

the Sydney Cyclist



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

MARCH '87

KANGAROO VALLEY 2-DAY TOUR

To Rosemarie Peareboom, Jool Briggs, Bruce Vote, Brian McQuarrie, Peter Smith, Michael Griffith, Alan Lumb, Alan Smith, Bob Grieg, and Jeff Page: Many thanks for your good company and support for this tour.

To those who could not come - don't worry - you only missed great weather, great riding, a B-B-Q banquet of country-cut T-Bone steaks, potatoes, and salad supplied by our charming host, Mr Neil Braithwaite. All this cost about \$3 per head. Swimming in the cool Kangaroo River amongst exquisite Aussie countryside, a moonlit evening where wine and laughter flowed.... It was miserable! Next year is the 'Tour of Rookwood' without the B-B-Q.

A very special thanks to Jenine Greig and Peter Smith for superbly servicing the tour as accompanying "sag-wagons", and to Bruce Vote for sharing the driving with Peter.

For Peter, later in the day, the torture of driving was too much. Once on the bike he drafted the first truck which went past, missed the turn to Fitzroy Falls, and almost returned to Sydney.

Brian McQuarrie was King of the Mountain - great ride Brian - you drive the car next year!

On the last stage, Kiama to Wollongong, we were supported by a strong tail wind, this making the finale to the tour fast and enjoyable. Every one rode strongly and the group stayed together.

I know a lot of the regular supporters of this tour couldn't come this year due to prior commitments, so we've been discussing doing the ride again at a suitable time for everyone, with variations to the route in order to miss the first leg out of Sydney. News on this in following Newsletter.

Lookout for Lunny this year. He's going so well that we'll probably see him in an "I feel like a Toohy's" advert.

Cheers,
Spencer.

YOU'RE THE ONE
WHO SAID THAT
WE COULD DO
WITHOUT A CAR!



AN ENGLISH racehorse trainer was fined £575 (\$1,286) this week because his horse had eaten a Mars bar before it won at Ascot in September. The horse, De Rigueur, was disqualified from the race and the owners had to forfeit the £10,000 (\$22,371) prize-money when it was ruled that the prohibited drug theobromine had been administered to the horse. The source was traced to the Mars bar given to De Rigueur the day before. Theobromine is a mild stimulant which occurs naturally in harmless quantities in all chocolate.

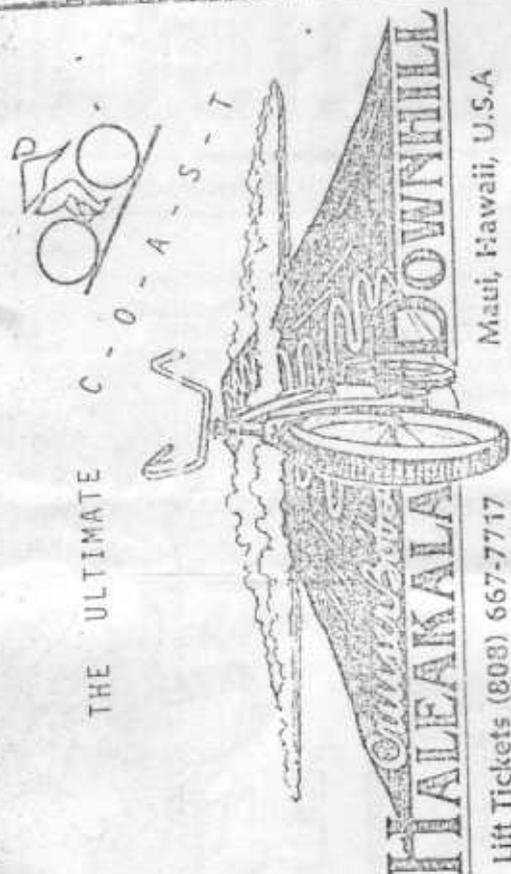
CRITERIUM NEWS

A meeting of the Race Committee was held last week.

At this meeting such matters as equipment hire, ground management, race organisation, and promotion, were discussed. It was decided to approach those same folk who assisted last year to organise specific areas of responsibility. If you are asked to assist, please give us an idea of your particular area of interest, and no doubt we will find you a job. The most urgent matter to date is the organising of some form of Major sponsorship, as well as minor sponsorships also. Any ideas? Contact Owen Lowe, Bruno Sibilis, Bruce Vote, Rob Greig. URGENT !!!

ANTIPASTO, CHOICE
OF ENTREES, MAIN COURSES, DESSERTS, COFFEE,
BYO, COMPLIMENTARY CHAMPAGNE.

Club Awards (page 4)



Mauui, Hawaii, U.S.A

Lift Tickets (808) 667-7717

- Van lift to summit from Lahaina/Kihei/Paia
- Sightseeing/safety briefing enroute
- Radio equipped escort van & cruise leader
- "Windbrakers"
- Bikes with MEGABRAKES
- First class meals
- Safety helmets

"Simply put, you sit on a bicycle and coast from the top of the world's largest dormant volcano to the bottom - a drop in elevation of 10,000 ft. and a circuitous distance of 38 miles... At no point is the ride less than spectacular."
Tom Horton,
UNITED AIRLINES MAGAZINE

This SAFE family adventure, approved by the U.S. National Parks Service, is available only one place on Earth - Maui, Hawaii. Cruiser Bob's offers sunrise, sunset, and sunset tours.

THE ROAD RACING

TIME TRIAL RESULTS 14.2.87

Name	1st Lap	Total
Hugh Milner } Andrew Downie }	5.17	10.57
John Robb	5.25	10.58
Homer (Chase)	5.35	11.17
Brian	5.41	11.40
Charly Topfer	5.49	11.45
Ian Hood	5.50	11.50
Steve Turner	5.45	11.56
Bruce Vote } Owen Lowe }	5.57 6.02	11.58
Pat Israel	5.55	11.59
Walter Rolli	5.56	12.14
Philip	5.53	12.19
Rosemarie P.	6.16	12.33
Frank Brandon	6.03	12.34
Juel Briggs	6.06	12.36
Maryl Chase } Jobie	6.11 6.09	12.43
Mark Maltzer	5.58	12.45
Steve	6.17	12.49
Tony Bookes	6.13	12.53
Don	6.46	14.03

TIME TRIAL SERIES #5 - 28/2/87

NAME	1ST LAP	2ND LAP	TOTAL
John Robb	5.26	5.48	
Mark Bonwick	5.10	6.05	11.15
BAARRT!! Hickson	N/A	N/A	11.31
Frank Brandon	5.51	6.00	11.51
Jeff Page	5.40	6.12	11.52
Brian	5.50	6.14	12.04
Peter Smith	5.56	6.19	12.15
Scott Ashton	5.59	6.18	12.17
Alan Lumb	6.07	6.14	12.21
Steve ?	5.46	6.38	12.24
Jobe Wallis	6.10	6.23	12.33
Anton James	6.11	6.28	12.39
Pat Israel	6.15	6.27	12.42
Bob Greig	6.11	6.35	12.46
Rosemarie Peerenboom	6.27	6.24	12.51
Harry M	6.17	6.34	12.51
Spencer White	6.16	6.42	12.58
Meryl Chase	6.24	6.46	13.04
Ruben	6.33	6.53	13.26

SPECIAL CATEGORY-1 ton touring bikes

Nigel Rowe	7.50	You jest!!	7.50
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NAME	ADDRESS	PHONE	NAME	ADDRESS	PHONE
Beavis, Don	30 Palmerston Rd. North Unley, S.A. 5061		Lumb, Alan	31 Kingsford St, Maroubra, 2035	344 8024
Black, Russell	154 Carrington Rd, Randwick, 2031	399 9578	Marcus, Helen	2/32 Houston Rd, Kingsford, 2032	662 7394
Bonwick, Mark	2/44 McDougall St, Kirribilli, 2061	451 5555w	McGuinness, Stephen	58/51 Roslyn Gardens, Elizabeth Bay, 2011	356 4216
Bookes, Tony	1 Upper Cliff Ave, Northbridge, 2063	958 5250	Meltzer, Mark	P.O. Box 147 Riverwood, Peakhurst, 2210	399 0239
Brandon, Frank	40/40 Penkivil St, Bondi, 2026	387 3091	Milner, Hugh	12 Godfrey Rd, Artarmon, 2065	419 5968
Brannigan, Lance	154 Liverpool St, Sydney, 2000	332 3786	Montesin, Mario	28 Verdun St, Bexley, 2207	588 6328
Briggs, Juel	4 Foucart St, Roselle, 2039		Montesin, Ovidio	92 Perry St, Matraville, 2036	661 4305
Browne, Jack	42 Read St, Waverley, 2024	387 3412	Montesin, Paul	36 Australia Ave, Matraville, 2036	661 1394
Burraston, John	7 Doris St, Earlwood, 2206	---	O'Toole, Roy	81 Bunnerong Rd, Kingsford, 2032	344 5130
Carter, Perc	19 Cook St, Woolloovare, 2230	523 6157	Page, Jeff	22 Isaac Smith St, Daceyville, 2032	387 6119 662 1619
Davis, Chad	11/21 Bondi Rd, 2026	387 4885	Peerenboom, R'marie	56 Hopetoun St, Newtown, 2042	519 6215
Davis, Kay	11/21 Bondi Rd, 2026	387 4885	Revell, Alan	56 Wallaroy Rd, Woollahra, 2025	327 5037
Chase, Maryl	56 Hopetoun St, Newtown, 2042	519 6215	Rolli, Walter	34 Earl St, Randwick, 2031	399 9991
Costa, John	7 Dudley St, Bondi, 2026	30 4774	Rowe, Nigel	4/41-43 Todman Ave, Kensington, 2033	662 4889
Doldissen, Andy	17 Clements St, Five Dock, 2046	713 4459	Shackleton, Roger	75 Carrington Pde, Curl Curl, 2096	93 3233
Downie, Andrew	22 Cameron Ave, Artarmon, 2064	419 2433	Sibilia, Bruno	259 Birrell St, Bondi, 2026	389 3144
Emery, Phillip	20 Vale St, Clovelly, 2031	665 9528	Sigsby, Don	77 Young St, Redfern, 2016	699 5081
Greig, Robert	4 Holt St, Stannora, 2048	569 1736	Smith, Alan	11A Rowley St, Brighton-Le-Sands, 2216	59 2455
Griffith, Michael	38 Parkham St, Surry Hills, 2010	699 9681 ⁸⁴ 223-1555	Smith, Peter	67 Glenmore Rd, Paddington, 2021	33 5457
Hammond, Malcolm	6/145 Hastings Pde, Bondi, 2026	30 8755	Soloman, Warren	C/- Room 57, Trades Hall, Cnr Dixon & Goulburn Sts, Sydney, 2000	264 8549
Hampshire, Robert	85 Louisa Rd, Balmain, 2041	818 4403	Sunde, John	3/6 Manion Ave, Rose Bay, 2029	371 8926
Hamrozi, Tony	46 Bandoek St, Randwick, 2031	399 9134	Timbrell, Paul	53/54 Glencoe St, Sutherland, 2232	542 3176
Hanley, Martin	29 Edward St, Woollahra, 2025	387 2512	Topfer, Charlie	66 Arthur St, Enfield, 2136	744 8541
Hood, Ian	16A Robinson St, Croydon, 2132	745 3858	Turner, Steve	3 New Jersey Rd, Five Dock, 2046	713 2240
Israel, Patricia	29 Oxley St, Malabar, 2036	661 7902	Vote, Bruce	18 Caerlon Cres, Randwick, 2031	399 9452
Kamahl, Michael	82 Oxford St, Paddington, 2021	331 2671	White, Spencer	24/679 Bourke St, Surry Hills, 2010	699 5593
Karlikoff, Harry	3/14 Edward St, Bondi, 2026	30 4088	Wilhelm, Tom	7/164 Queen St, Woollahra, 2025	37 3680
Kesting, Clay	5/6 France St, Randwick, 2031	399 5519	McQuarrie Brian	4 (a) Rhodes Ave, Nareburn, 2066	439 4996
Kitteridge, Mark	31 Kingsford St, Maroubra, 2035	344 8024			
Lobban, Marjorie	77 Young St, Redfern, 2016	699 5081			
Lowe, Owen	1/35 Rose St, Ashfield, 2131	798 6160			



ANNUAL CLUB DINNER
&
AWARD NIGHT



MERCKX BACK IN TRAINING

Belgian superstar Eddy Merckx is taking his role as professional team manager so seriously that he is back in training. Merckx, who put on a considerable amount of weight after his retirement in 1978, has been following the same training programme as his riders and lost more than 2 1/2 stone.

Three of Italy's four-man team for the 100-kilometre team time trial have been found positive after dope tests in the German Tour of the Rhineland. The Italian Federation was appealing in the hope that automatic suspension could be delayed in time for their team to ride today's title race. The Italians are the Olympic champions and took the bronze medal in last year's world team time trial championship.

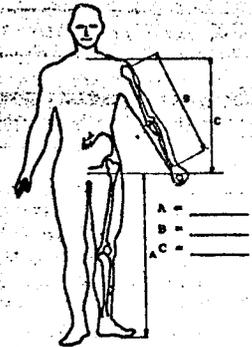


Figure 1

bone. All of these bone points can be located readily by pressing in the general area until the position of the bone becomes obvious. To locate the top of the sternum, feel immediately under the adam's apple, where you will find a bony V-shaped structure. The bottom of this "V" is the top of the sternum. It is most important that you take care with these measurements, and for this reason assistance is a necessity. Take each measurement several times until you're certain that you've taken it correctly. And stand erect as each is taken. Take the leg measurement in bare feet. Finally, convert the measurements to centimeters (multiplying inches by 2.54), since the design data supplied by the Italians are in centimeters. For convenience, enter the final measurements on Figure 1.

• Step 2. Take a piece of paper (about 20 x 20 inches to give you lots of room) to a board, locate a protractor, a compass, a T-square, a centimeter ruler and pencils, and decide upon a convenient scale—i.e., 10 cm of the bicycle will be represented by 1 cm of the drawing (Note: Don't forget this conversion factor as we proceed through the next eight steps!)

• Step 3. Using Figure 2 as a guide, draw horizontal line E-F, which represents the baseline upon which the bicycle will be designed. Then draw horizontal line C-D, 26.5 cm (2.65 cm with a 10:1 scale) above E-F. About halfway along this line arbitrarily establish point 1, which will be the center of the axle. Draw a third horizontal line A-B, 34 cm above E-F. This third line is the one on which the axes of the wheel hubs will be placed.

• Step 4. Check Table 1 for the seat tube length corresponding to your leg measurement "A". Interpolate as necessary. (That is, if your "A" measurement is 87.5 cm, which is halfway between 87 and the next entry 88, your seat tube length will be halfway between 55.5 and 56.1, or 55.8 cm.) It should be noted that Table 1 is useful for persons about 5'5" or taller. The table can be extended downward for smaller persons by continuing the obvious progres-



FOUND IN SOME OLD FILE OF AN ENTHUSIASTIC (AGING) YOUTH.

Choosing A Frame

by Ken Luther

Cyclists should worry more about the quality of their "bike engine" than about whether a bike's frame angle is 73° or 73.5°. According to Charles Messenger, former British National Team Manager, if you're in decent shape you should be able to pick out your bike frame simply by measuring your inside leg seam and subtracting 10. If the resultant figure is 25, that's your frame size.

A superbly fit cyclist wants to wring maximum advantage from his conditioning by riding a bicycle that is scaled precisely to his dimensions. It's interesting to speculate on just how such a machine would look if one were superbly fit, and if one were sufficiently well-holed to order such a frame. Although most bike manufacturers have their favorite approaches to cycle design, the particular one to be followed here is advocated by the Italian Central Sports School, which oversees Italian Olympic cycling.

• Step 1. First take the A, B, and C physical measurements specified in Figure 1. Measurement A is taken from the floor to the pubis bone; B is measured from the tip of the shoulder blade to the wrist with the arm outstretched; and C is measured from the upper edge of the sternum to the pubis

sion. Once you have established the seat tube length, starting at point 1 draw a line of this length (i.e. 55.8 cm) upward at an angle of 73.3° with the line C-D. The point at which this line terminates becomes point 2. The frame angle used here, of 73.3°, is appropriate for most general-purpose touring and racing. In the event that the bike is to be used for a specialty of some kind, like hill climbing or track sprinting, the frame angles should be varied accordingly, as will be noted in a later paragraph.

• Step 5. Using Table 1, select the right top tube length by first adding dimensions B and C and then using this number to locate the top tube length in the table. Beginning at point 2 and moving left, draw a line of this length horizontal to baseline E-F. This line terminates at point 3.

• Step 6: Using your centimeter ruler, find that point on line A-B that is exactly 61 cm long on your sketch. This point is called point 5, and represents the axial center of the front hub. Figure 2 illustrates how the 61 cm are measured.

• Step 7. Draw a line through point 5 perpendicular to line E-F. The point where this perpendicular intersects E-F is point 8. Next find the point on line E-F that is 5cm to the left of point 8. This becomes point 7. Draw a line from point 3 to point 7. This line represents the slope of the head tube and front fork.

• Step 8. Using a compass and point 5 as the center, draw a circle 69 cm in diameter. This circle will represent a 27-inch wheel with zew-up tire mounted allowing sufficient tolerance to permit the wheel to turn without hitting the frame. Now draw a line from point 1 to line 3-7 so that it clears the circle by a small amount. The point at which this line intersects line 3-7 is called point 4. Line 1-4 represents the length and angle of the down tube. Line 3-4 represents the length of the head tube.

• Step 9. Find the point on line A-B that is 44 cm from point 1. This point is called point 6, and represents the axial center of the rear hub. Line 1-6 represents the length and angle of the chain stays.

• Step 10. Draw line 2-6 which represents the length and angle of the seat stays. This concludes the design of the basic angles of the bicycle.

FRAME ANGLE VARIATIONS

Our design assumed an angle of 73.3° between the seat and top tubes. For a rider specializing in road races over non-mountainous but rough terrain, 72° or 73° might be a better angle, giving the bike more resiliency over the rough surfaces. For mountain climbing, 74° or 74.3° will usually provide a rider with better responsiveness. Sprinters will also like an angle as large as 74°+ for the extra quickness and agility that a steeper angle gives the bike.

The matter of a cyclist's body structure can also have a bearing on the frame angle selected. The range of angles from 72° - 74° is generally calculated to place a cyclist's center of gravity directly over the bicycle's axle. If a rider has heavy hips and light shoulders, 74° will be more effective in achieving this balance. If he has light hips and heavy shoulders, 72° will be preferable.

LEG MEASUREMENT	SEAT TUBE LENGTH (cm)	ARM+TORSO MEASUREMENT B+C (cm)	TOP TUBE LENGTH (cm)
80	51	100	53
81	51.7	101	53.4
82	52.4	102	53.8
83	53.1	103	54.1
84	53.7	104	54.4
85	54.3	105	54.7
86	54.9	106	55
87	55.5	107	55.3
88	56.1	108	55.6
89	56.7	109	55.9
90	57.5	110	56.2
91	57.9	111	56.5
92	58.5	112	56.8
93	59	113	57.1
94	59.5	114	57.4
95	60	115	57.7
96	60.5	116	58
97	60.9	117	58.3
98	61.3	118	58.6
99	61.7	119	58.8
100	62.1	120	59
		121	59.2
		122	59.4
		123	59.6
		124	59.8
		125	60

Table 1

If he is evenly-proportioned, a standard 73.3° will offer the best compromise for weight distribution.

SECTION (i) THE ROAD RACING CYCLE

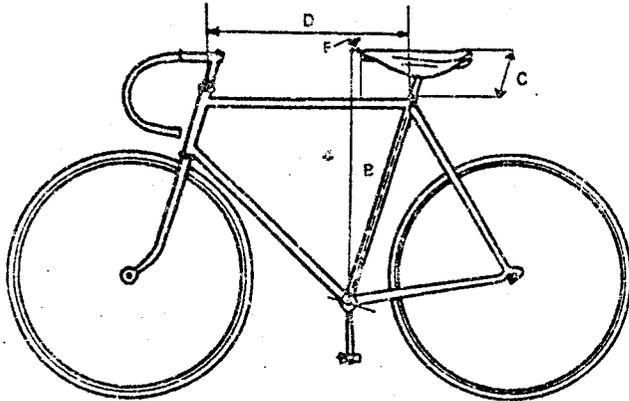


TABLE A Dimensions of Cycle. All measurements in centimetres, and with standard 17cm. cranks.

- A = Inside leg measurement in bare feet
- B = Seat tube size from centre of bottom bracket to top of top tube
- C = Seat height from top of top tube to top of saddle
- D = Top tube size. This can be calculated thus: take height of the rider minus the inside leg size, then divide this by 1.75
- E = Distance of peak of saddle behind bottom bracket

A	B	C	E
70	46.5	12.8	2.8
71	47.5	12.9	2.8
72	48	13.5	2.9
73	49	13.6	2.9
74	50	13.7	3.0
75	51	13.8	3.0
76	52	13.9	3.0
77	52.5	14.5	3.1
78	53.5	14.5	3.1
79	54	15.0	3.2
80	55	15.2	3.2
81	56	15.3	3.2
82	57	15.4	3.3
83	57.5	16.0	3.3
84	58.5	16.0	3.4
85	59.5	16.2	3.4
86	60	16.7	3.4
87	61	16.8	3.5
88	62	16.9	3.5
89	63	17.0	3.6
90	63.5	17.6	3.6
91	64.5	17.6	3.7
92	65.5	17.7	3.7

COMPONENT PARTS

The Frame should be constructed from tubings such as Reynolds or Columbus and preferably have a short wheelbase. Brazings on the frame should be restricted to bidon cage lugs, a gear cable eye on the rear stay, and gear cable tunnels which should be brazed on at the bottom bracket. The headset should be of high quality and adjusted so that the steering is not stiff nor so loose that when the brakes are applied the handlebars can be moved about.

We haven't mentioned individuals whose only business is custom painting that might require a whole new booklet. But we will mention one superb, but not cheap, bike frame painter:

Alien Vivanco
3406 Thomas Drive
Palo Alto, Cal. 94303

A frame stripper and letterer capable of doing as fine a line and as detailed work as any in Europe at reasonable cost, providing you can out-last his reluctance to work on bike frames:

Jim Moser
7744 Densmore
Van Nuys, Calif. 91406



CRITERIUM June 21.

WE NEED YOUR HELP URGENTLY !!!

Can you find sponsorship?

Can you help on race day?

Can you bake a cake?

Can you sell raffle tickets?

PLEASE ANSWER YES TO ANY OF THESE!

See page 1 for contacts .

Frame Standards

Table 1

Standard Frame Tube Outside Diameters

The US, Japan and Italy follow the English standard for outside diameters in high quality frames. Spain, Switzerland, parts of Belgium and some of Eastern Europe use the French dimensions. Figures are in millimeters with inches in parenthesis.

	ENGLISH	FRENCH
Top Tube:	25.4 (1.)	26.0
Down Tube:	28.6 (1 1/8)	28.0
Seat Tube:	28.6 (1 1/8)	28.0
Head Tube:	31.7 (1 1/4)	32.0
Steering Column:	25.4 (1.)	25.0

EDITORIAL

1. Criterium organisation is in full swing. Please don't wait to be asked to help. Make contact with Committee A.S.A.P.
2. This is a hurried 'cut and paste' edition ... better things to come !
3. Al Fresco and Sue Denim went to some Sardinian Wedding , and haven't been sighted since .
4. To Andy D. and Ros , a son , Timothy .

Table 2

Headsets and Stems, Threading and Diameters

English: 1" x 24 TPI, 22.2 mm (7/8") Stem
French: 25 mm x 100, 21.9 mm Stem
Italian: 25.4 mm x 24 TPI, 22.2 mm Stem

The US and Japan follow English headset thread and stem diameter; Spain follows the French headset thread and stem diameter; Belgium follows the English stem diameter, and either the French or English headset threads; Germany and Switzerland list their stem diameters as 22.0 (a shade less than 7/8", but there seems no problem at all in fitting a standard Italian or English 22.2 mm stem.)

Table 3

Bottom Brackets, Threadings and Widths

English: 1.370" x 24 TPI; fixed cup—left-hand thread, adjustable cup—right-hand threads. 68.0-mm bottom bracket width, road and track.
French: 35 mm x 100; fixed and adjustable cups both right-hand threads. 68.0-mm bottom bracket width, road and track.
Italian: 36-mm 24 TPI; fixed and adjustable cups both right-hand threads. 70.0-mm road bottom bracket width; track 68.0-mm or 70.0-mm width.
Swiss: 35-mm x 100, fixed cup either left-hand or right-hand thread depending on maker, adjustable cup—right-hand threads. 68.0-mm bottom bracket width, road and track.

The US and Japan follow English standards, and Spain, parts of Belgium and some of Eastern Europe follow French standards.

Table 4

Frame Material Properties

Tube Material	Tensile Strength (in to f/inches)	Young's Modulus of Elasticity	Specific Gravity
Aluminum	5-9	10	2.5-2.6
Carbon fiber	50-60	50	2.0-2.5
Duraluminum alloys	25-27	10	2.5-3.0
Titanium	40	16	4.5
Steel (common or "mild")	28-30	30	7.8
Steel (high quality)	57-50	30	7.5-8.0
Steel (stainless)	45-60	27	7.7-8.1
Wood (hickory, maple oak, averaged)	5-8	1.5	0.5-1.0