



NEWSLETTER

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AND A HAPPY NEW YEAR TO ALL OUR READERS!!!!!!

Perc got a mountain bike for christmas and I got one box of hankies - he maintains I got two boxes. However, the bike is nigh on the verge of collapse (no fault of the bike mind you) under the sheer weight of - remember Dean Lukin our weightlifter - Perc Lukin!!

1984 finished in poor style for el presidenté. Our president duly arrived in the park on Sunday 30.12.84 with great anticipation ready to proudly display his two new toys, i.e. mountain bike and Land Rover 110 and horror of all horrors: no-one in the park to show them off (after all it was raining and even we are not that silly ... but obviously six of us were as they (4) and we have had a viewing).

However, 1985 proved to be a little better for el presidenté, as word got out and now all are clammering at the bit for viewing time. Hee! hee! rates are reasonable for viewing, and even for riding on or in.

BACK TO SYDNEY CYCLING CLUB. Over the past we have had unlimited success with our touring, racing and club meeting events (club meetings always prove eventful) - let us hope that during 1985 nothing will change in this area. We have a fine team again operating Club activities this year and we all look to the support of ALL our members to make our Club a successful and happy one.

I hope my hero has a pleasant and successful road season in 1985.

DES CARTER
SECRETARY.

FROM THE RACE SECRETARY.....

Union affiliation fees are now due. This means that to become a racing member of the Sydney Cycling Club will cost you \$35.00 (\$10.00 club membership and \$25.00 union affiliation fee).

If you have not paid your club fees for the year you may hand cash or forward a cheque for the full amount payable to the Sydney Cycling Club to Desma or myself. If you have paid your \$10.00 club fee, \$25.00 cash will be fine or cheque for same payable to N.S.W. Amateur Cyclists Union. PLEASE FORWARD TO DES OR MYSELF.

DO NOT SEND DIRECT TO THE UNION!!!!!!

RACE ENTRIES.

Race entry forms can be obtained from myself and one of these must be completed for each race (so far the same as last year). However, from this point on a new procedure will operate, completed entry form with fee must be sent to the promotor for the race with cheques payable to the promoting club.

If the Union is the promotor as with the State Titles etc., entry to Sports House, cheque payable to N.S.W.A.C.U. Other promotors, post entry direct to that Club, e.g. Bankstown Open post to Mrs. Walker, 22 Norman Street, Bankstown, cheque payable to "Bankstown Sports A.C.C." If all that seems too complex, give me the completed form and the cash a MINIMUM of ONE WEEK before the closing date of the event.

OPEN EVENTS.

The 1985 road calender is not yet available but the normal events are sure to be on and were keenly ridden by Sydney members last year.

I have made a tentative list below which should indicate when these events are likely to be held:-

| EVENT | APPROXIMATE TIME |
|----------------------------------|------------------|
| <hr/> | |
| Northern Suburbs..... | Anzac Day |
| Nepean Open..... | May |
| Canberra Two Day tour..... | May |
| State Premierships..... | June |
| Sundowner and Gunnedah Open..... | July |
| Muswellbrook to Tamworth..... | August |
| Newcastle Open..... | August |
| Goulburn to Liverpool..... | September |

CLUB RACING.

It has often been said that the best training for racing is racing. I've found this to be very true and I'm sure that many other riders would improve their performance in opens with regular club racing.

The venues available are:-

HEFFRON PARK - sponsored by Randwick Botany A.C.C. every Saturday at 2.30p.m. - entry \$1.00.

Homebush Bay - (Vets. and Women only). Sponsored by Veteran Cyclists Club every Sunday 8.00 a.m. - entry \$2.00 plus annual membership \$5.00.

Warriewood Shopping Centre - Sponsored by Northern Suburbs A.C.C. every second Sunday at 7.30 a.m. - entry \$2.00.

So there it is. If you are into road racing, for \$30.00 per year you can race every Saturday and Sunday on courses from Maroubra to Warriewood and all over N.S.W. - what value! BE IN IT.

BRUCE VOTE
RACE SECRETARY.

S P R U N G!!!

Walter Training?

NOW DUE

ANNUAL MEMBERSHIP FEES

Yes, folks, our Trusty Treasurer has informed me that it is on again this year.

Club fees are \$10.00 and Juniors \$6.00. (Several of our members reckon they qualify for the Junior rate).

As previously advised, fees can either be posted to Bruce, together with race affiliation, if appropriate, or post to Des. Membership fees can be paid at next club meeting; details of meeting further on. Des will collect at next meeting if not posted. Receipts will be issued.

Alan will not be available during February. PLEASE DO NOT SEND TO HIM

CAPTION OF THE MONTH.....



CLUB DINNER.

Was held at the "Not the Ritz Cafe" in Surry Hills. Much boisterous activity was on the go in between the munching of the various dishes and quaffing of wine. Several persons were seen to have TWO sweets.

The party eventually broke up about 12.30 a.m.: Way past cyclists bedtimes!

NEXT MEETING

will be held at the Lumb Lumb's establishment - address:

31 Kingsford Street,
Maroubra.

This meeting will take the form of a barbecue commencing at 5.30 p.m. and concluding at 7.30 p.m. THEN, slides (lots of bike slides) will be shown of Alan and Christine's recent trip O/S or A/B, whichever one likes to use.

Bring drinks and steak or snags or whatever one likes to eat. The Lumb Lumb's will put on the salad.

Maybe a phone call to Des on (H) 523-6157 or (W) 290-1555 Ext. 276 who will let Christine know whether or not she has to feed a team of locusts or just nice sedate S.C.C. members. If turning up for slides only, please let Des know that.

DONT FORGET.....bring your money with you.

THUS ENDETH THE FIRST NEWLETTER FOR THE YEAR 1985.

DONT'T FORGET If you change your adress or another member tells you they have moved, get the new address, and please let Des know.

bikessentials

Are you sitting comfortably?

THERE'S no point in treating yourself to a superb machine if the way you sit on it is all wrong. Your hands, feet and backside are all in contact with the bike and share a varying load, depending on exactly how you're riding at a given moment. But the secret of a good position is to distribute your body weight evenly between the handlebars and the saddle, and allow your legs to function at their best.

You have several variables when it comes to adjusting your position: the saddle height can be raised or lowered, and the saddle can slide forward or backward; the handlebars can be raised or lowered, the tilt of the bars altered and, if really necessary, the handlebar stem can be changed for a shorter or longer one.

The most important measurement is between the saddle and the pedals. There have been several magic formulae produced, using percentages of the inside-leg measurement, but they are not universally accepted. Instead, you should follow the rule which the top Continentals use.

First step is to make sure that your saddle top is horizontal, allowing for the fact that some saddles tilt upwards at the back.

Then, using your cycling shoes, sit on the bike and rotate the cranks until they are vertical — that is, the lower pedal is at the lowest point. Put your heel on the pedal.

If your saddle height is correct, then your leg should be virtually straight, and you will

feel some tightness in the muscles at the back of your leg. As a double check, get a friend to watch as, still with your heels on the pedals, you pedal backwards. Any sign of rolling from side to side means that your saddle is too high.

Now you have to adjust the saddle forward or back, although if your frame has been made to measure the saddle should be at, or near, the centre position of adjustment.

Set the cranks horizontally — a quarter-to-three — and put your feet in the toe-clips normally.

Once again, you'll need the help of a friend with a good eye, or use an improvised plumb-bob. If you're in the right position, it should be possible to drop a plumb-line from your knee-cap through the pedal-axe.

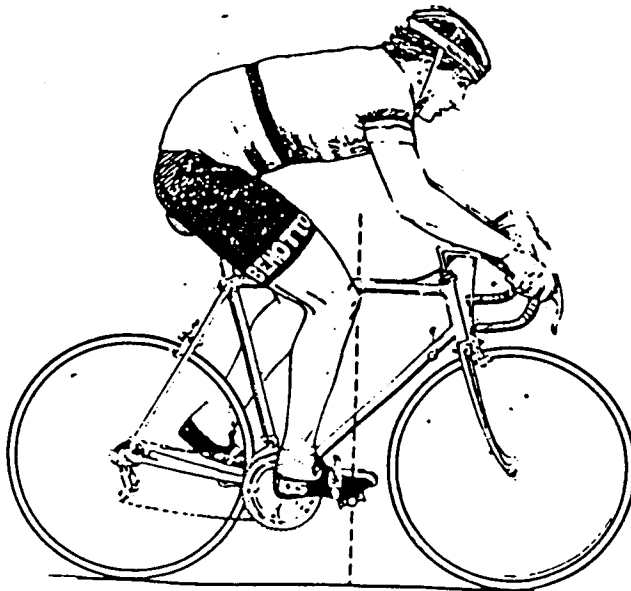
It could mean some juggling with the saddle height and position to get a satisfactory result on both counts, since as you slide the saddle backwards the effective saddle height becomes greater, and vice versa. Naturally, as you increase the saddle height, the saddle effectively moves back-

wards in relation to everything else.

Other factors to remember are that your saddle height is in relation to the pedals, and not to the ground. So if you have a bike with a high bottom bracket, don't expect to have the same contact with the ground as with a lower machine. Similarly, using longer cranks means lowering your saddle slightly, and using a cycling shoe with an ultra-thick sole could mean raising your saddle accordingly.

For touring cyclists, handlebar position is easy. Set it so that the tops of the bars are level with the top of the saddle. For road racing, slightly lower the bars, for short time trialling and track racing lower them again. When your hands are on the dropped part of the bars, then your knees should just come inside your elbows when you pedal. The tilt of the bars should be such that your wrists are straight in normal riding position, the wrist-joint not tipped up or tipped down, both of which will ensure aches. When riding on the drops, you should find your elbows are bent considerably, but not at right angles.

If your arms ache, then raise your handlebars; if your thighs ache just above the knee, try raising your saddle a touch; if your back aches, try lowering your saddle slightly. And if your legs ache, it's just that you're trying too hard!



HOW you should sit on your bike