

November 88

# the SYDNEY CYCLIST

Newsletter of the Sydney Cycling Club and the Sydney Cyclist's Club

## SOFALA TOUR

This ride begins from Central Station, taking the train to Lithgow and riding towards Bathurst on the Tarana road, then north on the Wattle Flat road to an overnight stay at Sofala. The next day, the return ride is via the road to Ilford, south to Capertee and past Wallerawang and on to Lithgow for the return train to Central.

## ANNUAL GENERAL MEETING

The Annual General Meeting of the Sydney Cycling and Sydney Cyclists Club will be held on Tuesday, 1 November 1988 at the Bronte Surf Lifesaving Club, North Bronte Beach. The meeting will open at 8:00 pm sharp to discuss the following business:

- + Minutes of 1987 Annual General Meeting
- + Minutes of Extraordinary General Meeting held on 2 February 1988
- + Incorporation of the Club
- + Election of Office Bearers
- + General Business
  - Annual membership fees
  - 1989 Calendar of Events....
  - Club Time Trials

The Executive Committee comprised of: Robert Greig, President; Juel Briggs, Secretary; Brian McQuarrie, Treasurer; Bruce Vote, Tour Organiser, Don Sigsby, Newsletter Editor (note: Race Secretary has been vacant since Steve Turner's resignation) will all stand down and the positions then declared vacant. Nominations will be called, and some of the present members have expressed a willingness to continue in their present positions.

In making and accepting nominations, members are reminded of the need to fulfill their obligations throughout the year - this is especially true of the requirements imposed by the pending incorporation under the Associations Incorporation Act, 1984.

## GALA CLUB DINNER EVENING

## PAI-LIN RESTAURANT

Your chance to join club members in celebration of the festive season. Mark the evening of Thursday, 24 November in your calendar and join the festivities.

\$20.00 includes the famous banquet menu, along with beverage supplied by the Club.

Make your reservations with Juel Briggs (46-3270) or Bob Greig (569-1736) a.s.a.p.....



# EXECUTIVE COMMITTEE MEETING

19 September 1988

Present: B Greig, B McQuarrie, D Beavis, D Sigsby, B Vote, J Briggs

Membership: Louise McNulty, Kerrie-Ann Eaton, Rosanna Pedersen and Peter Brown shall be invited to be full members for 1989.

Club Incorporation: The Sydney Cycling Club shall adopt the "Model Rules for the Incorporation of Association" with amendments as made by B Greig.

Particular points noted were-

- club fees should be set at each annual general meeting.
- club fees shall be paid by 1st December.
- the minimum public liability insurance necessary for incorporation covers club functions and meetings only. (It does not cover members whilst riding nor anyone they injure whilst riding. The lowest premiums available are from: FAI (\$125pa) and GIO (\$215 pa).

Coaching: It was suggested that there is a need for a regular 7:30am Sunday ride, and that inexperienced riders should have a 'mentor' assigned to them. B Greig will discuss with new members. D Beavis suggested that we have a formal Club Captain to enforce riding rules and to act as the extra executive committee member required for incorporation.

Time Trials + Hill Climb: It was decided that the time trial championship on 21 November will be on conventional road bikes only.

The hill climb will be on 11 December. Neilson Park for a late breakfast was suggested as the best venue - to be discussed at meeting on 4 October, and announced at the AGM.

## General

Club Dinner: to be held at the Pailin Restaurant, Stanmore on 24 November. The cost is \$17 + \$3 for Club provided alcohol. There is no minimum booking quantity and bookings due with B Greig by 17 November.

Sydney Criterium: Sponsorship is currently being sought, and the Sun Herald newspaper is one possibility.

Shirts: JR Clothing is currently preparing another order of jerseys, which are expected to be available soon.

Minutes by J Briggs, Secretary

Tamarrasset, Algeria 29/8/88

## Greetings

*If your female ego needs a boost, come to Algeria! The men are repressed and sex starved, and good looking too - incredible eyes... Alas, I only admire from a distance.*

*The desert is fantastic. Sand, sand, sand from one horizon to the other, not too hot yet, we even had rain! The sandstorms are exciting, but not the snakes. There are over 300 wrecked cars and trucks out there, wonder what happened to the people? Tomorrow, back to the desert, then Morocco. Time has gone so quickly, I'll be wandering in Europe soon (shivering).*

*Lots of love, Rosemarie*

Jack Browne is back in action!

We are pleased to hear that Jack is back on his feet, after a bout in the hospital. He suffered from a collapsed lung, and spent a period tormenting nurses.

Latest word has him sinking a few jars at the local with Matt and others.

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

## HUBS ADJUSTING CONVENTION- AL WHEEL BEARINGS

SunTour front hubs use ten 3/16 inch diameter balls per side. All rear hubs use nine 1/4 inch balls per side.

If the wheel bearings are too tight resistance or grab will be felt as axle is twisted in the fingers. Loose bearings will also feel rattly and movement will be felt when the axle is jiggled from side to side. These tests are best done with the wheel out of the frame gripping each end of the axle with the fingers of each hand.

The object of good wheel bearing adjustment is to end up with the axle moving smoothly and with no noticeable resistance or wobble. It takes persistence and practice to set bearings "just right".

Check for the correct size of cone spanners required before starting as there is no standard size. For example: most front wheel cones take a 13 mm spanner on solid axle hubs and some go up to 15 mm on quick release. Front wheel lock nuts can be 13 mm through to 17 mm. It is important that the cone spanner is a good fit as it can easily damage the spanner and the nut if it is a loose fit.

Cone spanners are thinner than conventional type open ended spanners so normal width spanners can be used only to tighten the outermost locknut. Often it is best to use a combination of the two types of spanner as the thin cone spanners work better as a 'holding' tool rather than as a 'tightening' tool.

It is only necessary to work on the cone and lock nut on one side of the hub - as long as the other set is tight. On a rear wheel it is easiest to work on the side opposite the freewheel. That way there is no need to remove the freewheel from the hub unless the bearings are to be completely overhauled.

**1** Loosen off the cone by sliding the cone spanner into the slot on the cone. With the open ended spanner (or cone spanner if the thicker open ended spanner will not fit) fitted to the lock nut, turn it counter clockwise while applying holding pressure to the cone spanner.

**2** It is easiest to work with the wheel on the ground and the spanners set to push down on both and away from each other to avoid skinned knuckles. Use the right hand rule\* to confirm the correct direction of rotation for the spanners. Remember that it's the lock

nut which is being tightened or loosened - the cone spanner's job is to hold the cone steady.

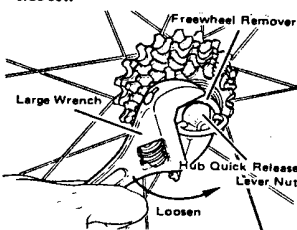
**3** Once the lock nut has been untightened adjust the cone before retightening. Many axles have a groove or key way cut down their length. Where this type of axle is used keyed washers are inserted between the cone and the locknut. The idea of the keyed washer is to prevent the cone from turning on the axle when the turning force of the locknut is applied during the tightening process. However, it doesn't often work that way unless the key way and the keyed washer are machined to an exact fit. Usually the washer is a sloppy fit and will still turn enough to throw out adjustment.

**4** This then is the problem which has to be overcome if accurate adjustment is to be achieved: the cone will want to turn on the axle (ever so slightly) with the locknut and tighten the bearings. In a workshop situation it is easiest to overcome this problem by clamping the axle (on the opposite side of the hub) into a vice. Then, maintaining a rock steady position on the cone spanner, tighten the lock nut down on to it. With this method the cone is held properly in position on the axle during the tightening process. Special vise jaws have to be used so that the axle thread is not damaged.

**5** Another way around the turning cone problem is compensate for this movement by slackening off the cone a fraction before the lock nut is tightened onto it. In any case perseverance is needed. Test for 'just right' adjustment each time by rotating the axle between thumb and fore finger.

## OVERHAULING CONVENTION- AL BEARINGS

**1** Remove the freewheel from the hub using a long handled shifting spanner. Don't remove the right side cone assembly just slide the axle out in that direction after removing the left side set.



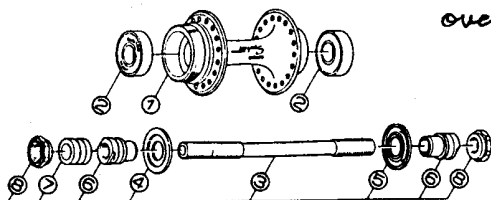
Place a SunTour Freewheel Remover so that the tool's prongs fit into the slots of the freewheel body. Reinstall the quick release lever and tighten just enough to keep the tool from disengaging from the freewheel. If the wheel is of the bolt-on type, use an axle nut in place of the quick release lever.

**2** Remove the bearings and the residual grease with a non metallic probe. Avoid removing the dust caps from the hubs as it is often difficult to replace these accurately. Wipe the inside of the bearing chamber clean with a rag wrapped around a finger or a thin wooden stick.

**3** Check the hub bearing surface for uneven wear. If there is pitting (small wear holes in the bearing surface) then the hub's life is limited and the best thing to do to put off the inevitable replacement is to regularly overhaul the hub and each time replace the ball bearings. Bad pitting on the bearing surface calls for hub replacement. (It is often best to replace the whole wheel unless the value of the rims justifies their retention.)

**4** Clean the cones, axle and balls and inspect for wear. Replace any ball bearings which are not shiny or are pitted. Cone replacement must be exact. If the existing type can not be matched a close substitute may not do.

*continued  
over....*



**Repec Cycles**



### YOUR 1988 SYDNEY TO THE 'GONG RIDE ENTRY FORM

Please post this form with payment to:  
The Sydney to the Gong Bicycle Ride PO Box K26 Haymarket NSW 2000

<b>Mail order entries close last post Monday 7 November. Phone (02) 264 8544 for details.</b>	<b>Ride fee</b> ADULT \$15.00 CONCESSION \$10.00*
First name: _____ Last name: _____ Address: _____ Postcode: _____ Previous Gong rides Please circle 82 83 84 85 86 87 Day phone no: (____) _____ Male or female M/F: ____ Birth date DD/MM/YY: ____/____/____	<b>Bike Lift \$4.00:</b> \$ Before or after the ride. Please circle your choice.  (Does not include rail fare).  <b>Lunch \$5.00</b> \$ Pick up at Red Cedar on the day  <b>Tee shirt \$15.00</b> \$ S, M, L, XL: Shirt orders close 7/11/88
Are you a member of a team? Team name: _____ Are you the team's contact: Y/N	<b>TOTAL enclosed</b> \$

Credit Card authorisation Bankcard ☐ Mastercard ☐ Visa ☐  
Cardholders name: \_\_\_\_\_ Expiry: \_\_\_\_/\_\_\_\_  
Card number: \_\_\_\_\_  
Cardholders signature: \_\_\_\_\_ Amount: \$  
List names of those in your group if you are paying for them with your credit card

I want to start raising funds for MS now. Please send me extra books of raffle tickets with my fundraisers kit.

#### Conditions

Cycling on public roads is a potentially hazardous activity. The Sydney to the Gong Ride expects all riders to observe the Highway Code and obey the directions of Police officers and ride marshals. As cycling is a strenuous activity all participants should be in a reasonable state of health. The ride organisers, the Multiple Sclerosis Society and ride sponsors can not be held responsible for loss or damage to personal effects, personal accident, injury or any public liability including bike damage during BikeLift operations. I have read and agree to the above conditions.

\_\_\_\_\_  
Signature of entrant if over 16 years  
\_\_\_\_\_  
Signature of parent or guardian if entrant is under 16 years.

Riders under 12 must be accompanied by an adult.

\* Concessions are available only to children (under 16), pensioners and groups of five or more. To claim your group discount you must submit your entry forms in the one envelope and pay using one cheque, money order or credit card. Please make all cheques payable to Freewheeling.

**D**Shane Sutton's house in Rowley Regis, part of the Black Country, is 865 feet above sea level. Due east there is nothing higher until the Ural Mountains in Russia and to the west nothing higher than the Abbey Hills, Worcestershire, so our training ride was to the west.

Shane had lived in England since 1964, having turned professional in Australia in 1960 for the Malvern Star Cycle Company. Track racing had played a big part in his career but he had also won the rough Sun Tour race in 1983. He is now riding for the Birmingham-based PMS Dawes team.

We made our way out of Sandwell through Frankley, turning right at the old police station, near a private house called the 'Nugie', leaving the bus-paths behind, we went beneath the M5 motorway and across Ernie's bridge at the disused and partly filled in L46 & CV19 joint railway line from British Leyland to Halesowen.

Free-wheeling down to the Bell, on the Stourbridge 10 mile trial course, where King Charles stopped for a quick punt on his way from the battle of Worcester in May 1651, we went straight across, through Beaughton, then past the Robin Hood at Dragon where the great Down used to stay when he came to Worcestershire.

"Oh!" said Shane. "The English Ned Kelly." Up and down the gears we rode through Chaddesley Corbett and the Talbot punt named after the type of Peter Corbett used in the late 19th century to get rid of the wolves in the area.

Weaving through a mass of Wagtail, Harlequin and busy Stourport, we crossed the bridge over the River Severn and turned immediately right past Arley Kings Church and into the Abbey Hills and one of the last strongholds of Christianity in the right against the Daneslaw over a thousand years ago.

We had covered about 25 miles. It would have been at this point in New South Wales that Shane would have turned round in the road and gone back home. The reason - there are only four rideable roads out of his home town of Moree and after 25 miles gets too hot. Training starts at 6am. Another reason is boredom. Here in England we could have come a dozen ways to the Abbey.

We rode out of the lanes for about a quarter of a mile on the Stourport-Great Whitley Road A451 then right into the lanes again. The hilly road has us really going through the gears on our way to Abbeyville village, which for such a small place has two churches, yet in pagan times it was associated with the Devil.

Here we stopped to look at the part derelict Norman Church now used as a chapel. Shane explained that no such churches exist in Australia as European history goes back only a couple of hundred years. In the church-yard was an oak tree planted to commemorate the wedding of Charles and Diana on July 28 1981.

On leaving the church we turned left then right up a steep climb that got steeper. My racing machine with bottom gear of 40.1 was not low enough for me so I walked. Shane just rode away from me. If I had looked at the map properly I would have noticed the double arrows indicating a bit climb.

From a marvellous view from the top, yet still 250 feet less than Shane's hill back in Rowley Regis, we went down the Abbey Hills. Below was Abbeyville Hall with its 16th floor clock tower built specially so that its owner could look down upon his neighbours. I was a school just after the second world war and pupils used to play hymns on Sundays with the bells. To the left was Moorbury Hill where the Welsh Methodist hymn 'Cwm Cidwr' was camped for the night with the future King Henry V below. When Owain avoek next morning the English had gone. So I thought if it was not worth protecting its not worth having to be home.

With both brakes on we descended down the other side to the A443 road to Tanbury. Here we went straight across on to the middle path of the Worcestershire Way, a track favoured by the West Midlands section of the Rough Start Fellowship. A couple of hundred yards along we stopped to look at about a hundred deer, some with beautiful electric fence. Deer were common in the area when Robin Hood was about but they are a rare sight.

Shane told me about kangaroos that had reached almost plague proportions in Australia. Continuing along the stony track through trees, we came out the other end by a pair of beautiful gates by the lodge on the Jack Clements memorial mountain trail course on the road to Stannard Bridge. On the descent Shane loosened the handlebars and sat up.

"This is England," he said. "What a view we had, the lush Teme Valley below us and in the distance the mountains of Wales. You don't get this where I come from."

Across the new Teme bridge. The river rises in the Clun Forest on the Welsh Border. We took a sharp left turn along the valley to see two large herons take off. This rolling lane was full of chaffinches, blackbirds, yellow hammers, the small wren, the odd jay and of course crows and magpies.

"Not much bird-life around Moree," said Shane. "There's the Australian Magpie, a rather nasty character that attacks cyclists and puts holes in your head. You always keep your pump in your hand above your head. You ask Malcolm Elliott."

The undulating road took us through a steep sided valley where, on the right, the Kidderminster CTC have a hangar and smash night out in the South Stone Rock caves, supposedly lived in by a witch in medieval times, who was eventually burned at the stake. There is no equivalent to the CTC in Australia.

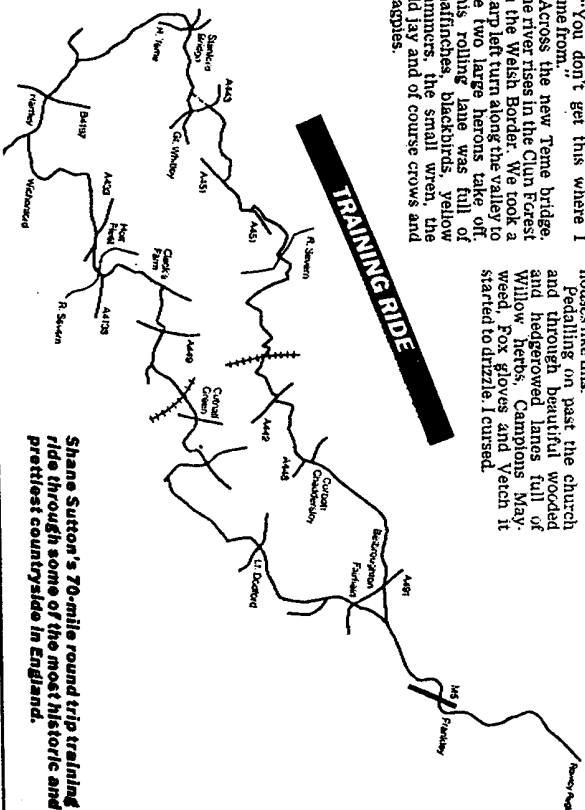
Past Shelsley Walsh (a shallow strip of water owned by a Welshman), Forge Mill Lane appeared on the left. It made us realise that even the peasant Teme Valley did not quite escape the Industrial Revolution. We free-wheelled down to Ham Bridge, (nothing to do with bacon but the site of a manor house many years ago.) Over the bridge we went on to our little chainpans and up the hill. A young rabbit skipped across the road.

"On look," I shouted. "Huh, rabbits. I've seen enough of them," said Shane. "We tried to get rid of them with mykamas but now we use them to make rabbit skin clothing."

Through Martley on the Speedwell mountain trial course we turned left for Widenford as Shane wanted to show me the Dovecote and Hall. The Dovecote, National Trust property, dates back to the 15th century. We put our tip in the box and scrambled inside. What a sight - 650 pigeon boxes. The lord of the manor was never short of a bit of meat for a pile during the winter months. While sitting outside the Dovecote eating a honey sandwich, a family of mallards came to visit us, they obviously never go short of a meal anytime of the year.

"The nearest thing to the hall we have in Aussie are the Col. many houses, but there are not too many of those," Shane told me. "You are so lucky to have houses like this."

Peddalling on past the church and through beautiful wooded and hedgerowed lanes full of Willow, herbs, Campons May-weed, Fox gloves and Veich it started to drizzle. I cursed.



Shane Sutton's 70-mile round trip training ride through some of the most historic and prettiest countryside in England.

"You shouldn't mean," replied Shane. "That's what makes England what it is, in parts of Australia it hasn't rained for eight years. The ground is just dust - no flowers, no birds."

"Well, you must get fed up with racing and training in the rain," I said. "It's better than Aussie and I'm a professional racing cyclist. That's my job and I get on with it."

After climbing up to Fockbury, a civil war battle area, more likely to have been a punch up between two punts than a full scale battle, we past the intriguing Alfrids Well and Dignum Lane through lanes just wide enough for two bicycles. Past Worms Ash, once a place where snakes and even dragons lived among the ash trees.

Over the top through sandstone we dropped down to the Clock House with its huge bell partially hidden by a tree. AE Housman, the poet of A Shropshire Lad fame lived here for a time.

Shane was staggered when I told him that the M42 orbital motorway would come straight through the house and its beautiful area with meadow full of rare orchids and many other wild flowers and a number of badgers' sets.

Now the Australian asked the questions. "Why are the English so intent on destroying their beautiful countryside just for the sake of a motorcar?" I couldn't answer the question.

Up the drag we rode to join the A491 Bromsgrove - Stourbridge Road. At Fairfield Island there was a vast increase in traffic and we took a far right for Bell Heath and the Halesowen road race-course. Right up to the climbs to the Manchester Inn and bottom gear for the gated road past Windmill Hill, we completed the full circle at Ernie's Bridge.

As we got back into Sandwell I secretly pushed my wheel in front of Shane's to take the 'sprint'. I had spent a marvellous 70 miles with a top international athlete who, if he had not come to Britain, would have finished racing and taken up marathon running. But in his own words: "I couldn't believe my luck when I saw the whole set-up of British cycling. Especially your English lads. I'm now, sure I'll always ride my bicycle."

"We don't have this sport back home," Shane said. "Through Elmbridge and on to the unclassified road from Driol, we rode to Little Durance. The old Salway was used by pack horses to transport salt north and east even before the Romans came. After about a mile of easy pedalling we turned right into Timberstone Lane once a Bar. Ten hill where the wood was cut. More corners to cross the Bromsgrove road, racecourse on the A491 for Little Dodford."

CYCLING WEEKLY, September 22, 1983

# GUARD YOUR HERITAGE - SUTTON

**5** Begin the reassembly process by smearing enough grease in both bearing chambers to hold the balls in place. After fitting the RH balls slide the axle through the hub. First make sure the cone is tightened on the axle. LH balls can then be placed into the bearing chamber to guide the balls into place. The LH cone assembly can then be refitted and tightened on the axle.

**6** Place the wheel back in the bike and test again for correct adjustment. Often the release hubs will affect cone adjustment and this final check will ensure the best results on the road. Avoid using too much grease as this will decrease sensitivity when testing for a 'just right' bearing adjustment or result in bad adjustment.

• The Right Hand Rule for right-hand threads works like this: Curl the fingers of your right hand around the imaginary extension of the wheel axle with your thumb pointing in the direction you want to move the locknut. If you want to loosen the thumb points out. Your fingers will then curl around the axle in the same direction you will need to turn the lock nut.

## HEADSET ADJUSTMENT

Like all types of bearings the headset must be adjusted so that the cups are not too loose (or the bearings will rattle or feel sloppy) and not too tight (the bearing should rotate freely without any grab).

Effective assembly/disassembly and adjustment of a headset requires specialist tools: a fork crown reamer to prepare a new fork crown for the crown race (SunTour headsets require a 27 mm reaming tool (Italian 26.4 version is also available); a crown race seating tool; headset lacing and installation tool; and a set of headset spanners.

Headset adjustment is best undertaken facing the bike with the front wheel clamped between the legs to prevent movement. One spanner holds the top (adjustable race) while the other spanner controls the lock nut. Use one spanner against another in a scissors-like movement.





**CENTENNIAL PARK  
USER SURVEY  
1984-1985**

**RECREATION  
OR -**

**SYDNEY  
CYCLING  
CLUB**



The Secretary  
Centennial Park Trust  
P O Box 280  
PADDINGTON NSW 2021

13 October 1988

Dear Sir,

**RE: CENTENNIAL PARK TRAFFIC MANAGEMENT STUDY**

Sydney Cycling Club is opposed to the basic thrust of the recommendations contained in this report which gives priority to traffic circulation and parking of motor vehicles within the park at the cost of existing facilities for cyclists, joggers, pedestrians and other recreational users of the park.

**WHO IS SYDNEY CYCLING CLUB**

We are a non profit organisation with approximately sixty (60) members. Centennial Park has been the focus of our activities since the club was formed over ten (10) years ago. Our members utilise the facilities of the park not only for cycling but also for walking, jogging and cross country ski training. Individual members use the park daily for training up to fifteen (15) hours per week, usually in the early mornings or late afternoons. Our membership covers a broad range from purely recreational through to racing with the majority being serious fitness orientated riders. We actively promote proper riding techniques and a responsible attitude to the rules of the road amongst all our members.

**TRAFFIC PROBLEMS OF THE PARK IN CONTEXT**

The study identifies "too many cars" and "speeding cars" as two of the top three problems in the park. However, it does not appear to address the former problem in that its recommendations are basically designed to facilitate the movement and parking of vehicles and therefore could be expected to result in an even greater number of vehicles using the park.

The problem with vehicles also varies significantly at different times of the week and between different users. For example, most of our members who ride regularly in the park throughout the week experience very few problems with vehicles. On the other hand however, it is clear at peak times when there are both more vehicles and more recreational riders in the park, the problems are greater.



**CENTENNIAL PARK  
USER SURVEY - SUMMARY  
1984-1985**

**Centennial Park  
Traffic Management Study  
Findings and Recommendations**

**CENTENNIAL PARK TRUST  
December 1985**



**EUGENE SMITH & HONE PTY LTD**

**CAR PARKING!**

In our view the implementation of the recommendations would not solve the problem at peak times because the sheer numbers of cyclists are such that they could not be accommodated on the proposed cyclepath. In addition, regular riders such as our members would be forced out of the park and onto public streets as the cyclepath would be unsuitable for regular riding, thereby increasing the risk of serious accidents. A simple alternative would be for the existing cycleway to be widened and more effectively policed at peak times.

#### PRIORITIES FOR USE OF THE PARK

As this study says, its purpose was directed to identifying and resolving the traffic and parking problems within the park and accommodating future needs. In doing so these matters were inevitably given priority over other uses of the park.

However, in our view the main use of the park and the one that should be given priority over all others is recreational use. This is a magnificent area and its facilities should be protected and enhanced for recreational use by future generations. It is also the only recreational area of its type in the inner metropolitan area.

The study may well achieve its objectives in terms of traffic management, but it does so at a cost to the recreational users of the park both present and future. The recommendations set out in the study are in our view out of place in the context of Centennial Park. The policy of the park should be one of giving priority to recreational use and that inevitably means restricting rather than enhancing vehicle access to the park.

#### PARTICULAR PROBLEMS ARISING FROM THE STUDY

The existing cycleway and footpath around the Grand Parade in our experience serve both cyclists and pedestrians well and, apart from some fine tuning such as widening the cycleway, they should be retained in their present form. The wholesale scrapping of these wonderful facilities as proposed in the study would severely disadvantage existing users. In our view, no serious attempt is made in the study to justify these changes on the grounds that they will benefit cyclists or pedestrians. Rather, the changes seem to be motivated solely by the need to accommodate the proposals set out in the report with respect to traffic and parking.

Particular problems with respect to the proposals are as follows:-

1. In our experience the proposed cyclepath is unsuitable and unsafe due to its narrow width, uneven surface, sticks, glass and other debris which would accumulate, unsafe road crossings, obscured vision due to the proximity of the tree line and inevitable conflicts with pedestrians and dogs.

2. There is also a question as to whether the proximity of the trees will allow for the proposed widening of the cyclepath without damage to their roots.
3. The existing facilities are also used by wheelchair athletes who have no where else to train and there must be a serious question as to whether the proposed cyclepath is suitable or safe for their use.
4. The proposed footpath is unsuitable due to its narrow width and close proximity to the roadway. This will be exacerbated if barriers are erected to stop encroachment by vehicles. There is also a question as to whether there is room to extend the existing carriage way without damaging the trees. In our view a footpath hemmed in between trees and parked cars would be most unattractive to pedestrians and they would inevitably revert to the old footpath.
5. It would seem clear from figure three of the report that due to the staggered parking bays there will in fact be less parking around the Grand Parade than at present. This will throw more pressure onto other areas less suitable for parking.
6. The concept of car parking areas within the central area of the park is of great concern, particularly when they are to be linked with commercial operations within the park, as in the case of the recently opened kiosk.

#### CONCLUSION

The existing facilities for cycling and pedestrians in Centennial Park are without equal anywhere in the inner metropolitan area. It would be a serious blow to a large number of people who have been regular users and supporters of the park over a long period of time if they were taken away. In so far as this report would mean the destruction of these great facilities we urge you to reject it entirely.

Yours faithfully,



SYDNEY CYCLING CLUB.  
P O Box 547  
PADDINGTON NSW 2021

Name	Address	Phone
Beauchamp, John	41 Byron St Coogee 2034	665-4255
Beavis, Don (Life)	* 4 Clarke St Annandale 2038	569-8274
Black, Russell	** 154 Carrington Rd Randwick 2031	399-9578
Bonwick, Mark	** 2/44 McDougall St. Kirribilli 2061	92-4401
Bookes, Tony	** 1 Upper Cliff St Northbridge 2063	958-5250
Briggs, Juel	** 126 Middle Harbour Rd Lindfield 2070	<del>46-3270</del> 5500952
Brown, Peter	57 Alexandra St Drumoyne 2047	81-1919
Browne, Jack	42 Read Street Waverley 2024	387-3412
Carter, Desma	19 Cook St Woollooware 2230	523-6157
Carter, Perc	** 19 Cook St Woollooware 2230	523-6157
Clements, Bill	21 Underwood St Paddington 2021	331-6710
Cimino, Ralph	104 Clarence St Sydney 2000	29-4962
Darling, Ruth	** 10 Hollywood Cres Willoughby 2068	958-2198
Doldissen, Andy	17 Clements St Five Dock 2046	713-4459
Downie, Andrew	22 Cameron Ave Artarmon 2064	419-2433
Eaton, Kerrie-Ann	7/52 Cowper St Randwick 2032	399-6935
Evatt, Michaela	** 18 Dempsey St N. Ryde 2133	
Frost, Douglas	76 The Comenarra Pkwy Turrumurra 2074	449-4179
Greig, Robert	** 4 Holt St Stanmore 2048	569-1736
Greig, Janeen	* 4 Holt St Stanmore 2048	569-1736
Griffith, Michael	** 48 Parkham St Surry Hills 2010	699-9681
Hamrozi, Tony	46 Bondock St Randwick 2031	399-9134
Hanley, Martin	19/339 Edgecliff Rd Edgecliff 2027	328-7159
Harold, Peter	36 Bower St Manly 2095	898-6200
Hood, Ian	16A Robinson St Croydon 2132	745-3858
James, Anton	* 32 Dalmeny Rd Northbridge 2063	958-1554
Kamahl, Micahel	82 Oxford St Paddington 2021	331-2671
Karlikoff, Harry	3/14 Edward St Bondi 2026	30-4088
Kesting, Clay	5/6 Prince St Randwick 2031	399-5519
Lamb, Bruce	** 22 Salisbury Rd Willoughby 2068	958-3657
Lobban, Marjorie	* 77 Young St Redfern 2016	699-5081
Lowe, Owen	32 Campbell St Abbotsford 2046	712-1907
Lumb, Alan	** 27 Albion St Waverley 2024	389-7695
Maestri, Robert	49 Middle Head Rd Mosman 2088	969-2402
Marcus, Helen	7/44 Marine Pde Maroubra 2035	349-5525
Marlow, Matthew	48/50 Willis St Kingsford 2032	399-6423
McNulty, Louise	59 O'Brien St Bondi 2026	30-5221
McQuarrie, Brian	** 4A Rhodes Ave Naremburn 2065	439-4996
Milner, Frank	8 Rockley St Castlecrag 2068	958-6533
Milner, Hugh	** 12 Godfrey St Artarmon 2064	419-5968
Montesin, Ovidio	92 Perry St Matraville 2036	661-4305
Montesin, Paul	** 38 Australia Ave Matraville 2036	661-1394
Newell, Brian	188 Ewos Pde Cronulla 2230	523-1152
O'Toole, Daniel	** 81 Bunnerong Rd Kingsford 2032	344-5130
O'Toole, Michael	** 81 Bunnerong Rd Kingsford 2032	344-5130
O'Toole, Roy	** 81 Bunnerong Rd Kingsford 2032	344-5130
Page, Jeff	18/1 Ramu Pl Sylvania Waters 2224	522-6867
Pedersen, Rosanna	7/52 Cowper St Randwick 2032	399-6935
Peerenboom, Rosemarie	Noll Parallelweg 9, 6931 Er Westervoort The Netherlands	
Revell, Alan	** 56 Wallaroy Rd Woollahra 2025	327-5037
Rolli, Walter	* 34 Earl St Randwick 2031	399-9991
Sibilia, Bruno	259 Birrel St Bondi 2026	389-3144
Sigsby, Don	** 77 Young St Redfern 2016	699-5081
Smith, Alan	** 11A Rowley St Brighton le Sands 2216	59-2455
Smith, Peter	** 67 Glenmore Rd Paddington 2021	33-5457
Turner, Mark	3 New Jersey Rd Five Dock 2046	713-2240
Turner, Steve	35 Holmwood St Newtown 2042	519-2871
Vote, Bruce	** 7 Beulah St Kingsford 2032	344-8156
White, Spencer	<b>UNIT 10 21 BURLINGTON RD HOMEBUSH</b>	
White, Steve	** 2 John St Glebe 2039	660-3637
Wilhelm, Tom	7/164 Queen St Woollahra 2025	
<b>Probationary Members:</b>		
Bullock, David	15 Kessell Ave Homebush 2140	76-6729
Clarkson, Gregory	92 Wentworth St Randwick 2031	398-7528
Garratt, Jason	104 Carrington Rd Waverley 2024	387-5502
Murray, Francis Prichard	58 Beach Rd Bondi 2026	300-9805

\*\*/\* = N.S.W. Cycling Federation affiliation (racing/non-comp)

Members are reminded that their annual subscriptions fall due at the Annual General Meeting, and must be paid by the December meeting (Club Dinner) if they are to remain financial members...

Did you book for the HALLOWEEN TOUR to  
Sofala ???

# BICENTENNIAL SYDNEY CYCLING CLUB TIME TRIAL SERIES

## Heat 5 (15 October)

M Bonwick	11:41.22	P Harold	12:34.70
S White	11:56.49	F Milner	12:47.02
R Cimino	11:22.60	W Rolli	13:07.98
Robert?	12:22.77	Spencer White	13:26.69
M Evatt	12:23.26	L McNulty	13:36.55
B Clements	12:24.371	M Turner	13:56.53
J Page	12:26.8	O Lowe	14:25.37
C White	12:27.94	P Smith	14:28.14
R Darling	12:34.03	M Marlow	14:28.53
Dean?	12:34.67		

## Heat 4 (1 October)

S White	15:51	R Maestri	17:14
J Page	16:26	A Lumb	17:25
R Cimino	16:27	F Milner	17:26
M Evatt	16:54	Chris?	17:46
B Clements	17:04	David?	17:54
R Darling	17:11	R Greig	18:02
C Kesting	17:13	L McNulty	18:43
Greg?	17:13	M Marlow	19:57

## Club TT Championships

19 November 1988  
7:00AM sharp

Centennial Park Kiosk

All competitors must ride  
on conventional road,  
bikes with spoked wheels.

## AN EXERCISE IN TRUTH SEEKING

**MYTH:** No pain, no gain.

**FACT:** You don't have to hurt to be fit. Moderate exercise improves the working of the lungs and heart, may reduce the risk of premature death—and is relatively pain-free. In fact, if you feel pain, not just discomfort, you should slow down or stop lest you injure yourself.

**MYTH:** I need to exercise for 45 minutes or more to do any good.

**FACT:** Breaking a sweat for 20 to 30 minutes three or four times a week is enough to reap major health benefits. More than this will make you fitter—but not necessarily healthier. And finding an hour for exercise is impractical for many people and unnecessary for most.

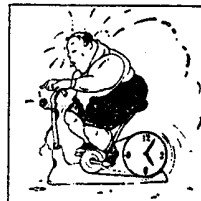
**MYTH:** I can get in shape exercising 10 to 15 minutes once or twice a week.

**FACT:** That's not much better than nothing. But new studies do show that 15 minutes or so three to four days a week does do some good, especially for previously sedentary people.

**MYTH:** If I stop exercising for a short time, I'll lose everything and have to start over again.

**FACT:** Maintaining fitness is easier than getting fit in the first place. Once you have achieved a level of fitness, even taking a week off to rest a minor injury

won't put you on square one. A longer layoff will make a difference, so if an injury stops you from working out normally, try switching to another activity. Swimming, for example, is a good way to stay in shape while resting a sore knee.

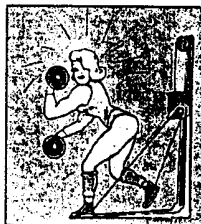


**MYTH:** Developing large muscles will hamper my flexibility.

**FACT:** Not true—but they won't help it. Stretching exercises, a good part of any fitness program, will.

**MYTH:** Women who lift weights get big muscles.

**FACT:** Women can increase strength and endurance without building bulky muscles, because they have far less testosterone—a hormone necessary for building muscles—than men do. For women to develop larger muscles through weight lifting requires an intensive training program.



**MYTH:** Exercising will make me eat more.

**FACT:** Your appetite may increase in response to

an intense, vigorous exercise program, but a moderate one won't have much effect. And exercising just before you eat will make you less hungry. Raising your body temperature through exercise tends to lower your appetite, because the brain's control centers for thermoregulation and appetite lie close to each other.

HOW ABOUT A SYDNEY C.C. TEAM  
FOR THE 'GONG RIDE ???

Why not join this fun event, in lieu of our normal Sunday ride? There are special 'team' prizes, and the whole of the event is in support of a very worthy organisation - the MS (Multiple Sclerosis Society) of NSW. Entry application overleaf...

## CALENDAR OF EVENTS

October 16/29 Commonwealth Bank Cycle Classic  
29/30 Halloween Tour - Sofala Weekend

November 1 Annual General Meeting - Bronte SLC  
5 Club Time Trial  
5 N.S.W. Cycling Federation Dinner  
10 Fisher's Ghost Criterium (CF)  
19 CLUB TIME TRIAL CHAMPIONSHIPS  
20 Sydney to the GONG Ride  
24 Club Annual Dinner - Pailin Restaurant \*

December 11 Club Picnic and Time Trial / Hill Climb?

