



NEWSLETTER

Editor: David Stakes
263 Nelson Street
ANNANDALE. 2038

Phone No.: (H) 692-9480

A welcome to our new members - Sarina Baker, Robert Hampshire and Mario Montesin and to our well known new old member Andrew Downie.

Enjoy your cycling with the Sydney Cycling/Cyclists Club; we look forward to you partaking in the Club activities.

For our new members: This newsletter is designed to keep you well informed (we hope) of Club activities, what happened at our last meeting and what is next in store for us. It also contains general information which might be of benefit in your cycling career.

For our racing fraternity: Have you your singles in good repair? Race hard and ride with pride in our Club jumpers. AND..... to our professional rider, Alan Revell, just keep on keeping on.

For our social members: A finer crew you could never wish to meet. Keep socialising as before and we cannot go wrong.

There is a membership form attached to this newsletter. Please complete and return to me. Also attached is a copy of the Club's constitution and road regulations. Please be well aware of these, particularly the regulations.

Des Carter
Hon. Secretary.

Last month's meeting.....

was held at the Lumb Lumbs place of abode. Again a very successful and enjoyable night. Thanks to Christine and Alan for the use of their place.

NEXT MEETING.....

will be held at the residence belonging to me.

Address: David Stakes
183 Nelson Street
ANNANDALE.

Phone No. 692-9480

This will be another B-B-Q starting from 7.00 p.m. onwards.

There is no truth in the rumour that you have to bring buckets and mops, spades and shovels, paint brushes and paint or any other goodies that help one move in.

CAPTION OF THE MONTH.....



FOR SALE

RACER MATE
ONE
EX COND, LOW
KLM, ONLY ONE
OWNER. COMES
COMPLETE WITH
THE ELECTRONIC
BIT WHICH TELLS
YOU HOW HARD
YOU ARE RIDING
BARGAIN
\$130

CONTACT
DAVE STAKES
692-9480

FIRST TOUR FOR 1985

Kangaroo Valley Tour - March 16/17

Most members will be familiar with this ride. Full distance from Centennial Park to Kangaroo Valley via Campbelltown, Picton and Fitzroy Falls is 175 kms but there are many alternatives by virtue of rail connections to Campbelltown, Picton etc so everyone should be able to find a ride that suits them.

Leaves Centennial Park Saturday morning at 6.30 am, should arrive in time for a swim in Kangaroo River. Overnight accomodation will be caravans or tents (if you prefer to bring them) at Hamden Bridge Caravan Park. Dinner Saturday night will be a BBQ at the Caravan Park. Sunday's ride from Kangaroo Valley to Wollongong via Berry (not Camberwarra Mountain) Kiama and Shellharbour is 115 kms but once again there are train connections at Berry, Kiama etc so you can choose a ride that suits you.

Accomodation will cost approx. \$10.00 per person sharing 3/4 to a van. Please bring your food and drink for the BBQ. Transport will be provided. Could anyone taking a vehicle who has room for some gear please let me know. It's a lovely spot to spend a weekend and you are most welcome to bring your family. There are plenty of attractions for children. Accomodation cost per child is \$2.00.

Because the tour is earlier this year we will be able to take advantage of the warmer weather but as many riders have recently been on holidays and won't be fully fit we won't be hurrying but taking it easy so don't be put off by that.

Please let me know as early as possible if you'll be coming. Accomodation must be booked and deposit paid by end of February.

Michael Griffith,
Phone : 6999681 (home).

If you are interested in going on this tour HURRAY NOW!!! Although we have past the end of February it may not be too late.

REMEMBER - it is a family week-end.

See Michael.

1985 TOURING PROGRAM

The dates of tours for April to September will depend on NSWACU Road Program which will be available soon. All 2/3 day tours will be accompanied by transport to carry gear.

1. MARCH Kangaroo Valley Tour Sat/Sun March 16/17- details attached.
2. APRIL Penrith to Waterfall 1 day ride 140 kms.
3. MAY Canberra - wide variety of rides available- to coincide with the Two Day Tour races.
4. JUNE 2 day tour - destination to be decided - possibilities include Lithgow - Sofala, Bundanoon, - any suggestions?
5. JULY Centennial Park to Wyong via Wisemans Ferry - beautiful 1 day ride 175 kms return by train.
6. AUGUST Port Macquarie to Walcha via Oxley Highway - very difficult 1 day ride 190 kms, great training ride through some beautiful farming, forest and mountain areas - approx. 5 hours from Sydney by car - will include overnight accomodation.
7. SEPTEMBER Centennial Park to Brisbane Waters return - 1 day ride 160 kms.
8. OCTOBER Hunter Valley 3 day tour - includes Dungog and Stroud - Sat to Mon October 5/7.

Please take a note of these rides. Let us hope that a many club members and families take part.

I am sure Michael is open for any other suggestions for tours that you may care to make.

<u>Membership list as at 1.3.85</u>			<u>Phone No.</u>
BAKER, Sarina	304 Moore Park Road, Paddington.	2021	331-2721
BEAUCHAMP, John	41 Byron Street, Coogee.	2034	665-4255
BEAVIS, Donald.	Cnr. Settlement & Pennys Rd. McLaren Vale. S.A.	5171	(08) 383-0329
BLACK, Gene	62 Military Road, Dover Heights.	2030	
*BONWICK, Mark	2/44 McDougall Street, Kirribilli.	2061	451-5555(w)
BRANDON, Frank	40/40 Penkivil Street, Bondi.	2026	387-3091
BROWNE, Jack	42 Read Street, Waverley.	2024	387-3412
BURRASTONE, John	7 Doris Street, Earlwood.	2206	789-4717
+CARTER, Desma (S)	19 Cook Street, Woollooware.	2230	523-6157(h) 290-1555 Ext.276(w)
+CARTER, Perc (P)	19 Cook Street, Woollooware.	2230	523-6157
CHAPMAN, Caroline	18/113 King Street, Randwick.	2031	398-1382
COOK, Tony	C/- Clarence Street Cyclery, Sydney		29-4962(w)
DOLDISSEN, Andy	17 Clements Street, Five Dock.	2046	713-4459
DOWNIE, Andrew	6 White Street, Artarmon.	2064	428-1865
FLINT, Christine	31 Kingsford Street, Maroubra.	2035	
*GASTON, Amanda	20 Waratah Street, Chatswood.	2067	419-4672
*GRIFFITH, Michael (TS)	39 Parkham Street, Surry Hills.	2010	699-9681
*HAMPSHIRE, Robert	85 Louisa Road, Balmain.	2041	818-4403
HAMROZI, Tony	46 Bundock Street, Randwick.	2031	399-9134
HANLEY, Martin	29 Edward Street, Woollahra.	2024	387-2512
KAMAHL, Michael	82 Oxford Street, Paddington.	2021	331-2671(w)
KESTING, Clay	5/6 Prince Street, Randwick.	2031	399-5519
LOBBAN, Marjorie	8 Federation Road, Newtown.	2042	519-3686
LOWE, Owen	2/3B Rose Street, Ashfield.	2131	798-9676
LUMB, Alan	31 Kingsford Street, Maroubra.	2035	
*MACH, Josef	34/13 Fletcher Street, Bondi.	2025	300-0409
MILNER, Hugh	12' Godfrey Road, Artarmon.	2065	419-5968
MONTESIN, Mario	28 Verdun Street, Bexley.	2207	588-6328
*MONTESIN, Paul	56 Hopetoun Street, Newtown.	2042	519-6215
NICHOLSON, Michael	C/- Basser College, U.N.S.W., Kensington.	2033	663-8116
*REVELL, Alan	56 Wallaroy Road, Woollahra.	2025	327-5037
ROLLI, Walter	34 Earl Street, Randwick.	2031	399-9991
SALOMON, Warren	P.O. Box K26, Haymarket.	2000	264-8544
SIBILIA, Bruno	259 Birrel Street, Bondi.	2026	389-3144
SIGSBY, Don	8 Leinster Street, Paddington.	2021	331-4659
*SMITH, Alan (T)	11A Rowley Street, Brighton-Le-Sands.	2216	59-2455
*STAKES, David (NE)	263 Nelson Street, Annandale.	2038	692-9480
*STOKES, Marcus	71/339 Oxford Street, Paddington.	2021	
*STOKES, Max	139 Queen Street, Woollahra.	2025	326-2220
*VOTE, Bruce (RS)	18 Caerlon Crescent, Randwick.	2031	399-9452
*WHITE, Spencer	24/679 Bourke Street, Surry Hills.	2010	699-5593
*WILHELM, Thomas	38 Wallis Street, Woollahra.	2025	32-1126

*Denotes Affiliation with N.S.W.A.C.U. +Denotes Office Bearer.

Vélo monde

SEE NEXT PAGE FOR
ENGLISH VERSION



s'appelle Giuliano Calore, est âgé de 46 ans, père de trois fils. Il vit à Padoue. Rien que de banal jusque-là. Mais notre homme est en question, amoureux de vélo et aime se faire remarquer. Rien que de monter le Stelvio, ce n'est pas douteux, que les participants

au Giro connaissent bien. Sue de drames s'y sont déroulées... sauf, hélas, lors du Tour d'Italie 1984, où le brillant organisateur jugea préférable de le rayer au dernier du parcours. Pensez donc : une difficulté en moins sous la roue de Francesco Moser qui y eut sans

aucun doute été distancé par Laurent Fignon !

Sans guidon !

Giuliano a fait mieux que tout le monde. Il s'est attaqué en partant de Ponte Stelvio, aux quarante-huit virages de l'ascension sur un

vélo qui ne possédait aucun guidon. Pour corser encore la difficulté, le sieur Calore choisit de ne pédaler que de la seule jambe droite !

Il a mis une heure 37 minutes pour accomplir pareil exploit grim pant les 21 kilomètres avec un développement de 32 x 24.

LE STELVIO SUR UNE JAMBE

HIS name is Guiliano CALORE (Julius HEAT!)
 He is 46 years old, and Father of 3 Sons.
 He lives in PADOVE (PADOVA) - Nothing very
 special so far. But our CALORE (HEAT) in
 question, bicycle lover, loves to show off -

Nothing better than to climb the MOUNT
 STELVIO, this terrible pass, the Tour of
 ITALY Riders know so well. So many
 dramas took place. Except, unfortunately
 during 1974 Tour of ITALY, where the
 brilliant organiser thought better to
 withdraw it from the last stages of
 the course - Just think about it:

One less difficulty under F. MOSER's wheel,
 who would, without any doubt, been
 dropped by L. FIGNON!...

Guiliano did better than anybody else.
 He attacked, starting from PONTE STELVIO,
 the 48 bends of the climb, on a bike
 which didn't have any handle bar. To
 increase a bit the difficulty, Mr. CALORE
 chose to pedal with ^{only} the right leg.

It took him 1h 37 m (97mn) to
 accomplish such achievement, climbing the
 21 Km (13 miles) with a ratio 32x24
 (about 20!) -

Good and true

IN a world of ever-changing values, it's good to reflect that there are still some areas where good workmanship is still appreciated, and that craftsmanship earns a reputation. In the wheel-building world, the good wheel-builders are recommended by one clubman to another. You can have all the gimmicks you like in frame design, fancy lugwork or drilled-out equipment, but without a good, well-made pair of wheels, you cannot finish the race, finish the tour or sometimes get home.

It's down to basics, and wheels that have been made by craftsmen will last you for season after season, year after year. Former international roadman Peter Matthews, now very active in the cycle trade — and still a current racing cyclist — gives his views on what to buy and what to use for different occasions.

Tactical sense

WHAT does the average cyclist do when he needs a new pair of wheels? Does he pop round to the local cycle shop or scan the cut-price columns and "special offers" lists, or does he give any thought to what the wheels will be used for, and try to obtain the best pair for this purpose?

The vast majority would not think of applying the first two tactics when buying their new frame, so why should they employ them for the only other part of the cycle that relies on the judgment and expertise of a hand-building craftsman.

The common law of business prohibits you paying a little and getting a lot, it just doesn't happen. If the builder is spending two to three hours per pair he will have to charge an appropriately higher price.

To look at wheels there is little apparent difference between good and bad, but when you feel a pair that is correctly tensioned and then ride them, you cannot fail to know

the difference. Consider if half of the spokes in your wheel are holding you up from the hub, the frame is connected to the hub, you transmit power into the hub via your transmission, and there is a certain loss of power through all these limited items. On better quality wheels this power-loss will be kept to a minimum, through a rigid wheel that can hardly deform through pressure.

On the other side of the coin, the loose-spoked and unequally-tensioned "sloppy" wheel will have a larger power loss, and soak up more energy to keep the cycle moving because power is wasted between the hub and the rim. In all, riding badly-built wheels will seriously affect the handling of the cycle, especially on descents and cornering, which can lead to accidents.

Therefore try to obtain the best pair of wheels for your main purpose in the sport. That does not mean to say that one pair of wheels won't suit more than one type of racing, but when you are specializing it is advantageous both mechanically and psychologically to have a really special pair for the very important events, shod with the best tyres that you can afford.

Use the best components you can afford. You will generally see stainless steel are next in strength to rustless, a little more brittle but they stay shiny and can be cleaned with a dry rag. They are expensive but I feel are worth their price tag, and are nearly as strong as rustless. The best Continental pro teams use, but some of the rims used cost about £100 a pair, a price prohibitive for the average bikie.

So talk to a reputable builder, who can advise the best for your needs and your pocket.

The lightest rims in some cases cannot be part of a "fast" wheel because if the correct tension is applied the ferrule and spoke-head will pull through the rim. So it is better to use a slightly heavier rim (with alloy nipples perhaps), especially on the back wheel. This is becoming increasingly popular with racing men to produce ultimate strength.

When I build a pair of wheels I need to know the rider's height, weight and what type of events he will be competing in, whether he will be using a five, six or seven speed freewheel; this enables me to collate the information and provide him with the lightest and strongest wheels possible.

Next component to analyse are the spokes. The strongest spokes available are the rustless type. However, these do not stay shiny for long, so are not a favourite with the rider who wants his machine to sparkle at all times, though riders who maintain and clean their machines regularly use rustless knowing they are the best.

Chromed spokes are the most available, certainly the shiniest but the least practical. In some cases the front wheel can be built with chromed and the rear with rustless or stainless. Chromed are the only spoke not to be manufactured in the flat or elliptical variety, and as these become more popular, so the popularity of chromed spokes decreases.

Wheels built properly, barring accidents, should last for two to three years if well maintained. However, after this time metal fatigue can set in and the odd spoke breakage can occur. But as most racing cyclists use their best wheels for only a year or two, then demote them to reserve or training use, this is usually of no consequence.

Different users will need different combinations. For tourists 36-spoked wheels are a "must". Strength is needed for carrying loads strapped on to the cycle and all spokes being practically the same length, it is easy to carry spare spokes of one size for roadside maintenance should the need arise.

The 36-hole hub and rim are the most popular, thus making replacements easier to obtain almost universally. Large-flange hubs make a stronger wheel and it is advisable to have it dished for a five-speed freewheel and use a triple chainset than use a six or seven speed block with a double ring. The more the wheel is dished the weaker it becomes.

For cyclo-cross, 36-spoked wheels are again the most popular, because of the rougher treatment the wheels have to soak up. However, some of the Continental pros use 28/28, and on occasions use a 24-spoked front wheel, which makes it lighter and easier to carry.

For track sprinters 36 spokes again are the most popular, with large-flange hubs even tied and soldered to minimize power loss; weight-saving is of secondary importance to strength when choosing components for these wheels.

Individual pursuiter and team pursuiter ride a variety of combinations. The real thoroughbred individual pursuiter are now using a radial-spoked front wheel with elliptical spokes and alloy nipples and a very light rim. The rear wheel has the same components but with spokes crossed for strength, 24/24 or 24/28 spoking.

The front track wheel can also be used for time trialling, as the

WHEELS

track nuts do not have the wind resistance of a quick-release skewer. Small-flange track hubs for individual pursuiter are becoming increasingly popular, to save that extra bit of weight.

Time triallists seek the fastest and lightest wheels, and include aerodynamic alloy-designed components. The radial front wheel is becoming increasingly popular, with elliptical spokes and alloy nipples. It is strong, looks good, and is easy to clean, but not recommended for road racing.

Dishing the rear wheel affects its strength. Again try to keep the block down to a five or an Ultra-six, but as most "testers" want a 12-cog it makes a six-block a must. If you can get away with a 13-top cog then use a five-block. Most popular drillings are 24/24 and 24/28.

Most road riders own two or three pair of wheels, and use them according to the type of terrain and road surface to be encountered. Most popular spokings are 36/36 or 32/32, but 28/28 and 24/28 are on the increase. A five-block will usually suffice for criteriums and flat events, so just keep the six-block wheels for the hillier events.

Most Continental roadmen are now using 24- and 28-spoked wheels on all occasions, and nearly all the racing cycles exhibited at the cycle show in Milan had flat or elliptical spokes on their wheels.

Roger De Vlaeminck even used 28s in Paris-Roubaix, which proves they are strong enough provided they are built properly.

The elliptical spoke, which I didn't mention in the spokes section, is now becoming very popular, and I am building not only track and TT wheels with them, but also road racing wheels as well, complemented with alloy nipples.

This reduces wind resistance and revolving weight, and after all the arguments for and against flat spokes I feel they are as strong or even stronger than conventional spokes because the wheel has to have each spoke checked, so that

the edge points forward, thus making the spoke straight, as it was when originally manufactured.

The flat spoke enables the builder to do this, but he cannot tell how much a conventional spoke has twisted when a wheel is tensioned. However, building a wheel with flat spokes is far more time-consuming, requires more patience and far more skill.

I have spent up to two hours on one wheel with flat spokes, ensuring the spokes face forward. If they are not, they can twist sideways and work against the wind and slow you down. In Milan, although the racing cycles in the show had wheels built with flat spokes, I did not see one that had all the spokes pointed in the right direction, so if you're ordering wheels with flat spokes, be sure of the builder.

The new narrow high-pressure rims are worth comment. Some are manufactured in a girder section like sprint rims, making them very strong. Built properly, they handle like sprints, and the weight-saving on the tyres and tubes makes a very light wheel.

Some riders have complained the tyres puncture more easily than standard HPs — probably true, because they are lighter — but flint-catchers will reduce punctures. It's surprising how a pair of these wheels will make your cycle much livelier.

Finally, what to look for when examining wheels. Squeeze a bunch of spokes together to "feel" the tension, especially in the rear wheel.

Slack spokes will not make for a rigid wheel. Check the "truth"; not only from side to side but up and down as well; this is just as important to enable the wheel to be tensioned equally, and even allowing for slight manufacturers' imperfections this should not exceed a millimetre or so.

Check the wheels in a frame or a wheel jig. If the wheels do not have the right qualities, then take your money elsewhere.

Danger of racing while suffering from a cold

IT is surprising to read in recent reports from cyclo-cross events a considerable number of references given to riders competing while suffering from colds and influenza.

This is now considered a very dangerous practice by the medical profession as these kinds of virus can in some cases affect the heart and chest muscles and have even been known to lead to heart failure. Anyone suffering from a cold or flu should not train hard and should definitely not attempt to race. The idea of sweating out a cold is an 'old wives' tale and does not work. It is better to rest. This will lead to a quicker recovery.

Although aimed at the cyclo-cross rider, there has been a lot of valuable advice of benefit to all racing cyclists in Christ Waghitt's coaching articles, an excellent series from which much can be learned.

Sydney Cyclists Club



MEMBERSHIP APPLICATION

Name:

Address:

Suburb: P'code:

Phone: (home) (work)

What type of bicycle(s) do you own?

- Touring
- Commuter
- Road Racing
- Track Racing

Do you have any particular preferences for club activities ?

- Fitness rides
- Weekend tours
- Workshops, lectures
- Restuarant parties

Other:
.....

Sydney Cycling Club

Members nominating for the Sydney Cycling Club must provide the following information:

Have you raced previously ? Yes No

1983 Licence No. Category:

Date of Birth: 19.....

*I agree to abide by the Constitution, By-laws and Road Regulations of the Club.
I absolve the Committee from any responsibility for injury, loss or damage which may be caused while participating in Club activities.*

Signed:

Date: 19

NOMINATED BY.....

COMMITTEE.....

NAME

The name of the Club shall be the Sydney Cyclists Club.

OBJECTIVES

The objectives of the Club shall be:-

to assist and promote cycling

to provide diverse cycling activities for members including tours, day rides, training sessions and the like

to provide social activities for members

to facilitate racing members by provision of the Sydney Cycling Club

MEMBERSHIP

Membership of the Sydney Cyclists Club is available to any person nominated by a member and approved for membership by the committee.

Membership of the Sydney Cycling Club is available to any member of the Sydney Cyclists Club who attains affiliation with the New South Wales Amateur Cyclists Union.

OFFICERS OF THE CLUB

The Officers of the Club shall be:-

The President

The Secretary

The Treasurer

The Editor

The Tour Organiser

The Race Secretary

The Officers of the Club shall be known as The Committee.

The Committee of the Sydney Cyclists Club shall be the Committee of the Sydney Cycling Club.

The Committee shall have the power to co-opt.

ELECTIONS

Election of office bearers shall be conducted at the Annual General Meeting.

ANNUAL GENERAL MEETING

The Annual General Meeting shall be held on the first Tuesday in November of each year.

NEWSLETTER

The Club shall publish a newsletter.

REPORTS

Each elected officer will present a report at the Annual General Meeting.

EXPENDITURE

Club expenditure shall be approved by the Committee.

The President, Secretary and Treasurer shall be the signatories to the Club bank accounts.

Any two of the signatories to sign.

GENERAL

The general rules of meetings shall apply.

The Committee shall have authority to make by-laws.

Any four members of the Committee shall constitute a quorum.

Any ten members of the Club shall constitute a quorum.

The Committee shall not be responsible for the actions of individual members.

Any person who renders meritorious service to the Club over a period of years may be conferred by the Club with Honorary Life Membership.

Any proposal to repeal, amend or add to the policies of the Club shall be notified in writing to the Secretary 28 days prior to a general meeting.

Any proposal so received shall be circulated to all members prior to the next general meeting.

Such proposal shall be dealt with at an Extraordinary General Meeting held for that purpose.

Membership of the Club shall lapse if not renewed by the ordinary meeting held in February of each year.

Flagrant disregard for the Club rules shall render a member liable to expulsion from the Club.

NOTES



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 intersections, 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 (peleton) 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 intersections 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.