry throughout.

Before we left on the trip our fitness was suspect. After a week on the road there was no more suspicion. We could have done much more preparation... Everyone who told us the first week was the worst were perfect forecasters. Still after three weeks, sitting on Des's wheel recame the norm.

Distances of up to 170 kms per day were becoming easy as the tour came to a close, so longer tours time-wise should make large daily distances possible and comfortable. Because we didn't take the tent, we had to rely on on-site vans in caravan parks for accommodation. This placed another obstacle in our way, making some days too short and some too long - between caravan parks. Costs were reasonable though, ranging from \$10 to \$18 per night. All along the way, people were friendly and we encountered no untoward situations. At Tallangatta, Victoria we stayed at the hotel of that name run by the Carrol family. They treated us like royalty, not grubby touring cyclists. If you travel through the area, stay at their motel, you won't be disappointed. They are fabulous people.

Overall, we found the changing countryside a delight, the mountains a challenge and the Great Ocean Road exciting cycling. We recommend the trip whole heartedly and can supply detailed information to anyone contemplating the tour.

UNION NEWS - from the November of the N.S.W. Amateur Cyclists' Union

John Sunde

+ The most important decision made at the November Union Meeting was the organisation of a special fund for the injured Gary Hammond. The Victorian and Queensland Unions already have their own funds: The N.S.W.A.C.U. opened the fund with a donation of \$100. With a club membership now over 50 riders, a \$1.00 per head donation would enable us to contribute \$50 to the Hammond Fund. Any members wishing to make personal contributions can do so by mailing it directly to the Union, or seeing me.

Gary Hammond's condition is still far from good, although he has now been transferred to Melbourne.

+ The Canterbury Municipal Council has politely reminded the Union that the name of the new velodrome is not TEMPE, but Canterbury Velodrome. Tempe is on the opposite side of the Cooks River in another municipality!

+ Two events on the track programme which may be of interest to some of our 'roadies' are the Waratah Park Criteriums. The first is Sunday 19 December, the second on Sunday, 20 February. Closing dates are Nov. 28 and Jan. 29 respectively...

+ I've ordered an East German Coaching Manual from the Union for the Club Library (cost \$8.00), and hope to have it available for our next Club Meeting. I'm sure we can learn something from the East Germans, after all they were the top medal winning nation at this years World Championships.

+ The application for the 1983 Carnivale Criterium has now been submitted to the Union. The proposed date is Sunday, 18 September. Only Senior, Junior, Veterans and N.S.W. Vets will be conducted.

GREEN VALLEY TWIN CENTURY

After having been postponed because of conflict with other cycling events, the Green Valley Cycle Touring Club hosted another "TWIN CENTURY" on 21 November. Fortunately, the day arrived and was somewhat overcast as earlier in the week it had been boiling hot! John Burraston, Kevin Clark, Clay Kesting, Walter Rolli, Bruce Vote and Don Sigsby represented our club in the 200 km. event; while Darryl Clark participated in the km. event.

The 200 km. event was in two equal stages, with each stage having a check point about mid-way along the ride. About 30 km. into the first stage, Kevin learned the value of folding HP tires. He cut a tire on some glass and Hugh produced a "Turbo-S" from his handlebar bag, saving the day for Kevin.

As we approached the first check point in Camden, some of the boys decided a 'finishing sprint' was in order and off they went. Bruce discovered - the hard way - that you shouldn't sprint, standing up and holding the brake hoods (stay on the drops and keep your front wheel on the ground). A bit of skin and blood on the road and scratches on the Kesting, Bruce remounted to continue the ride through Campbelltown and back to Green Valley, a further 50 km. At the completion of the first stage, Bruce regretably had to retire. He has since learned much more about *sartorius, vastus, biceps and quadriceps* - being the muscle structure of the legs.

The second stage was rather uneventful, taking a smaller bunch up to Penrith and returning along the Mulgoa Road into headwinds (as usual). It was a rather weary group that returned to the school at Green valley to collect their cloth badges.

All who participated really enjoyed the event, and highly praised the organisation of the event. We hope that it will be run again next year, and that members will participate in greater numbers.

SKID LID II

No, it's not a cinema sequel... Following the first order for the Skid-Lid II helmets, a great deal of interest has been expressed by other riders. One of the major benefits of these helmets relates to their excellent ventilation. You are not tempted to remove them, because of excess heat, therefore you have constant protection.

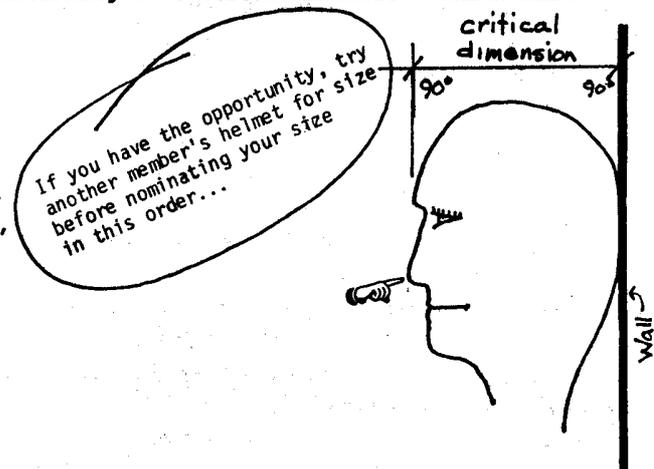
Because of the further requests, the Club will be placing a further order in late December. If you wish to obtain a helmet, fill out the slip below and return it to Paul Montesin.

HELMET SIZING: The Skid-Lid II helmet is sized by obtaining a 'critical dimension' which must be very carefully measured. Several members did not take accurate measurements last time, and find their helmets rather tight. The Critical Dimension found by standing against a wall and looking straight ahead (DO NOT tilt your head while any measurements are being made...). Have someone measure the distance from your forehead to the wall, this measurement must be as shown in the diagram.

Size	Critical Dimension
• SMALL	less than 7 1/8"
• MEDIUM	7 1/8" - 7 3/8"
• LARGE	7 3/8" - 7 5/8"
• EXTRA LARGE	7 5/8" - 7 7/8"
• STRETCHED EXTRA LARGE	8 1/8"



The helmets are available in two models and in two colours, please clearly nominate which you prefer.



SKID-LID II ORDER

I, _____ WISH TO ORDER A HELMET AS DETAILED BELOW, AND
HAVE ENCLOSED PAYMENT OF \$30.00 FOR EACH HELMET.

SIZE: _____

COLOUR: WHITE YELLOW RACING TOURING (with visor & mirror)

Return this slip, with payment to: Paul Montesin, 29 Macaulay Road, Stanmore 2048 phone: 519-6215



About 55 members and guests fronted for the Club annual dinner which was held at this restaurant. You could easily tell there was a function, as it could be heard at least two blocks away. All people were finally fed, and otherwise nourished. Although there was some concern about time of eating and sequence of the courses, a good time was had by all - excepting the two waitresses who probably had breakdowns...

RAMBLINGS.....

Members have now had some time to realise that there have been several changes to the elected 'executive' body of the Club. During the past year - and in some cases much longer several persons have given a great deal of their time and energy to keep the Club afloat. John Beauchamp, in stepping down from the Secretary's position has left a great challenge. He has spent a considerable amount of time co-ordinating activities, maintaining a secretariat and especially - organising the CARNIVALE CRITERIUM. I am sure that I represent the whold of the Club when I say that his work has been greatly appreciated and certainly makes those who are trying to fill his shoes aware of the monumental tasks he was doing.

Having now put together my second edition of the Newsletter, I can certainly appreciate the hard work and perseverance of Michael Griffith in keeping the Newsletter going for the past year. It's certainly quite a task preparing the material, and then seeing to its distribution.

Any suggestions, contributions, etc. are always welcome and I hope that we will be able to maintain our chain of 'pedal post' distribution wherever possible. If you have anything to contribute please feel free to send it in. Small messages can be left on my answering machine (331-4659) or material may be posted to P.O. Box 361, Paddington 2021, or given to me in Centennial Park (my third home !).

Sigsby

FOR SALE

SUNTOUR 'SUPERBE' CRANKSET WITH 170 MM ARMS,
52 & 42 TOOTH CHAINWHEELS \$75.00

MAILLARD 'COURSE' FREEWHEEL KIT - BUILDS INTO
EITHER A 5 OR 6 SPEED CLUSTER RANGING FROM
13 - 22 TEETH. \$26.00

CONTACT: CLAY KESTING @ 389-7526

Should members desire to sell any cycling equipment, it will be listed in the Newsletter if a description and price are given to the editor. Material can be posted to me at P.O. Box 361, Paddington 2021, or leave message on the machine at 331-4659.

PUBLIC IMAGE !

Over the past few weeks the "Waterfall Ride" has become rather hectic, to say the least. The size of the bunch has grown to be rather formidable, and also rather dangerous. This ride is somewhat of an institution with the Club, and all riders should keep in mind that when riding, we are - to some extent - ambassadors of cycling.

The blatant disregard for road rules which is becoming commonplace on the ride, does very little to impress the general public with our claims to use of the roads, or to common sense!

The fast moving bunch - racing through traffic lights and stop signs is just an accident looking for a place to happen. Are we really suicidal? Shouldn't we give more consideration to our public image ?

Legislatively, our claim to the roads is very weak. We have had occasion to point out to various authorities that the 'Metropolitan Traffic Act, 1900' gives cyclists certain rights to the roads, at least in the County of Cumberland.

We should also be aware that the same Act, allows us to be removed from the roads. Part III of the Act could easily be interpreted in a manner which would put the 'Waterfall Ride' off the road.

Let's remember our image, and set a responsible example for all to see

**MERRY CHRISTMAS
&
HAPPY NEW YEAR**