

# the Sydney Cyclist



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

JANUARY 1983

## NEW GEAR

Many Club members have recently been seen riding new mounts. We appear to be very much inclined to sport the ultras in style and gear technology.

Michael Griffith has had his stolen Jim Lemon frame replaced with a newly made KESTING road frame, all tricked out with Shimano and Stronglight gear.

Perc Carter has added an A.L.A.N. Super Record to his stable. This machine, in French Blue is kitted with Campagnolo Super Record, sans titanium.

Stephen Poole recently appeared on his custom-made TONY OLIVER (Wales) touring machine. This rig is completely internally wired for lighting, and contains many other touring conveniences including a Campagnolo gear lever mounted on the seat post for the purpose of actuating the Dynapower lighting system.

Humors abound regarding other acquisitions, including a new machine being built-up for Martin Hanley and another for John Burraston.

For those riders who may have had designs on acquiring a Ferrari or Maserati automobile; part of their frustration may be settled by the dearth of new Italian bred bicycles now arriving in various shops around the city... The infamous COLNAGOS have finally arrived, and are available at many shops. Four different frame styles are available: SARONNI, SUPER, MEXICO and CX. The Saronni and Super are road frames, while the Mexico is a light-time trials machine. The CX is made from Columbus oval (cx) tubing and has all cables routed within the frame; this model also has lugs designed in a rather unique manner. One of the CX models available - 'Cromogratia' - is finished in silver (real)/chrome and the frame can be purchased for about \$920.00!!! Numerous accessories ranging from jerseys to shoes to brake blocks are also available.

De ROSAs, ROSSIN and GIOS TORINO are also becoming available at various shops around the city. Whatever happened to the Malvern Star ??? Sunday mornings at Centennial Park are turning into drooling sessions...

John Beauchamp must take the prize in equipment acquisition, for his 'new' Road Racer. This machine has yet to be sighted; however, we are all looking forward to the day.

## your Captain speaking .....

**BASICS:** Now that we have the Christmas Holidays out of the way, we have to think of getting rid of that excess weight from too much pudding. We should all be out every day if we can manage it. Riding to work, etc. if possible; or in Centennial Park while the evenings are still long. We should be able to manage 25 - 30 km. by now in about 1 hour to 1 1/4 hour.

The key to any basic fitness is how often, and how... I don't expect anyone to go out and emulate world champions if they don't want to.

Roller makes

### THE KING OF THE ROAD

You think you'll learn to ride  
hard at all

But you've got to go  
fall,

You've got to  
jaw

and

**SOCIAL EVENING**  
MARK KITTERIDGE WILL SHOW SLIDES AND  
TALK ABOUT HIS RECENT ODYSSEY, INCLUDING  
HIS SURPRISE WELCOME AT SUTHERLAND STATION.  
15 FEBRUARY @ 7:00 PM BYOG, ETC. TO  
ALAN LUMB'S PLACE, 27 ALBION STREET  
WAVERLEY

sure 'e'll

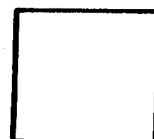
it's odds you

from Humors of Cycling

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**Due**



# NOW YOU CAN SUPPORT YOUR SPORTS ASSOCIATION

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Jogger/Stopwatch  
Dual Counter  
1/100 sec. Stopwatch  
Anti-Sweat Removable Band  
Front Mounted Touch Buttons  
Full Length Lanyard  
Displays hrs, min, sec, day,  
month, date  
**\$34.95**



NLCO3  
Quartz Electronic Diary  
Stainless Steel  
Night Light  
Dual Alarm  
Stopwatch  
Black Surround  
(Also White Surround NLCO3)  
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Fashion Model  
Palladium  
Plated (Also Cold  
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Design Model  
Gold Plated  
With Black  
Face & Gold  
Numerals  
on Leather  
Strap  
**\$75.00**



KS021  
Grand Sports  
13 System Time Machine  
50 m Water Resistant  
Blue Surround  
(Also White or Red  
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**\$49.95**



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The Champion  
Computer Designed  
Alarm Chronograph  
100 m Water Resistant  
Yellow Surround  
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Blue Surround  
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KC106  
Men's Dress  
Gold Plated  
Analogue  
With Leather  
Strap  
**\$79.95**



**Pulsar Quartz**

support the NSW Amateur Cycling Union ...

## TIME TRIALS

THE N.S.W. A.C.U. PREMIERSHIPS - TEAM TIME TRIALS - ARE SCHEDULED TO BE HELD ON 18 JUNE 1983.

LAST YEAR THE CLUB WAS ABLE TO FIELD ONE TEAM, WITH REASONABLE RESULTS.

IT IS HOPED TO BE ABLE TO FORM, AT LEAST TWO TEAMS THIS YEAR; ONE SENIOR TEAM AND (AT LEAST) ONE VETERANS TEAM.

ARRANGEMENTS ARE PRESENTLY BEING MADE TO HOLD SOME PREPARATORY TIME TRIAL EVENTS, PROBABLY ON THE BUNNERONG ROAD CIRCUIT. FURTHER DETAILS WILL BE PRESENTED IN THE NEXT NEWSLETTER...

## RACING

CLUB RIDERS INTENDING TO PARTICIPATE IN THIS SEASONS ROAD EVENTS ARE INVITED TO ATTEND A MEETING TO DISCUSS THE RELEVANT EVENTS, HANDICAPPING, TRANSPORTATION AND ACCOMMODATION.

THE MEETING WILL BE HELD AT DON SIGSBY'S PLACE (8 LEINSTER ST. PADDINGTON) ON TUESDAY, 22 FEBRUARY AT 7:00 P.M.

TWILIGHT CRITERIUM MEETING: LATE ENTRIES WILL BE ACCEPTED FOR THE CRITERIUM RACES TO BE HELD AT THE WARATAH PARK (SUTHERLAND) CIRCUIT ON SUNDAY, 20 FEBRUARY...

**BUSINESS MEETING: THE FIRST MEETING OF 1983 WAS HELD AT THE ROYAL HOTEL, RANDWICK ON  
1 FEBRUARY AND THE FOLLOWING ITEMS OF BUSINESS WERE DISCUSSED.**

- + Mark Kitteridge was asked to give a talk and slides on his recent round-the-world tour.  
This event will occur at Alan Lumb's place on Tuesday, 15 February at 7:00. Members planning to attend are asked to bring their own drinks and munchies, etc...
- + The next GENERAL MEETING of the club is scheduled to be held on Tuesday, 1 March. It is hoped that we will be able to get Warren Solomon, editor of "FREEWHEELING Magazine" to speak on the development and future plans for the AUSTRALIAN CYCLE TRAILS (A.C.T.) which is planning a programme similar to the Bike Centennial programme in the U.S.A.  
Confirmation of this meeting will be circulated in the next Newsletter.....
- + New members, Owen Lowe, Andrew Doldissen and Rod Lakis-Smith were noted and welcomed to membership.
- + CARNIVALE 83: The Secretary gave a report on the plans for this years Carnivale Criterium. It would appear that there is a good prospect for having the venue changed to a more central location in the City. Investigations are underway to have the event take place around a portion of Hyde Park. Although still in early days, several other changes are in train and ground work is underway.  
A committee has been formed to assist with this early planning and to maintain momentum...  
Members are: Clay Kesting, John Sunde, Dave Stakes, Perc Carter, Bruce Vote and Don Sigsby.
- + TOUR OF NOUMEA: John Beauchamp reported that it would be possible to ride a reasonable distance on paved roads in Noumea. Further investigations are to be made regarding the feasibility of organising a tour package, probably in October - possibly to coincide with the Stage Race. Dave Stakes is to undertake investigations for this feasibility.  
Members interested in participating in a ten to fifteen day tour at that time, should contact Dave.
- + WATERFALL RIDE: Several members commented on the disorder and other problems which have developed with the Sunday morning ride (race) to Waterfall and return. Problems have been mentioned, and commented on before in the Newsletter. It is intended to try to bring this weekly event back to a 'Club' ride, and riders will be notified of the new starting point, and route.....
- + MEDICAL INVESTIGATIONS: The Cumberland College has a programme for testing the fitness of athletes, and the Club is to look into having a series of tests done on interested members. Testing for  $VO_2$  max, Body Fat and other relevant characteristics are to be tested.  
Clay Kesting is to inquire into costs and other data.
- + RACE PROGRAMME 83: A meeting of riders interested in participation in 1983 racing will be held at Don Sigsby's place at 7:00 p.m. on 22 February.
- + CLUB AUCTION: The auction which was so successful last year, will be held again this year. Alan Lumb will, once again, act as the Chief Auctioneer backed up by his capable assistant. It is intended to have the auction as the April Meeting, the place and exact date will be notified in a future Newsletter.  
Members should set aside equipment and artifacts for this great event...
- + CLUB TOURS: Bruce Vote and Paul Montessin presented their proposals for touring events for the year. Four weekend tours are proposed, and have been slotted around the Road Racing Programme. Events are proposed for the Bathurst District, Hunter Valley, Kangaroo Valley and Southern Highlands (Bowral) areas. (See tentative dates under "Coming Events")
- + TIME TRIALS: Discussion was undertaken on the possibility of holding individual and/or team time trial events on various circuits around the Eastern Suburbs.  
Don Beavis is to investigate further and put forward some proposals at the next meeting.
- + MEMBERSHIP: The current financial membership stands at 41 members, with 16 members from 1982 being presently unfinancial...

## THE MAN ON THE BICYCLE

In training and races, a competitive cyclist spends many hours in the saddle. For this reason you can only get the best from yourself if the position on the bike is just right, giving you the optimum riding style. Good riding style gives a feeling of balance and above all - of ease. It allows the complete, almost effortless use of available power. Since two riders are never identical in their stride, it's impossible to have two riders identical in riding style and position. Each rider has his own peculiarities, depending on his build... But there are basic principles which apply to every rider. Optimal riding style depends on correct saddle position and how well you pedal.

### THE RIGHT SADDLE POSITION

If you have your saddle position correct, then without stretching or cramping yourself you will be able to make all the necessary movements of the upper body, whether it is on the flat, climbing hills, or in a sprint finish. You should not have to waste energy correcting your position needlessly during a race by using your arms to shift yourself back and forward on the saddle. Ideally the body weight should be distributed so that 55% rests on the rear wheel and 45% on the front.

The pedal stroke should be powerful and yet easy. When the pedal reaches its lowest point the knee should not be fully extended, otherwise the smooth movement of the limb is hindered. There will be aches in the muscles, premature exhaustion, and saddle soreness. Good pedalling is impossible this way. If however, your saddle is too low, then the thigh will be able to bend too much on the upstroke; it will keep hitting your diaphragm and your breathing will be hindered. GOOD RIDING POSITION STARTS WITH THE SELECTION OF THE FRAME.... You must make certain that the seat tube and top tube lengths are appropriate, and that the crank length suits your leg length and the general build of the body.

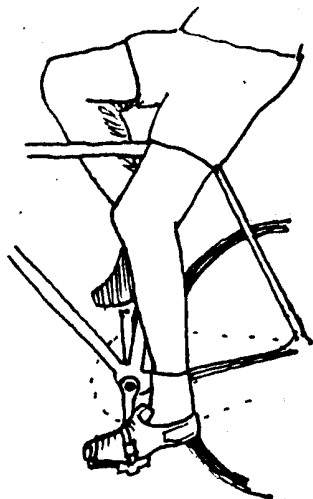
Assuming these factors to be correct, we can then proceed to find the 'ideal' position by balancing the following four variable factors:

+ Saddle height      + Saddle position      + Reach      + Height of handlebars

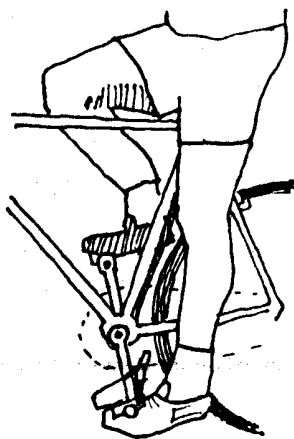
### SADDLE HEIGHT

First set your saddle height approximately. You can work out what it should be, taking the measurement from the centre of the bottom bracket to the theoretical point where the extended seat tube meets the surface of the saddle. You take 6/7 of the leg length (measured from hip bone to sole) and deduct 1 cm. For a leg length of 92 cm. the distance from saddle surface to bottom bracket centre would be:  $(92 \times 6/7) - 1 = 78.9 - 1 = 77.9$  cm. Adjust the saddle to this height.

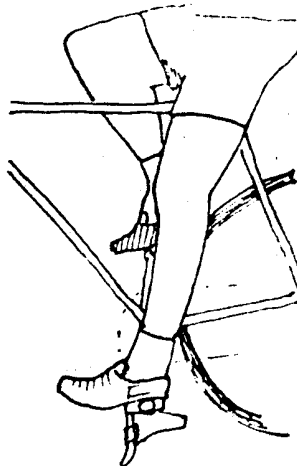
Now you sit on the saddle and make the following tests, to determine your exact position:



1. Put your feet in the toe-clips with the cranks in the vertical position. The 'straight' leg should not - in fact - be stretched, instead, be in a slight bent attitude, say 175°.



2. Put your toes underneath the lower pedal. If the foot is now parallel to the ground and the leg is fully extended, then the saddle height is correct.

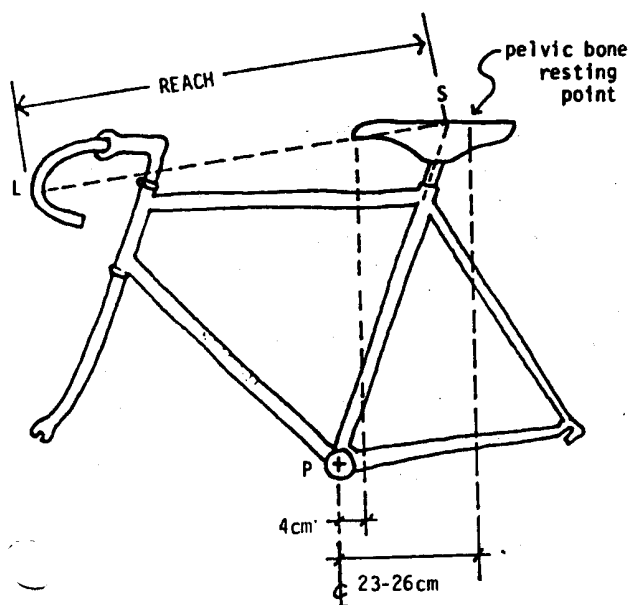


3. Flick the lower pedal over, so that the toe-clip is underneath, and put your heel on the pedal. Once again, the leg should now be quite extended.

Once the saddle height has been set, you should find the seat pillar to be between 8 & 11 cm. out of the frame. If it is more or less - go see Clatoni Kestoni or get a super go-fast Italian special mentioned in one of the other articles !!!

### SADDLE INCLINATION

Normally the saddle should be exactly horizontal, paralalled with the top tube. However, if you have the tendency to slide forward and have to keep pushing yourself back with your arms, then you can tilt the saddle nose upwards very slightly.



#### SADDLE POSITION

It only remains to correct the saddle position by forward or backward adjustment. With a road bike the nose of the saddle is about 4 cm. (2-5 cm.) behind a line falling through the bottom bracket centre. Similarly, if a line is dropped from the point on the saddle where the pelvic (ischial) bones make contact, it will be 23 - 26 cm. behind that point. Set your saddle this way to start with...

Set your cranks horizontal, put your feet in the toe-clips, and adopt the racing position. In this position, a line from the front of the forward kneecap should fall through the pedal axle. Some riders prefer to adopt a position slightly more forward, however, so that the line falls between the axle and front pedal plate...

#### REACH

This is the measurement from the back of the saddle to the nearest part of the handlebar. Generally speaking, the distance from the saddle surface where the extended seat tube would meet it to the farthest part of the handlebar bend is the same as the saddle height. (In the diagram, S-L generally matches S-P)

For exact positioning of the reach you adopt the racing position, your hands gripping the dropped part of the bars, and your arms slightly bent.

Now set the cranks parallel to the down tube. In this position the upper knee should just overlap the bent elbow - if your bars are wide enough, your knees and elbows won't bump. If you need a stem longer than 12 - 15 cm., then you should - once again - see Signor Kestoni... Your frame is too short.

#### HANDLEBAR HEIGHT

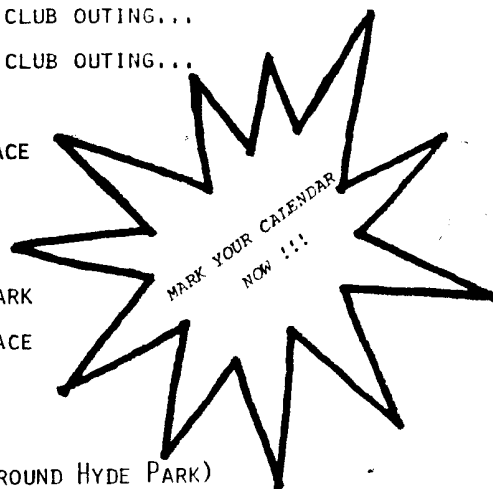
The handlebar tops should never be higher than the saddle. Start off with them at the same height, and as your training proceeds gradually lower the bars; however, they should never be more than about 4 cm. lower than the saddle. (if so, you're pinching your diaphragm... and won't be able to breath properly...)

After making these adjustments, ride in gentle training for awhile. If the adjustments appear to 'work', then it is a good idea to record these measurements on a diagram - for the purchase of that new custom-made OR imported go-fast frame, or (perish the thought) replace a stolen or damaged frame.

If your riding style is right, then you'll feel good on the bike. Once you have a feeling for this style, your performance will improve and so will your enjoyment and desire to log more kilometres. There can be no success without good riding style. Good Riding !

#### COMING EVENTS

MARCH 5 - 6	S.C.C. IDES OF MARCH TOUR (BATHURST AREA)
" 26	N.S.W. A.C.U. ANNUAL GENERAL MEETING - SATURDAY, 2:00 AT SPORTS HOUSE
APRIL 30 } MAY 1 }	S.C.C. TOUR - HUNTER VALLEY
" 21 - 22	CANBERRA VESTS TOUR - RACING AND POSSIBLE CLUB OUTING...
JUNE 11 - 12	GRAFTON TWO DAY TOUR - RACING AND POSSIBLE CLUB OUTING...
" 18	PREMIERSHIPS - TEAM TIME TRIALS
JULY 9 - 10	"SUNDOWNER" - COONABARABRAN TO GUNNEDAH RACE GUNNEDAH TO TAMWORTH ROAD RACE
" 23 - 24	S.C.C. TOUR - KANGAROO VALLEY
AUGUST 6	N.S.W. STATE CHAMPIONSHIPS - CENTENNIAL PARK
" 13	MUSWELLBROOK TO TAMWORTH CLASSIC - ROAD RACE
" 28	MATTARA OPEN - ROAD RACE
SEPT. 3	GOULBURN TO LIVERPOOL CLASSIC - ROAD RACE
" 18	CARNIVALE CRITERIUM - S.C.C. ROAD RACE (AROUND HYDE PARK)
" 24	BLUE MOUNTAINS RACE
" 24 - 25	CANBERRA OLD BOYS - RACING AND POSSIBLE CLUB OUTING...
OCT. 1	GRAFTON TO INVERELL CLASSIC - ROAD RACE
" 3 - 9	BRISBANE TO SYDNEY STAGE RACE
" 29 - 30	S.C.C. TOUR - SOUTHERN HIGHLANDS
NOV. 1	ANNUAL GENERAL MEETING - (MELBOURNE CUP DAY)



## PRODUCT REVIEW: THE RACER MATE I

Santa Claus gave Dave Stakes, our Captain, one of the new breed of stationary training devices for Christmas; herein his observations on the gift.....

First, get a degree in mechanical engineering and get ready for a lot of frustration... Faced by a myriad of nuts, bolts, and bits of steel - and 'long things', construction began. You should allow at least two evenings or all night for the construction. The American instructions would do 'Japanese English' proud, as identifying all the nuts and bolts proved almost impossible, and this was only the base of the mechanism! Two hours later the base looked like the base...

Now to the fans and attachments - these proved just as perplexing, with lots of nuts and bolts, but this time nothing was left over. I had the fans back-to-front in the first attempt, not realising that they rotate opposite to the wheel. Finding the correct position on the seat post (for the fan mounting) wasted another hour.

Last, but not least, the electronic gadget which measures M.P.H. and horsepower! Allow another hour for messing with this, as the sensor is very sensitive as it works on the wind speed of the fan. This is an exhausting exercise which needs two to set-up properly. Try pedalling at 72 rpm, while counting pedal revolutions and looking at a watch and monitor, plus getting on and off the machine!!!

All in all, this is a most worthwhile device and all racing cyclists should have one. Having assembled it, I don't think I will ever forget the technique; and I remain available as a "Racer Mate construction engineer" - No charge, only a few muttered oaths.....

### A TOTAL FITNESS PROGRAM

Almost everybody is "into" aerobics, and they all seem to think that aerobics, especially running, is the answer to living longer, feeling better and looking younger.

Everybody, that is, except Dr. Kenneth H. Cooper, a former U.S. military doctor who coined the word "aerobics" in 1967. "As we become knowledgeable in this field, we find that exercise is great but not a panacea. I think I made the mistake in the past of saying that exercise can overcome many if not all of the deleterious effects of diet and lifestyle. I believe now that the person who is excessively overweight, smoking two packs of cigarettes a day, but running five miles a day, five times a week, is in reality doing himself very little good, and in fact may be doing himself a great deal of harm."

Dr. Cooper now advocates a total fitness programme that includes:

- + Proper diet and weight.
- + Aerobic exercise.
- + Abstinence of cigarette smoking.
- + Alcohol and drug control.
- + Stress management.

"I'm not recommending abstinence or strict programs of diet or exercise. What I'm trying to do is to recommend realistic programs, moderate in nature, that can give us results that we need. You certainly don't have to lose down to 10% body fat to get a nice change in coronary risk factors."

In a list of activities that increase aerobic capacity, number one is cross-country skiing, followed by swimming, jogging, and, outdoor cycling.

Swimming is not an aerobic form of exercise. It reduces aerobic capacity. Jogging is only reducing the weight load down to 10% body fat, and performing a higher number of miles.

Excerpts from "Executive Fitness Newsletter" Winter Edition. See John Beauchamp for further details.....

Margaret Fulton has gained a new companion in the personage of PAUL MONTESIN (our Social Sec. and Deputy Tour Organiser). Since his recent re-relocation to bachelorhood, Paul has been preoccupied on new culinary delights and is soon to be conducting the Editor's 'Charlotte's Pass' Special Open Face Delights...

## Country Members

A new member OWEN LOWE had just joined us, when we were advised that he would be moving to the Bathurst area. We now have a representative in the Central Tablelands, hope we'll see you on some of the tours Owen...

The morning rides in the Park have lost a bit of sparkle as MARJORIE LOBBAN has moved back to Lismore. We do have it on good authority that she will be visiting regularly to remind us that single gears keep you super fit !!!

# FOR SALE

SUNTOUR "Superbe" crankset; 170 mm arms, 52 and 42 tooth chainwheels

MAILLARD "Course" freewheel kit - will fit into either a 5 or 6 speed cluster, ranging from 13 - 22 teeth.

Contact: Clay Kesting @ 389-7526

KESTING ROAD FRAME, Reynolds 531 DB (57 x 57) Transparent Red. Complete with a Campagnolo Record headset and Dura-Ace bottom bracket.

Contact: Desma Carter @ 523-6157 A.H.

Members having items for sale, can have them advertised in the Newsletter by posting them to the Editor at P.O. Box 361, Paddington.