

AUCTION - Big success

Alan's Alan Salon in Waverley served as the venue for the 1984 S.C.C. Auction. The event was a great success with a gross in sales of \$1143.00. The usual excellent selection of junk, slightly used equipment and clothing was supplemented by a very interesting collection of complete bikes and frames. A Ciocc and a Lennie Rogers track bike were knocked down, along with a used Kesting touring frame. Several other frames were handed in and can now go back to the gas company... The event was delayed for a time, to allow the riders participating at Heffron Park to finish and get back for the bidding. Alan Lumb serving as chief auctioneer got the sale off to a rousing start, working his way through various packets of 'used' singles and relics which could have been placed in the Ultimo museum. Some cycling prints and a set of rollers got the bids to become more active, and Sunde's collection of jerseys and knicks really set the pace. Once again, Bruce Vote claimed the prize for best bidding by outbidding himself during a spate of activity in trying to outbid Chris Hammil for the Campagnolo jelly bean jar! (What happened to the jelly beans???) Following the sale, all adjourned to the back garden for a splendid spread prepared by Christine, while many of the clever buys were inspected. Thanks must go to the many members who generously donated material to the sale. Start putting away gear for next year!!!

■■■■■ VIDEO NITE

Next Meeting

The April Club meeting will be held at Bruce Vote's house on Monday, 9 April. It will be a showing of some of the video movies of various cycling events held in Europe last year. We may also have the video of the Commonwealth Cycle Classic for 1983. The evening starts at 7:30 and there will be a charge of \$1.00 per head. B.Y.O.G.

Sunday Club Ride

Following the Annual General Meeting, and the redistribution of the "Road Regulations" it was resolved to have the weekly ride to Waterfall on Sunday mornings be separated from the main bunch or riders. For a few weeks this proved to be very successful - and pleasant - unfortunately, the ride appears to be reverting back to the madness of the summer period. Members should try to remember to set an example. Let's keep a second bunch riding together and comply with the Club's Road Regulations. This bunch will probably continue to ride down through the National Park from now on, and will get plenty of work out on the hills in the Park. It would be quite considerate if leading riders waited at the top of the hills, as in old days...

Upon returning to Centennial Park a couple of weeks ago, some of us were approached by a gentleman enquiring about our attitude, and policy towards riding through traffic lights. One of our members was able to produce a copy of our Road Regulations - a good piece of Public Relations; as the gentleman turned out to be the Deputy Police Commissioner for Traffic!!!

PREMIERSHIP SQUADS

Training has already begun for the teams time trials, with several members out in the early hours of the morning practicing the skill of even pedalling and rolling through in a pace line. Frank Conceicao has volunteered to act as coach for the squad and will be looking forward to producing teams in both the Senior and Veteran categories for the STATE PREMIERSHIPS.

Frank has the boys riding hard during the week, and has placed Dave Stakes in charge of the Senior squad. Alan Revell, Bruce Vote, Perc Carter and Paul Montesin are working hard training for a berth on the veteran team - other riders are welcomed, but better get in on training soon. Where are Bill Roney and Frank Brandon, or Albert Guerreiro ??? Peter Lafferty, Josef Mach, John Burraston, Michael Griffith are developing a good turn of pace for the Seniors; but where are Mark Kitteridge and Mark Bonwick.

Whether competing, or just spectating, this event made up of teams of four riders will be most interesting to watch. It is scheduled for Sunday, 30 June at Castlereagh.

NOTE: ENTRIES FOR THE NORTHERN SUBURBS OPEN & THE NEPEAN PRO-AM CLOSE ON 9 APRIL....

Penny-farthing races

among world's richest events

NOWADAYS France and Italy are the nations where bicycle racing has the greatest following, and the Tour De France is the world's greatest cycle race.

But a little under a century ago, cycle racing had a big following in Australia too — and prize money made Australian cycle events among the richest in the world.

The first bicycles imported to Australia were known as "boneshakers" due to the hard, unsprung ride they offered.

They looked something like modern cycles, but they were heavy and clumsy with iron frames and solid rubber tyres.

They appeared in about 1870, and keen riders staged a few races on them, but without winning much of a following.

But 10 years later the earliest "penny-farthings" ran with a field of boneshakers in a two mile race in 1878, and they came home a quarter of a mile ahead of the field.

Penny-farthings look strange to modern eyes, with their riders perched high on the front wheels, and the tiny back wheels trailing like a punctuation mark.

But they were much lighter than boneshakers with tubular frames, much easier to handle and more comfortable to ride thanks to the cushioning springiness of the

big light wire-spoked wheels.

As soon as they appeared in sufficient numbers, the day of the boneshaker on the road and the race-track was over.

A small group of enthusiastic riders got together to form Australia's first cycling organisation, the Melbourne Bicycle Club, and they held their first race meeting in April, 1880.

This became an annual event, with a small following at first.

However, by 1886 the Club had awarded trophies worth a total of more than £1,500, and the committee instigated a campaign to popularise the sport.

In January of that year they hired the Melbourne Cricket Ground,

coloured satin jackets like jockeys' silks, so and issued free tickets in an attempt to attract crowds.

The main event was a three-mile open handicap race, and the prize was not a trophy but a piano worth more than £80 (\$160).

All told, the prizes and trophies for the meeting were worth more than £200 — a big sum for those days.

The Club committee wanted to make the meeting open to riders of street cycles as well as special light racers, so handicaps of up to 500 yards were allowed.

Handicapping

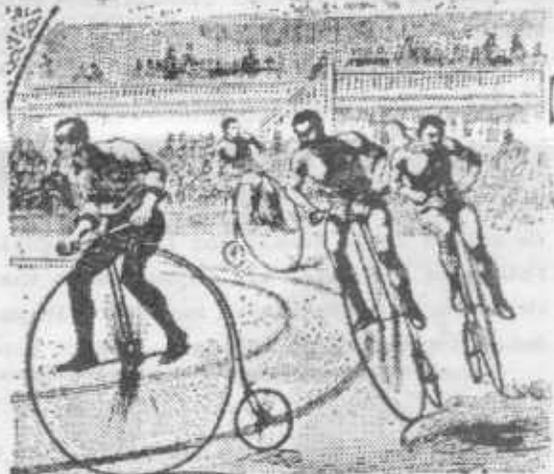
Riders whose cycles weighed more than 45 (20 kg) pounds were given an extra handicap margin of 1.7 per cent of the race distance.

The handicapping appeared to make the racing wide open, and the prizes were rich and attractive, so nearly 150 riders entered for the meeting.

Their penny-farthings were a very varied lot, depending on the tastes, physiques and theories of the entrants.

The New South Wales champion, Wood, was a short man, so his new English racing cycle had a front wheel of 53 inches (1325 mm) diameter — small for a penny-farthing.

But his rival Gordon



● They raced ... perched high on the front wheel.

from Victoria rode a cycle with a front-wheel diameter of 65 inches (1625 mm) — one of the tallest cycles made.

The 30 starters in the main race for the piano included a number of inter-colonial champions, all the best riders in Australia.

But not enough people saw them pedal for it — there was heavy rain on the day of the meeting, spectators stayed away and the club ended up losing money.

Silver service

The MBC committee decided to try again, with a meeting in March offering a silver service worth £105 as the prize for the main event.

A second failure would have been disastrous — but the risk paid off, with a bigger turnout of star cyclists than before and a fine weather crowd of nearly 20,000 spectators.

The riders wore bright spectators could recog-

nise them easily.

The club made a profit of about £400 on the meeting, and it arranged another for November.

Prizes worth more than £500 made it the richest cycle meeting in the world, and star riders from overseas sailed to Australia to enter.

Just before the main event, the riders sparked an uproar — they refused to wear the coloured jackets.

But the club committee brought them to heel by vowing that it would start the race with only two riders, if it had to.

So the stars all turned out in racing colours, in a storm of rain that turned the track into a bog.

Their wheels dug deep and turned slowly in clinging mud, and half the field lost their balance and fell off, so that Brown, a visiting English champion, picked a clear track on the grass at the side to win by 20 yards.

extracted from "NEMESIS" #59

The police cross-country 10 km handicap in February 1984 at Centennial Park had a strong field of runners. Frank Brandon starting on the back mark put in a great performance over the 10 km and finished with the fastest time of 35m 20s. Due to his speed, Frank overran his handicap and was not considered for a trophy...

MAY MEETING: A bar-b-que will be held at the picnic area at BRONTE BEACH st. ting at 6:30 PM on Tuesday, May 8. BYO food & drink...

CLUB JERSEYS

For the past few years the Club jerseys have been supplied from a group in South Australia; however, there have been an increasing number of complaints about the quality. An order for jerseys has recently been placed with GIRAMONDO in Melbourne for their line of Superwash woolen jerseys. These will cost about \$29 for the short sleeved and \$32 for the long sleeved models. A shipment is expected in the next few weeks, at which time we will be able to compare the quality. The University and Randwick clubs are now using these jerseys and are very satisfied.

Contact the Secretary if you wish to order a jersey.

The CONSTITUTION adopted at the recent A.G.M. established the Executive of the Club. The Committee, as it is known has met twice since the A.G.M. to prepare various activities for the coming year. It is hoped to keep a clear record of the finances of the Club, as this area has become rather complex and we will require documented accounting for any major sponsorship proposals (club or races) which may be promoted. As part of this record-keeping, a new policy has been established regarding funding of activities. All future club activities will be run on a 'pass the hat' policy, rather than being 'funded'. Last year, the expenses for some of the functions got a bit out of hand. Two exceptions to this will be events announced by the President as being open for all participants. These will be financial support for the ANNUAL DINNER, and declaration of a "President's Tour" which will receive some funding. It is expected that the October Weekend at Bundanoon will be deemed to be the "President's Tour". An amount of \$200 has been budgeted to support and generate interest in road race participation. This sum will be used to reimburse riders for participation in country race meetings. The allocation will be made to riders at the end of the road season based upon the number of races entered, with a loading for Classics. The second Committee meeting discussed early preparations for the CARNIVALE CRITERIUMS with an application to be made for the use of Mr. MacQuarie's Road. Further discussion dealt with the type of meetings to be held during the year. It was resolved not to have regular 'business' meetings, but to hold workshops or guest speakers, or social evenings. Negotiations for a new supply of jerseys led to the consideration that the embroidery on the garments was very inconsistent, and an alternative means of identification should be investigated. It was decided to prepare a design incorporating the Club logo and script "Sydney" to be produced in an iron-on flock material. These will be available for the Giramondo jerseys, and for other applications such as T-shirts and jackets.

NEW MEMBERS

Nominations for new membership should be undertaken on a responsible basis. Persons who show an interest in joining the club(s) should be invited to participate in the morning training runs in Centennial Park and the Club monthly social ride. By this means they can be assessed as to their suitability for membership. If deemed to meet the standards required of the Club - and the committee, the person will be invited to complete a membership application and join upon payment of relevant fees.

A.B. (Tony) Cook of Clarence Street Cyclery joined the Sydney Cyclists Club during March.

***** PROPOSED CLUB EVENTS *****

- 8 MAY **Bronte Beach Bar-B-Que**
6:30 PM AT THE PICNIC AREA - BYO FOOD & DRINK
- 12 MAY **Ladies Time Trial** ←
(CAN MARJORIE LOBBAN DEFEND HER TITLE ???)
- 19 & 20 M CANBERRA 2 DAY TOUR - SPONSORED BY SPOKESMAN CYCLES
2 & 3 JUNE KANGAROO VALLEY TOUR - CONTACT JOHN BEAUCHAMP FOR DETAILS *****
- 5 JUNE **BIKE-FIT Meet**
- 30 JUNE STATE PREMIERSHIPS - TEAMS TIME TRIALS
- 15 JULY **Mixed Time Trials**
CHOOSE YOUR PARTNERS (FROM WITHIN THE CLUB MEMBERSHIP) AND
START YOUR TRAINING !!!

THE JULY CLUB MEETING WILL BE A RESTAURANT SOCIAL EVENING ++++++

PHILLIP ANDERSON IN HIS ROLE AS CAPTAIN OF THE NEW PANASONIC - RALEIGH TEAM HAS WON THE "SEMAINE CATALANE" A WEEK ROAD EVENT HELD NEAR BARCELONA.

EDDIE PLANKEART WON THE HET VOLK RACE ON 3 MARCH... NO WORD ON RESULTS FROM THE NEW TEAM 'LA VIE CLAIRE' CAPTAINED BY BERNARD HINAULT WITH VALLET, VIGNERON AND GOMEZ

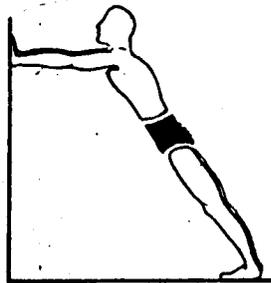
Stretching to keep fit

THERE is a vast range of static stretching exercises and those listed have been balanced to suit your needs. Others can be introduced to provide variety, but make sure that they are static and that they cover the full range of joints.

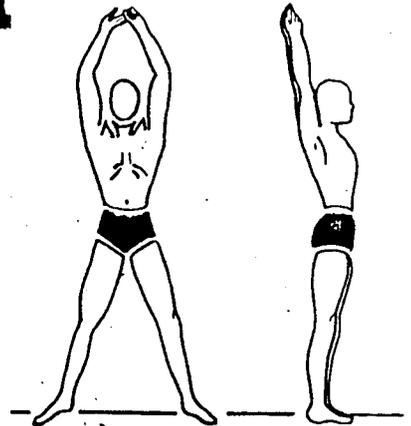
They should become part of your daily routine NOW, and should also form part of the "warm up" sessions before weight and circuit training. The emphasis must be placed on smoothness and you should relax completely for 60 seconds before progressing from one exercise to another. The complete set should take you just over 20 minutes.

If you are under 15 years of age, then carry out this very simple test before starting. Lie flat on your back, with straight legs and raise each leg in turn (keeping it straight) to an angle of 90 degrees from the floor.

If you are unable to achieve this (or at least be close), then you should get medical assurance to make certain that you have tight hamstrings, rather than the rare, but possible, problem of a slight deformity in the lower spine. Older cyclists should seek similar assurance if they have continued difficulty in carrying out the set programme.



ACHILLES TENDON AND CALF STRETCH. - Stand 3 to 4 feet from a vertical surface such as a wall. Incline the straight body towards the wall to allow the palms to rest flat on it. Keeping the heels on the ground and the body straight, slowly bend the elbows until the forearms rest on the wall. Feel the stretch pain strongly in the calf muscle. Hold for 60 seconds.



SHOULDER STRETCH. - Start with straddle stand, arms extended in front of the body with fingers interlaced. Reverse hand position, palms now facing away from body with grip held. Raise the straight arms overhead, forcing them back into hyperextension. Keep the chin tucked in. Hold for 60 seconds. Swing arms and shoulders lightly at end of exercise.

I AM a firm believer in the inclusion of daily stretching exercises within the training programme of racing cyclists, and this belief is confirmed by the sports medicine experts and by literature from many of the world's top cycling countries.

Such exercises go a long way towards restricting the effect of muscle tears and strains and the daily routine work should be looked upon as an insurance, in the same regard as you would show for a cholera injection were you to be travelling to a country where such a disease was rife.

The main facts are:

- a. Flexibility work will not make you go any faster
- b. Static stretching is preferable to dynamic, or ballistic, stretching (ie bobbing when stretching, thus varying the

load upon the muscle being stretched). The latter method carries risks of muscle tears in certain exercises.

c. If strength training (eg weight training) is carried out without flexibility work, joint mobility will be reduced.

d. Flexibility work increases the range of movement for most main joints, thus reducing, or preventing, impact damage to the joint.

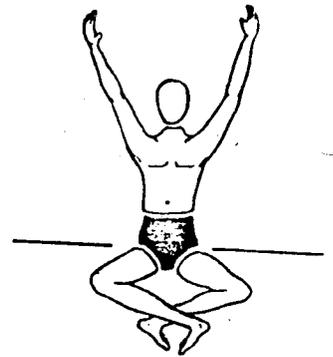
e. Flexibility work improves joint mobility, permitting quicker changes in direction in the action of the joint.

f. Flexibility, by reducing joint stiffness and muscle tightness, "frees" energy which would otherwise be wasted in overcoming this resistance.

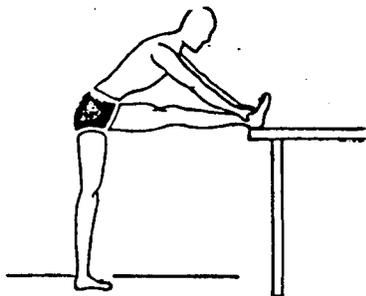
g. Flexibility work carried out after training, or racing, will help to ease some of the resulting muscle soreness.

h. Flexibility is less important in the young, but necessary in the post-puberty stages of the cyclist's life.

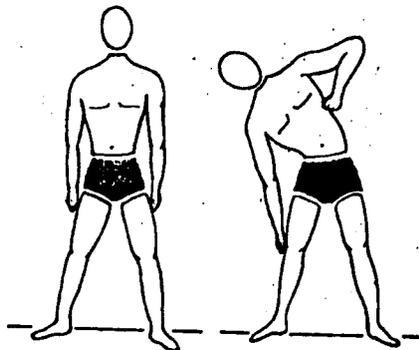
JIM HENDRY



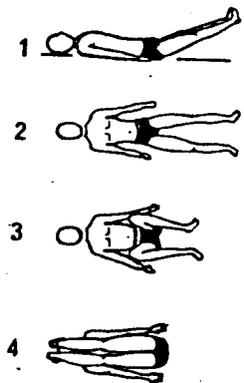
THORACIC STRETCH. - Sit on the ground with legs crossed, chest upright, arms held up with palms forward, and hands easy. Curve the back, slightly flexing the bust forwards, return to the upright position. Hold position for a count of five, then repeat five to a maximum of 10 times.



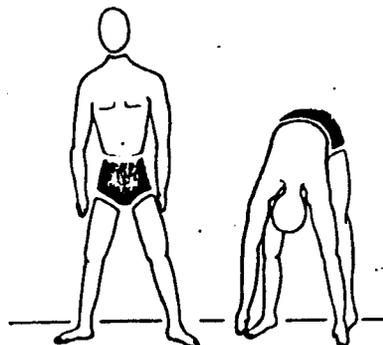
HAMSTRING STRETCH. - Raise the right leg and place the heel on a surface which is hip height. Keep both legs straight and grasp the leg or ankle with both hands, reaching as far down the leg as possible. Then bend the trunk to try to touch your leg with your head. At the point just beyond the stretch pain, hold the position for 60 seconds. Repeat with the other leg.



LATERAL STRETCH. - Starting position: straddle stand, arms hanging freely. Bend to one side, sliding the hand on that side as far as possible down the leg. Raise the opposite fist to press it under the armpit. Keeping the head up and trunk upright (avoid bending forward) push down hard to the limit of tolerance. Hold for 30 seconds and then slowly change to repeat the exercise on the opposite side, again holding for 30 seconds.



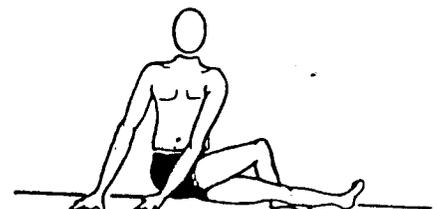
LEG RAISING. - Lie flat on the floor on your back, arms at your side, legs straight and together. Raise legs nine inches, hold open legs as wide as possible, hold. Back together, hold. Bend knees into chest, hold. Then straighten. Hold at nine inches. Now raise to 18 inches and as above-wide-apart together knees to chest etc. Then raise to 27 inches and repeat above. Then take feet over head to touch floor behind head. Slowly uncurl. Five to 10 times a day.



TOE-TOUCHING. - Start with straddle stand, arms hanging loosely at side. Round back with head and shoulders completely relaxed and try to touch floor. Hold head well down, trying to look back between legs. Go slightly beyond stretch pain in hamstrings, not allowing knees to bend even slightly. Return slowly to starting position. Hold for 60 seconds.



TRUNK STRETCH (ROCKER). - In a prone-lying position, reach back and grasp the ankles. Arch the back and pull hard, hyperextending the head and neck. At the same time, also lift the thighs off the floor so that only the lower abdomen is in contact and can act as a pivot from which to rock backwards and forwards. Hold for 60 seconds.



TONING-UP. - Sit on the floor with legs straight. Bend right knee and put your right foot outside your left knee. Turning from your waist twist your upper body and head as far as possible to the right. Place the palms of your hands on the floor. Keep your buttock firmly on the floor and try to keep your back relaxed. Hold for a count of 10 and then twist to the other side putting your left foot outside your right knee. Hold for a count of 10. Repeat five to 10 times.