

October 88

the SYDNEY CYCLIST

WYONG ONE DAY RIDE

Although a cool change with a chance of rain was forecast, this year's Wyong ride was held in perfect conditions. Bruno Sibilis had been asked to speak to his mate big Huey (that's Big Huey, not F. Milner) & must still have some credit Up There. We met in the Park at 6 am (only Bob Greig, the organiser, was late) and managed to get away at 6.20. Starters were Bruno, Bob, Alan Revell, Alan Smith, Robert Maestri, Steve White & Clay Kesting. Bruce Lamb, Ruth Darling & Michaela Evatt joined the ride further up the highway at Chatswood & Pymble. Brian McQuarrie, Jeff Page and Paul Montesin also rode from the Park, but turned off at Arcadia & rode home via Berowra Waters. Marjorie Lobban rode from the Park too, but left the ride at Galston to meet Don Sigsby and his daughter Suzanne at Dural. They had their own shorter ride along the Wiseman's/Spencer road.

The earlier start, and no stop at Hornsby, made a difference to the amount of traffic on the Wiseman's Ferry road. There were considerably fewer urban cowboys in their 4-wheel-drives and practically no hoons with boat trailers - a welcome relief. We reached Wiseman's Ferry about 9.45 and after Devonshire tea etc. continued across the ferry and on to Spencer & Mangrove Mountain.

This year we decided not to lunch at Spencer; we kept on and had a rest and picnic lunch at the top of the Mountain. Stretched out under the trees on lovely green grass next to an orange orchard was a little bit of heaven. All too soon we got rolling again with the bumpy descent into Yarramalong to look forward to. First to the bottom was Alan Smith. Michaela's bidon bounced out of its cage onto the road - Bob reckons some people will try anything to stop others getting past.

The last section into Wyong was uneventful. There was time for a change of clothes and a beer before catching the 3.47 train to Sydney. We didn't terrorise too many passengers, and State Rail will probably let us travel on their trains again. It was nice to see some new faces on their first one day tour - Michaela, Bruce & Bob Maestri. Congratulations to Clay for turning up and then riding the whole way, and thanks again to Janeen Greig for the sagwagon and lunch.

OCTOBER CLUB MEETING

CLAY KESTING

will speak on, and demonstrate
the proper setting-up of a bicycle.

Tuesday, 4 October at 7:30PM
Bronte Surf Lifesaving Club
Bronte Beach.

Remember to book for the HALLOWEEN
TOUR to Sofala...

Dear S.C.C. boys and girls

13/8/88

Greetings from deep, dark Africa, I'm currently stuck in No Man's Land, having left the Cameroons, but unable to enter Nigeria because of a flooded river. So it seems like a good time to write to you about my adventures thus far; as we wait for the water to subside (apparently 2 people were killed yesterday trying to cross).

So far, I've been to Kenya, Tanzania, Rwanda, Zaire, Cent. Af. Republic and Cameroon Highlands.

You've heard about Kenya and Tanzania with the 5 day ascent of Kilimanjaro being the highlight. Left the last hut at 1:00am and arrived at highest point (Uhuru) seven hours later! Very hard, due to cold (-20) and altitude. Only took 2 hrs to descend. One person returned by stretcher!

Rwanda was memorable for Snickers and drunken soldiers who made us strip down the truck and trailer and packs for inspection. We were very polite and accomodating.

Zaire - where anything can happen! Roads are incredibly bad, a traffic jam being 30 trucks stuck in mud... Highlight was escape from the Group truck for 10 days, and cruising down Congo River on a barge.

. In 4 days the cruise had crew go AWOL, crashed on an island, crew went on strike, and stranded on sandbar for 24 hours! Finally arrived as Lasola, and hitched on a local truck to Zaire/Cent Af border. The ride was a scream - imagine 27 people on a truck laden with oil drums, jerry cans full of whiskey, baskets of smelly dried fish crawling with maggots. At one stage I was huddled under a tent fly tryin to stay dry in rain, howling with laughter with the sheer absurdity and discomfort of it all. It was a lot of fun and paradoxically, the more uncomfortable it got the more I enjoyed it! Zaire refined the meaning of 'patience' and 'discomfort', but its exciting. I forgot to add that the Congo was very beautiful, great fun swimming off the barge, but I didn't discover til later that there were still crocs in the river.

Cent Af Republic - notable only for expense and unfriendliness of natives.

The Camerouns - Only spent 3 days here, but it's beautiful lush country, and the people very friendly. At this point the Muslim and Arabic influence is becoming obvious.

16/8/88 finally made it to Nigeria where beer is 40c bottle! I'm indulging by staying in hotel. Great luxury with flushing toilet, air cond, sheets, carpet and colour TV for \$8/night!

Africa appears to be one large banana plantation! Nearly every woman has a child tied papoose style to her back, even kids carry their little sisters/bros on their backs. It appears the women do all the work, while the men sit around smoking or chewing sugar cane!

The people generally appear healthy, whilst I haven't seen fat Africans, I haven't seen skinny ones either... Incidence of deformity is high, with disabilities never seen in Aust.

What's the flip side of this trip? Biggest problem has been Malaria. 3 hospitals, needles in e bum twice a day, kept me drugged out like a Zombie. Organised travel such as Encounter Overland is a world of its own. Whilst I enjoy it, the negative aspects are becoming clearer. We pass through countries as an enclosed bubble without having to interact with locals for accommodation, for or transport. Obviously travelling by oneself is more hassle, but worth is in the long run.

Africans are generally physically attractive but most don't like having their picture taken - so many lost opportunities for great photos, especially the children.

A by-product of overland travel is periods of inactivity. I hate to admit it, but I've become a bit 'roly-poly'. Never thought I'd gain weight in Africa!

The next major destination is the Sahara with heat, sandstorms, scorpions, brackish water - but no mossies! Then on to Morocco, where everyone will go crazy spending, especially me.

Hope this finds you all happy and healthy - safe cycling and best wishes, Rosemarie

THANK YOU

16 August 1988

Thank you to all the Sydney Cycling Club members who sent their kind thoughts and wishes to Carl whilst he was in hospital.

It was great for him to know that you were all thinking of him.

We really appreciate your kindness,

Love Judy, Bruno, Carl and Karen Sibilia

SYDNEY CYCLING CLUB - CALENDAR

- October
- 1 Club Time Trial
 - 2 Southern Hemisphere Cup - Vets
 - 4 CLUB MEETING - Bronte Surf Club
 - 3 Grafton-Inverell (CF)
 - 15 Club Time Trial
 - 16 Green Valley Twin Century - Audax
 - 16/29 Commonwealth Bank Cycle Classic
(race marshalling)
 - 29/30 Haloween Tour - Sofala Weekend
- November
- 1 Annual General Meeting - Bronte SLC
 - 5 Club Time Trial
 - 5 N.S.W. Cycling Federation Dinner
 - 10 Fisher's Ghost Criterium (CF)
 - 19 CLUB TIME TRIAL CHAMPIONSHIPS
 - 24 Club Annual Dinner - Pailin Restaurant
- December
- 11 Club Picnic and Time Trial

TIME TRIAL SERIES - Heat 2 (3 September)

B MacQuarrie	16:05.12	D Bullock	17:48.08
M Griffith	16:06.49	Sp White	17:53.85
St White	16:16.27	R Greig	18:07.00
B Lamb	16:26.97	S Turner	18:10.48
F Murray	16:53.42	R Darling	18:14.99
F Milner	17:04.53	J Briggs	18:25.54
P Harold	17:07.86	C Kesting	18:34.25
M Evatt	17:22.47	L McNulty	18:59.15
R Cimino	17:26.27	Peter ?	19:22.37
J Page	17:43.80	O Lowe	20:18.31
S Mirabello	17:46.45		

Tandem team: P Harold/O Lowe 16:49.68

NOTE: Third Heat (17 Sept was rained out)

SOFALA TOUR

Plans are currently underway to make accommodation arrangements for the HALLOWEEN TABLELANDS TOUR to the gold mining township of Sofala. This ride has proved to be very popular in the past, and members intending to participate should make their firm reservations with Bob Greig before 20 October. Phone 569-1736.

This ride begins from Central Station, taking the train to Lithgow and riding towards Bathurst on the Tarana road, then north on the Wattle Flat road to an overnight stay at Sofala - including dinner (and a masked ball?) at the Flatts Cafe. The next day, the return ride is via the road to Ilford, south to Capertee and past Wallerawang and on to Lithgow for the return train to Central.

It's essential that you book with Bob Greig as soon as possible...



UNIT 14F, HORDERN PLACE, CAMPERDOWN, NSW 2050, AUSTRALIA. / TEL (02) 517 1338
FAX (02) 550 3273 / TLX AA 177217

Att: Bob Greig
From: Steve Turner

5/9/88

FAX

Dear Bob,

I refer to last Saturday's brief conversation concerning some comments made in the September issue of the S.C.C. Newsletter.

Whilst the quality and distribution of our newsletter is of the highest standard, editorials, such as those objecting to the use of low-profile bikes, disc wheels, + rear-view mirrors, continue not only to offend the persons concerned, but moreover, serve to alienate + divide sections of our membership. Is the editor/committee not aware that Alan Lumb's bike was stolen in July? Has any committee member approached those individuals who use rear-view mirrors, + politely pointed out the folly of same? It appears not. Are editorials discussed at committee meetings prior to publication? If there is resistance to technology, why are latest CAMPAG groupsets + Italian frames so often highlighted? As far as I'm aware no one is breaking any ACF rules.

I would like the S.C.C. Committee to discuss + resolve these issues in the interests of all members. Our newsletter is a tremendous source of information, + should not be used as a vehicle of personal opinion.

Regards, Steve Turner

Hope this is a sign that
is coming back...

SHORT BLACK



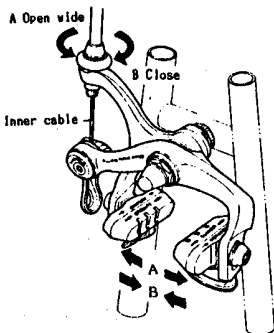
SIDE-PULL (CALIPER) BRAKE ADJUSTMENT

There are two types of adjustment on side-pull brakes: cable tension adjustment and centring. The two are quite separate operations. Let's take cable adjustment first.

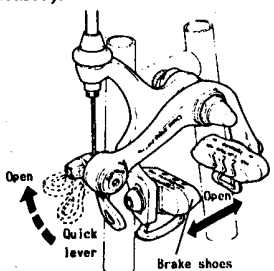
When the brake levers are squeezed there should be a certain amount of movement before the pads connect with the rim. On well adjusted brakes a small amount of this 'take-up' movement is normal and can vary according to personal preference. If there is too much take-up movement, the levers will bottom out on the handlebar before full pressure can be applied to the rims.

Aim to have about 1-2 mm between the pads (1.5 to 2 on mountain bikes) if the rims are running true. If the rims aren't true more space will be needed between the pads and rims to allow for the wheel wobble. A larger take-up movement in the cable will lessen the effectiveness of the brake so it is best to true the wheel(s) before proceeding.

1 On side-pull calliper brakes the cable outer fits into an adjusting barrel on the top lever arm. The cable adjuster allows for fine tuning of the pad to rim gap when the cable has been finally installed. When installing a new cable or re-adjusting the brake assembly begin by screwing the main barrel fully down into the calliper arm. Then wind the main barrel back two turns and lock it with the locknut if one is provided. (SunTour high quality brakes do not have a locknut).

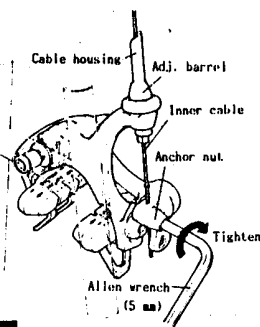


2 The inner wire passes through the outer cable adjusting barrel and bolts to the bottom calliper arm. On SunTour brake sets this fixing bolt (or anchor bolt as it is often called) is usually located on a cam lever which acts as a quick release device. Their purpose is to release the cable a small amount so that the wheel can be removed from the bike frame without having to deflate the tyre or loosen the inner cable. Locate the quick release and make sure it is in the ON or CLOSED position (ie with the cable not released).



3 Loosen the cable anchor nut which will allow the callipers to spring open. With one hand grip the callipers from underneath and squeeze

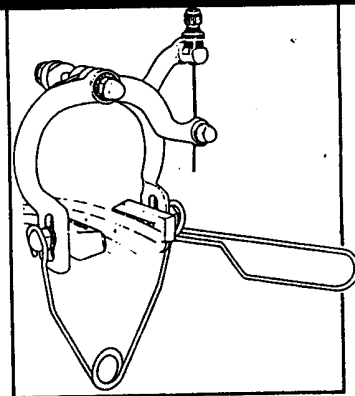
them together so that the brake pads are hard up against the rims. With the other hand pull the free end of the inner cable taught. At this point make sure that the cable outer is properly seated at both ends and the nipple on the lever end of the inner wire is slotted into its housing inside the lever arm.



4 tighten the anchor nut so that the cable is held in position. Check the cable again to make sure it is still tight. Then with the correct size open-end or ring spanner finally tighten the anchor nut.

5 As it is impossible with this method to fully tighten the cable, when the callipers are released they should spring open slightly to give the correct clearance between pad and rim. With a little practice this method is the quickest and easiest way of adjusting simple side-pull callipers.

6 Small handed people may not be able to hold the callipers to the rim. In this case a 'third hand' tool should be used instead. With hands free to hold other things the temptation to grip and pull the cable with pliers should be resisted. Pliers will often damage the cable and cause it to fray (unravel).



The third hand tool can be used to hold the pads up against the rim while the cable is adjusted.

7 When installing a new cable always leave enough length to allow an easy hand grip before cutting off the excess. A cable cap should then be fitted and lightly crimped (squeezed with pliers) to keep it in place. This will prevent cable fray.

8 Once the cable has been installed squeeze the brake lever once and release. Check both pad clearances to see if the callipers are centred. Brake centring has nothing to do with the nuts on the front of the brake pivot bolt. Their purpose is to hold the calliper arms in place and should not be undone as their correct factory settings will be disturbed.

SUNTOUR

From a series (to be continued) in the latest SUNTOUR catalogue.....