

the Sydney Cyclist



NEWSLETTER OF THE SYDNEY CYCLISTS' CLUB AND THE SYDNEY CYCLING CLUB

December 1985

85 A.G.M. ♦ CLASSIC Meeting

The order of items stems from a discussion paper presented to the A.G.M.
by Michael Griffith (1986 President).

MEMBERSHIP

- The meeting agreed to actively encourage new membership by:
- (a) Encouraging tri-athletes to ride with the club.
 - (b) Introducing friends to the club; not being a closed scene.
 - (c) Riding regularly as a group within Centennial Park.
 - (d) Riding regularly as a group in club colours.
 - (e) Printing dodgers for bicycle shop distribution.
 - (f) Publishing a list of discounts for club members.
 - (g) Making members aware of the venues and times for rides.
 - (h) Printing a long-term calendar of rides, races, tours.

CLUB NEWSLETTER

- (a) In the recent past this has been merely an exercise in production. Content has been hurriedly collected, and members have not contributed much to its content.
- (b) Support from members regarding information on rides, new materials and equipment, on overseas events and touring, on training and riding, have been wanting. Recent editors have been pressed to fill pages, and have been given little support.

PROPOSALS:

- (i) Emphasis for 1986 will be on club members' contributions.
- (ii) There will be a definite edition date each month.
- (iii) Editorial articles will be provided for all - tourist, racer, novice.
- (iv) Publication of rides, tours, races, will continue, with reminders of important events.
- (v) An attempt will be made to closely monitor club members' feelings, opinions, and wishes.

RACING AND TRAINING

- (a) This point was laboured ad nauseam - it showed the long-term frustrations. We obviously have no clear direction and no immediate short or long-term goals. What do we expect for being members of S.C.C.?
- (b) Cier Venting (an-racer, by his own admission) suggested that the members within our club should not be on racing, but on "what we do best." He sees us as a company of enthusiasts who are socially inclined.
- (c) John Bundy pressed that the club is basically for "FIT recreational cyclists", a few of whom race occasionally. We are a club of experienced people who should be able to organise ourselves better than we do.
- (d) Bruce Vate indicated that racing, although only taken during the last season, did provide another important aspect of club life.
- (e) Most present did indicate a disappointment that the club did not manage a team in the Catterwegh event this year.

- (f) Racing is motivation for some, touring for others. But all enjoy the social aspects of our club, when these are offered. Each facet has to be kept in perspective, and no one facet can be allowed to loud over any others.

(g) Training times and events:

- Tuesday and Thursday, 6 am in the Park La Perouse (easy to moderate)
- Sunday 6.30 am Waterfall (moderate to fast)
- 7.30 am Varanus (easy)
- Tours to be announced
- Jersey Day set day, set route pre-published, all in club colours.

SYDNEY CITY CRITERIUM

- (a) The event was a great success due to the hard work of Michael Griffith, Don Sigby, and a jolly band of enthusiastic officials (mostly club members and their wives).
- (b) Approval has already been given for tentative June 29, 1986 event. (4km - 2pm)
- (c) A race committee was nominated ... Michael Griffith, Don Sigby, Bruce Vate, Bruce Sibilla. This committee aims to get things going early for next year's event.
- (d) The meeting voted \$250 to a new account called Sydney Criterium A/C, as a working fund.
- (e) It was considered that a major sponsor is required for the 1986 event (in the tune of \$5000 - \$10000).

TRAINING AND SOCIAL EVENTS

There exists a need for alternative activities for all club members. Suggestions were

- (i) Dinners, B.B.Q.s, Picnics, Breakfasts organised by specific members.
- (ii) Bushwalks, games etc as alternative exercises.
- (iii) Tours which have alternative routes and are multi-graded.
- (iv) Jersey Day ... All riders wear club colours, and ride a set route (say, once per month). This could be organised by a different member each month.

OFFICIAL MEETINGS

There appears to be a real need for scheduled meetings (committee and exec.) to:

- (a) Discuss events.
- (b) To prepare for same (eg Sydney Criterium)
- (c) Draft policy, find sponsors, organise extra events.
- (d) Prepare and organise racing teams for set events.
- (e) Monitor club activities and to consider club motivations and objectives.
- (f) Encourage participation in the making of club decisions.

Please note: The above report considers only those issues which seemed of immediate importance to the whole club. The writer has hoped to inform members of the events of the A.G.M., which are pressing. Apologies are given to those members who spoke at the A.G.M., yet were not recorded here.

Tuen Low.

QUESTIONNAIRE

Returns Needed

At the AGM it was decided to circulate the membership on its wants, needs, etc. to help with the planning of the 1986 CALENDAR OF EVENTS. The response to date has been 'less than fulfilling' and the Executive would appreciate having members submit their completed forms. Remember, this exercise is meant to assist in providing for your wants....

Happy Holidays...

1986 MEMBERSHIP SUBSCRIPTIONS

The subscriptions for the forthcoming year are now due. There was a great amount of discussion about the future activities of the Club; however, it will not be necessary to make any plans unless memberships are renewed. Suffice to say that the Executive is striving to prepare a very interesting and rewarding programme for the year. Please send your 1986 subscription to the Secretary:

Tom Wilhelm
38 Wallis Street
Woolahra, N.S.W. 2025 Telephone: 32-1126

Contact Tom, or Michael Griffith (President) 699-9681 for further information.

All the best wishes for 1986 !!!

I'm afraid that this issue is rather rushed, and disjointed - more so than usual. Owen and I have agreed to produce a 'rag' on a regular basis (if possible); however, we were caught a bit short with this, our first issue. I'm between trips, leaving this weekend for the States. Owen is just in the last week of school, and has all his marking to complete. However, we will strive for more quality in the new year. Speaking of that, we wish you all the best for a prosperous 1986...

My mind is still full of impressions of the International Bicycle Exposition which was held in Milan, Italy a few weeks ago. It was a bit like having everything you've ever read about cycling thrown into one arena! Kept bumping into Merckx, Ugo DeRosa, Ernesto Colnago and numerous others... Campagnolo invited us for a tour through their factory, and was that an eyeopener. I really appreciate the 'quality' now, brilliant machinery and top quality control. They also know how to entertain....

The Italian trip made me miss the ANNUAL CLUB BANQUET held at Mamma Maria's in Newtown. I understand that the restaurant lived up to its reputation, providing all with a substantial repast (too bad no one was racing the next day - good carbohydrate loading). I am also led to believe there was some commotion in the kitchen when the gas supply was somehow cut off. What ever will you do with all those salt shakers, Mark? The 30 or so who attended appear to have had an excellent time, and Paul Montesin is, once again, to be thanked for organising another splendid evening.

The annual whinging session (commonly referred to as the AGM) proved once again, just how childish we can all be, when we set our minds to it. Yes, every present member wants to bring in new members who will contribute to the Club. No, we have no solution to vetting members. Does it matter? Most of the activities of the club are supported by the same 'central core' of members; surely the remainder must get some benefit or why do they continue to subscribe. As Clay Kesting mentioned, the proceedings of that meeting sounded much the same as the AGM for 82, 83 and 84! The meeting did produce some new (old) faces though. Tom Wilhelm has come back from the 'cold' and has taken on the responsibility of Club Secretary. Tom, a foundation member, has been rather quiet over the past few years, but surfaced for the 1985 Criterium to provide good support and assistance.

Michael Griffith has taken over the reins, and is determined to make the 1986 SYDNEY CITY CRITERIUM a greater success than the 1985 event. It will be the culmination of a 'series' this year, and will be seen as the final in a 'State Criterium Championship'.

Bruce Vote has again taken on the role of Tour Organiser, and is hoping to expand the activities of the membership. He is entertaining activities beyond the realm of bicycle riding; anyone interested in some bushwalking or camping weekends??? Interest was given at the AGM, and we all look forward to some proposals. Anyone for a bit of windsurfing ???

We must give proper credit to Perc and Desma Carter for their 'care-taker' role in keeping the Club running during a very difficult year. Looking back, we see that many of the more active members 'disappeared' during the year. In most cases this was unintentional, but in aggregate lead to a rather inactive year. In spite of these lapses, there were a number of activities held to keep those in attendance properly entertained. Maybe the change for our holidaying members will be the much needed respite, and they will now come back for a more active year of club functions.

* Criterium Points *

Eastern Suburbs and Waverley Cycles are sponsoring an evening series of criterium races (Tues. at Heffron Park). Word has it that the 'non-racing' Sydney Club is making a good showing with Bruce Vote in second place, followed closely by John Sunde in the overall points score.

Frank Conceicao, co-sponsor has developed a new P.R. technique which he demonstrated in the infield of the Camperdown Velodrome during the SYDNEY 1000. Good on ya, Frankie...

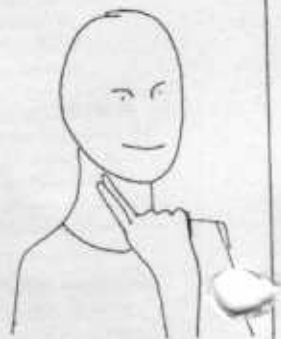
HOW TO MONITOR YOUR HEARTBEAT - IT'S A BUILT-IN COACH !!!

One way to find out just how healthy you are, after exercising for some time, is by monitoring your heart rate. The easiest way to take your heart rate is to place two fingers on the carotid artery in the neck. This measures your Working Heart Rate. Take your pulse after exercising, keep walking slowly while you count your heart beats for six seconds. Then add zero to your count to get your rate per minute. See chart to check that it is within your individual WHR.

Your Resting Heart Rate is a sure indicator of your aerobic fitness. A fit person usually has a lower heart rate than a person in poor aerobic condition. (Women's average is 78-84 and men's is 72-78).

The stronger the heart the less it has to pump because it can pump more blood with each contraction. This enables the heart to conserve energy as it does its daily workout, providing more energy throughout the day.

Remember, train, don't strain !!!



WORKING HEART RATE RANGES Beats Per Minute (BPM)

Resting Heart Rate*	30 and under	31-40	41-45	AGE 46-50	51-55	56-60	61-65	65+
50-51	137-195	131-185	128-180	122-170	119-165	116-160	110-150	107-145
52-53	138-195	132-185	129-180	123-170	120-165	117-160	111-150	108-145
54-56	139-195	133-185	130-180	124-170	121-165	118-160	112-150	109-145
57-58	140-195	134-185	131-180	125-170	122-165	119-160	113-150	110-145
59-61	141-195	135-185	132-180	126-170	123-165	120-160	114-150	111-145
62-63	142-195	136-185	133-180	127-170	124-165	121-160	115-150	112-145
64-66	143-195	137-185	134-180	128-170	125-165	122-160	116-150	113-145
67-68	144-195	138-185	135-180	129-170	126-165	123-160	117-150	114-145
69-71	145-195	139-185	136-180	130-170	127-165	124-160	118-150	115-145
72-73	146-195	140-185	137-180	131-170	128-165	125-160	119-150	116-145
74-76	147-195	141-185	138-180	132-170	129-165	126-160	120-150	117-145
77-78	148-195	142-185	139-180	133-170	130-165	127-160	121-150	118-145
79-81	149-195	143-185	140-180	134-170	131-165	128-160	122-150	119-145
82-83	150-195	144-185	141-180	135-170	132-165	129-160	123-150	120-145
84-86	151-195	145-185	142-180	136-170	133-165	130-160	124-150	121-145
87-88	152-195	146-185	143-180	137-170	134-165	131-160	125-150	122-145
89-91	153-195	147-185	144-180	138-170	135-165	132-160	126-150	123-145

*The ideal time to take your resting heart rate (RHR) is before you get out of bed in the morning. Otherwise, make sure you sit quietly for at least 15 minutes.

This chart is based on the medically proven Karvonen Formula, which uses your age and resting heart rate as a basis, then indicates what your working heart rate should be for you to be receiving aerobic benefit. The lower number of each range is the minimum WHR that you should maintain for a workout. The higher number is the maximum WHR and is used to caution you against over-exertion. For safety, we advise you not to exceed 140 BPM during the first two weeks of your first-ever aerobic programme.

MICHAEL GRIFFITH,
PRESIDENTTHOMAS WILHELM
SECRETARYALAN SMITH
TREASURERPAUL MONTESIN
RACE SECRETARYBRUCE VOTE
TOUR ORGANISERDON SIGSBY / OWEN LOWE
CO-EDITORS

Marjorie Lobban and I met at Belmore Park at 0745 a.m. ready for the ride. She planned to ride only to Audley because of her sprained wrist. We listened to Warren Salomon give his political broadcast on the trials of dealing with the S.R.A.'s policy is one thing but the bureaucrat's interpretation is another (keep up the good work Warren). Doug Sutherland started the ride 'wonderfully' under the careful gaze of the Police, with the threat of 'bicycle infringement notices', forcing the cyclists to leave the park in orderly bunches. I thought this very primitive, riding 100 metres to a succession of red lights - but it had the effect of releasing the cyclists onto the road and merging them into the traffic gradually.

I nearly wore out my cleats negotiating the red lights along Broadway and through Newtown, but around Lempe the riders and traffic lights thinned out and we settled into a steady pace. These rides traditionally attract the bicycle fanatics! cycle trailers sporting multi-childseats; the accessory freaks - every accessory available is attached to their bikes. Mountain bikes are on the increase - I equate them with 4-wheel drive cars and wonder how many people really use them off road. The red flags have certainly fallen off over the years. There were a few tandems and some optimistic unicyclists.

The ride down the highway was pleasant, the multi-laned road providing plenty of room although when the road narrowed at Tom Uglys bridge, I wondered if the reason cyclists shaved their legs was so their hairs didn't get caught in the door handles of EH Holdens.

We turned left down the Sutherland by-pass and were passed by half a dozen cyclists at high speed. Funnily enough we passed them all, climbing up the other side.

Morning tea at Audley was a civilised break. My wife Ros and our daughter Amy met us and we enjoyed the atmosphere, saw some friends and talked to the owners of a cycle trailer with two baby seats about their travel in W.A. Martin Hanley was riding a mountain bike, while Paul Montesin slept in and decided to ride along to Audley and was being talked into riding all the way and back. Bruce Vote turned up and we decided to ride on together after convincing Ros and Marjorie to continue on to the lunch time Fashion Parade.

Lady Carrington Drive was dusty and rocky, with dead leaves along the road side and an occasional fallen tree to negotiate. Paul managed three punctures and I had a blowout. I made sure Bruce earned his Marshall's T-shirt by assisting me.

The Fashion Parade was the highlight of this year's ride - great gear by Sarina and shown off with enthusiasm by David and others.

Bruce and I continued south, down the hill into Stanwell Park along the Lawrence Hargrave Drive, a great stretch of coastal road between the cliffs and the ocean. It was rather warm and Bruce was suggesting Pubs where we could stop. We were just cruising along enjoying the view and the gentle rolling nature of the road when Bang! - another puncture. Bruce gave me his spare single.

We bypassed the afternoon tea break in favour of the Bellambi Pub. Bruce and I viewed a few hundred cyclists passing by and even convinced some to join us. I think the locals are still scratching their heads about Michael's and Sarina's black and white striped Lycra outfits.

Refreshed we pushed on to the 'Gong via the cycleway and decided to catch the 4.30 train instead of the 6.00. We were greeted at the station with a long queue for a bike tag for the train - strange organisation. Twenty minutes later we still had enough time to purchase some goodies and refreshments for the train and climb onboard the express for Central. Many cyclists were seen entering the train with cartons of tinnies for the return journey. I hope they were being met at Central and driven home. 6 o'clock we arrived at Central after a most enjoyable 'Gong ride.

Andy Doldissen

***** FRIDAY; FEBRUARY 14 - VALENTINES DAY PICNIC *****

BRING YOUR SWEETHEART, THE KIDS, SAUSAGES, SALADS, ETC.
SWIMMING TOGS...

TO BRONTE BEACH PARK ABOUT 5:00 PM.



Sydney Cyclists Club



ROAD REGULATIONS

- + A cyclist is a vehicle in law with similar rights and responsibilities to motorists and must observe all relevant traffic regulations.
- + Riders should always ride for the safety of the group and for the reputation of the cycling movement.
- + Riders should wear clean, well-designed and brightly coloured clothes to be prominent in traffic.
- + Bicycles must be in clean, mechanically sound condition and free from protrusions which may injure others.
- + Group members ride two abreast only, occupying the inner lane where possible; or in single file on busy roads.
- + Lead riders should call out any instructions of approaching inter-sections, turnings, etc. They should also point out any hazards on the road.
- + Riders should ride at least one metre from the road edge to assert their position on the road, and avoid hazards.
- + Riders should always leave an escape route for following riders, and never ride closer than one metre to parked cars.
- + Riders must ride in line and not allow their front wheel to overlap the wheel of the bicycle in front.
- + Riders should keep their eyes to the front, and both hands on the bars.
- + When riding in a large bunch (peloton) the following always apply:
 - never swerve or brake suddenly,
 - never freewheel in front of the group,
 - do not leave your saddle unless climbing a hill.
- + The group should ride at a pace to suit all riders with the front pair changing regularly to share the work. When finishing a spell at the front the pair should part to allow the group to move forward between them.
- + The group should always stop in formation, in one lane at inter-sections and take off with a minimum of disorder.
- + The rear pair of riders should signal to following traffic to indicate the group's intention. No rude signs!
- + Riders should never harass or abuse other road users.
- + Some riders should stay back to assist a rider with mechanical difficulty or a puncture.
- + All riders should carry identification, including emergency contacts and medical data (blood type, etc.).
- + All accidents involving injury or extensive damage must be reported to the police. Obtain witnesses.

LATE NEWS! Comm.
Bank Bris to Sydney
CH O WED 1105pm