

the Sydney Cyclist



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

SEPTEMBER 1984

MONTESIN 10 - CHAPMAN 1

Well the 1985 edition of the Goulburn to Liverpool Classic is now history, and Sydney riders are once again in the history books. Paul Montesin rode well with the 30 minute bunch to take out tenth (10th) place. (this to add to a previous 6th placing! Alan Revell will no longer be able to say that 'it's no skin off my back', after a fall just before the turn at Exeter into the new route for the race. We hear that he is up and around, but a bit stiff. Caroline Chapman was the first, and only woman to complete the event this year. Obviously all that training offered by Randwick - Botany proved to be of assistance. Speaking of R-B, Raoul Westbrook managed to take out 4th place; which bettered their best place from '83 by Stan La Vin (6th). The route was rather challenging and truly sorted the men from the boys. Hopefully, this route will be used in the future as it provides a true road event. A little closer look at the handicaps should make the event a very fair and challenging event. David Collins won the event in a time of about 5 hours 35 minutes, David is known to many Club riders and is claimed to be sponsored by Woolly's Wheels. Congratulations to all those who competed.

- MEETINGS -

The past two months have been rather low-key in regards to club activities. The meetings have been rather pleasant dinners. In August, members met at Azar's Restaurant for a pleasant, but rather cramped Lebanese meal. We managed to pack 30 members and guests into a rather compact dining room, but all really enjoyed the meal and talk. In September, there was a meal at QUACK'S RESTAURANT in the Royal Hotel at Randwick. Once again, several members fronted for a most pleasant meal and discussion.

TOUR ORGANIZERS REPORT - See page 3

Why Wear a Helmet?

most common injuries to cyclists are to the arms and legs. But the most serious, life-threatening injuries are to the head. A study showed that 84% of cyclists killed in NSW had severe injuries to the head. (F.A.R.U. 1980.)

The Road Safety and Traffic Authority (ROSTA), in Victoria, claims that 75% of all cyclist deaths are directly due to head injuries.

A South Australian study, published this year, indicates that deaths from head injuries could be reduced by 80% if cyclists wore helmets.

The main function of a helmet is to prevent head injuries. Wear a helmet for a while and you soon realise that it helps you every time you ride. When you wear a helmet it signals to others that you are a competent and law observing road user. I believe that the majority of motorists will better respect your right to be on the road.

A helmet helps you to be seen. The white or yellow helmet, bobbing about above car roof level, alerts the approaching motorist to your presence. The addition of a helmet certainly enhances the visibility, from the front and from the rear, of the cyclist. When the motorist's usual excuse is, "I didn't see him", following a collision with a cyclist, it makes sense to make yourself more conspicuous.

Police Enforcing Law on Cyclists

Following concern over the growing number of cyclist casualties the Police Department has announced a State-wide, three month trial enforcement program beginning from July 1.

This means that Police will no longer turn a blind eye to cyclists, young and old, who break the law.

According to a Police Department spokesman, all traffic police, and particularly the Highway Patrol, will be watching for cyclist law breakers. Two major areas of concern are cyclists riding on busy shopping centre footpaths and riding at night without lights. These actions generate the most complaints to the police.

Police officers will use their discretion in enforcing rules and will take circumstances into account, dealing with each offence "on its merits". A simple caution may be given or, for a more serious offence, a report made. The Traffic Adjudication Section can then decide to send out an infringement notice by mail or a summons.

BINSW has campaigned for law enforcement for some time, to save irresponsible cyclists from themselves. There can be no-one who supports the commonly seen practices of riding on the wrong side of the roadway, disobeying Stop signs and traffic signals and riding at night without lights.

However, BINSW is keen to see the law enforced in a fair and sensible manner. It is almost inevitable that there will be cases where cyclists feel they are being unfairly dealt with. Therefore we advise all members to become well acquainted with the law.

What to Do If You Are Pulled Over

It is important to remain calm at all times, and to keep an accurate record of what has taken place and what has been said. It helps to have a witness, though this is often impossible for the lone cyclist.

Listen carefully to what the police officer has to say. Find out exactly what you are considered to have done wrong. Give your point of view, without emotion. Remember, the police will not be persuaded by rudeness or abuse. Save your breath for court. Take any Traffic Infringement Notice, or Bicycle Offence Report, that you are given.

Examine it carefully, and make sure you understand what it says before you leave the scene. Find out the policeman's name and station.

If you feel badly done by, you may wish to take the matter further. The first step is writing a letter to the Police Commissioner, setting out your case. You may need to go to court, where you will have to be well prepared. Take photos of the scene if it would help. Be very clear about the sequence of events. Have sound reasons for your actions. Point to your experience as a safe cyclist. Present yourself as a reasonable, law-abiding person.

Cyclists and the Law

Bicycles are vehicles under the law, and are therefore entitled to use the roads. As vehicles, they may not be used on footpaths.

Cyclists must keep as far to the left of the roadway "as practicable". Interpreting these two words is a matter of commonsense. Cyclists have a right to use a whole lane, as vehicles, but few of us would claim this right all the time. Nor can cyclists be expected to ride in or close to the gutter. Drainage grates, road debris and broken road surfaces require the cyclist to ride about a metre out from the kerb and parallel to it.

Motorists who draw up behind a travelling cyclist, and who wish to pass, must make sure they can do so safely, taking the normal precautions for overtaking any slower vehicle. The motorist must signal as he pulls out to overtake.

Cyclists are legally entitled to ride two abreast, up to 2.5 metres from the kerb. (Passing parked cars must be done in single file.) Exercising this right under some circumstances might be seen by some motorists as unreasonable - for example, in fast, heavy traffic. However, some cyclists find that riding two abreast makes good sense; it lawfully occupies the entire left lane, requiring motorists to change lanes when overtaking. This eliminates the problem of the motorists who squeeze past the lone cyclist, who is forced into the gutter.

Remember that helmet wearing, and observing the road rules, signals to the motorists that the cyclist is a serious and competent road user who will act predictably. This reduces the motorist's fear and stress of sharing the road with a group who can be young and sometimes erratic.

The program for 1984 club rides was sent to all members early in the year. The first ride was the Tour of the Southern Highlands over the Easter weekend. Five members participated.

The second tour proposed was the Bathurst weekend on May 19th and 20th. Details of this weekend were sent to all members with the newsletter but the response was poor and the weekend was postponed.

The third ride was the club's traditional Kangaroo Valley weekend on June 2nd and 3rd, and was a successful tour with eleven members participating.

On June 24 a one day ride from Penrith to Sydney via Thirlmere, Picton, Appin. and Sublime point was well attended and with eight riders making it a great social ride.

A Lower North Coast ride proposed for the long weekend of September 29, 30th, October 1st and designed for the touring cyclist with panniers tents and cooking equipment has not drawn sufficient response so far to warrant the organisation needed. Any touring members should contact me quickly if they would like a club tour organised over that long weekend.

Nineteen bookings have already been made for the Bundanoon weekend on November 3 and 4. The proposal for those riding is to depart Penrith at 8.30am on Saturday November 3rd. Morning Tea at Thirlmere and lunch at noon at Mittagong. There are several trains that will get you to Penrith by 8.30am but the one recommended leaves the country platform at 7.30am. Those wishing a shorter ride could join the group at Mittagong at noon. Those not wishing to ride down should join the group for drinks at Bundanoon anytime from 2.00pm. The ride back will be to Sydney, Liverpool or Campbelltown depending a traffic conditions and inclination. There are still problems with getting bikes on trains on Sunday at Wollongong but if this does not apply by November 4th we shall ride to Wollongong because it is such a beautiful ride.

A touring cyclists ride is scheduled for November 24 and 25. Riders will have to carry sleeping bags, towel and toilet necessities, a change of clothes and food for an evening meal and breakfast. The proposal is to train to Mona Vale, ride down the hill to Kangaroo Valley, lunch there, walk or ride up Mount Beaumont and Cambewarra Mountain, take the long downhill to Bombaderry and follow the Shoalhaven River out to the Northern beaches of Shoalhaven Heads. Overnight will be in on-site caravans and next day a ride to Wollongong for the train - back to Sydney. This is a trip for novice riders as well as experienced cyclists who appreciate an easy dawdle through some beautiful country. You can bring any of your family or friends who would like an introduction to bicycle touring.

Please let me know almost right away if you want to participate.

Further Rides

As I hear it, there has been complete silence from the membership this year about what sort of tours or long rides would be appreciated. I have been ringing members until I feel like some sort of salesman. What I would like to hear and what any club official likes to hear is some response from members even if it is negative.

The Two-Step Program to Better Sit-Ups

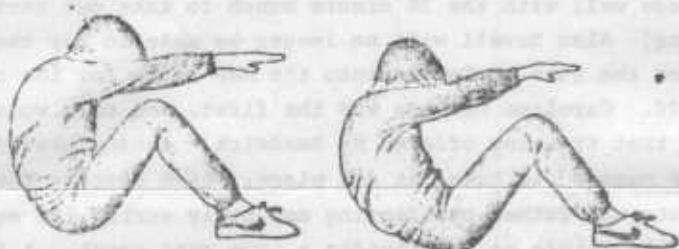
IF YOUR FEET FLY INTO THE AIR when you try to sit up without anchoring your feet, you have to retrain your muscles, says a San Francisco-based physical therapist, Marilyn Miller.

Feet-anchored sit-ups use your hip muscles; you should be using your abdominal muscles instead. The curl-back exercise below is one way to begin retraining your abdominals.

Learning the Curl-Back

1. Sit on the floor with your knees bent and your back rounded, with your arms stretched out in front of you.

As you pull your navel (or lower abdomen) back and up toward your spine, bend your head forward, and (you guessed it) contemplate your navel.



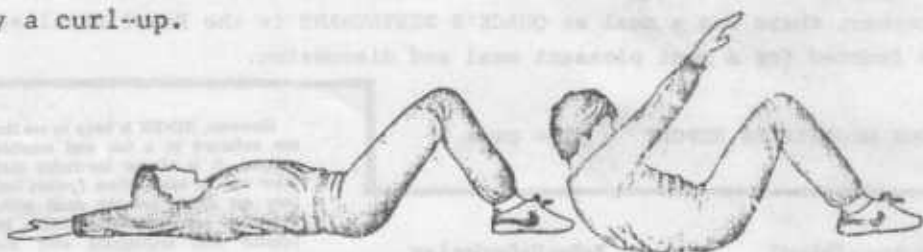
2. Slowly curl back toward the floor, keeping your trunk curled and looking at your navel. (The trick here is to keep your attention on your abdominal muscles.) Breathe out as you curl back, since this helps you to further contract your abdominals. When you reach the floor, stretch your arms out behind you, unbend your head, and take a deep breath.

The object of this exercise is to curl back as slowly as possible while your heels remain in contact with the floor. Once you can do the curl-back evenly in a smooth and continuous motion that lasts at least five seconds, you're ready to try a curl-up.

The Curl-up

1. Do the reverse of the curl-back.

Lie flat on the floor with your knees bent and your arms stretched out on the floor above your head.



2. Then stretch your arms up above your head and forward. Suck in your abdominals, breathe out, and smoothly curl yourself up into a sitting position. Keep your back rounded and your head down and focused on your navel.

If you can't do this at first without your feet flying up, try placing your feet over the anchor bar to give yourself a little support.

This variation will exercise your hamstring and gluteal (buttocks) muscles, but your abdominals will still do the work of sitting up instead of the iliopsoas (hip muscles), says Miller.

If you're into slantboard sit-ups with your feet anchored, securing your feet over the anchor bar is a good way to continue performing them, says Miller. Once you can do the curl-up without your feet coming off the floor, you can perform both exercises in one continuous sequence. Remember to breathe out as you curl back, then take a breathe, and breathe out again as you curl up. As it becomes easier to sit up, you can place your hands across your chest to make the exercise more difficult.

BICYCLE MUSEUM

VISITING CANBERRA?
SEE THE MUSEUM OF UNUSUAL BICYCLES
ADMISSION FREE

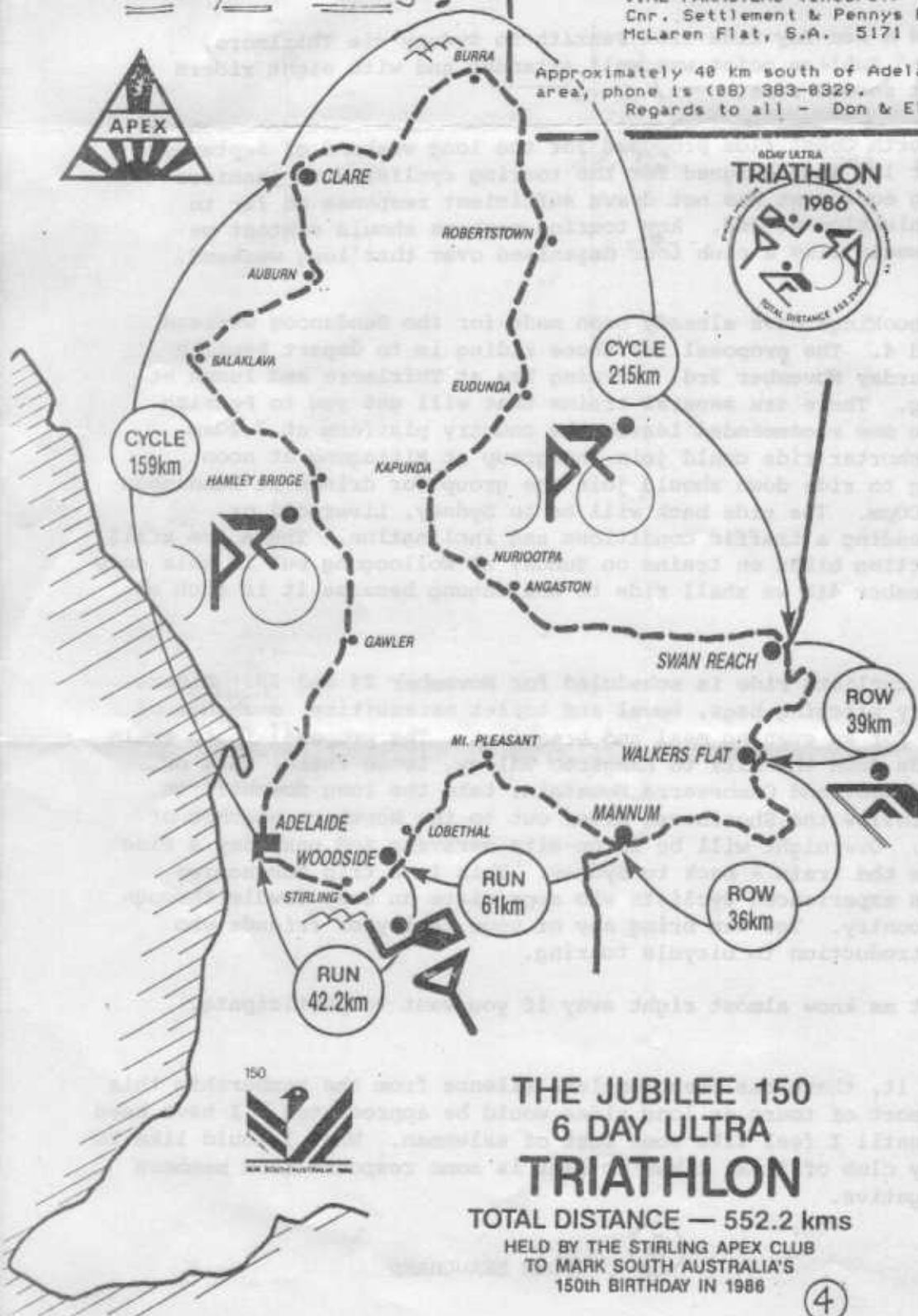
Open 7 days a week, 9.30am to 7pm
Over 60 old and unusual bikes on display

MEMBERS, GUESTS AND INTERSTATE VISITORS WELCOME
Have your photo taken on a penny farthing
—with your own camera

Children welcome but must be accompanied by an adult.
Children must leave the Club by 8pm.

Museum located at the Canberra Tradesmen's Club
2 Badham St, Dickson, A.C.T. (062) 48 0999

Start your training!



THE JUBILEE 150 6 DAY ULTRA TRIATHLON

TOTAL DISTANCE — 552.2 kms

HELD BY THE STIRLING APEX CLUB
TO MARK SOUTH AUSTRALIA'S
150th BIRTHDAY IN 1986

BEAVIS DESIGNS

CONSULTANT INTERIOR & GRAPHIC DESIGNERS

Dear Don, and all the crowd (peleton)

We are now settled in Settlement Road at the vineyard. All is fine and cycling looks good here with a road course very close to our place. I'll have no excuse now for not riding as we have immaculate roads with light traffic — and talking of light I have purchased a VITUS alloy frame to drool over or perhaps to hang on the wall!

All members are very welcome if they come this way, we can show riders where to improve their pedal power by stamping on the grapes... Our address is:

VINE FARMSTEAD (enclave!)
Cnr. Settlement & Pennys Rds.
McLaren Flat, S.A. 5171

Approximately 48 km south of Adelaide in the Wine Coast area, phone is (08) 383-8329.

Regards to all — Don & Eleanore



COMMONWEALTH
BANK CYCLE
CLASSIC



Sunday September 30—Sunday Oct 7, distance 1200km
You may not be able to take part in this race from Brisbane to Sydney but at least you can watch it. The third running of the Cycle Classic will receive vast media coverage. Residents of towns all down the northern NSW coast will be able to watch each stage from the side of the road. Almost fifty international racing cyclists, including the biggest names from Australia will be competing.
Details from the Amateur Cyclists' Union 241 187



"I'm fighting drunk, pal. Know what that means? My eyes won't focus, my co-ordination is shot, and I may fall down at any moment. So watch it."

Foods for the Summer Exerciser

HERE ARE SOME FOODS rich in the vitamins and minerals that exercisers need most:

Vitamin B complex: Beef liver, chicken liver, lean beef, white meat chicken, salmon, navy beans and Swiss cheese.
Vitamin C: Oranges, green peppers, broccoli, brussels sprouts and cantaloupe.
Iron: Beef liver, ground beef, lima beans, sunflower seeds, prunes and dried apricots.
Magnesium: Almonds, tofu, kidney beans, shredded wheat and bananas.
Potassium: Potatoes, avocados, raisins, bananas, sardines and salmon.
Selenium: Seafood, whole-grain products, kidneys and liver.



National Heart Foundation

Cyclethon

Sunday October 7, distance 20km.

A virtual classic among cyclethons, the NHF event is celebrating its ninth running this year. The ride raises money for the Heart Foundation through sponsorships and entry fees. The course takes riders from Centennial Park to La Perouse and back. You can start and finish at any checkpoint.

Entry forms will be available from newsagents, John Fairfax Reader Services and the NHF. Entries close on September 28. More information from Patricia Baker 211 6188.

...THE WAY WE SEE IT, THE MONEY-COMB CARBON FIBRE DISC REAR WHEEL ELIMINATES THE EGG-BEATER EFFECT, THE HELIUM-FILLED TYRES REDUCES THEIR ROTATING MASS, THE LYCRA FABRIC UNIFORM PLUS HELMET PROVIDES OPTIMUM AERO-DYNAMIC EFFICIENCY... AND THESE PROVIDE A LITTLE EXTRA...



Sunday Morning

Some weeks ago the regular (warm, dry weather permitting) 8:30 AM Sunday La Perouse express departed a few minutes late from Centennial Park (waiting for other cyclists who never turned up). Enjoying the early morning air, except for the occasional whiff of diesel fumes from overtaken buses, the group quickly arrived at the placid, polluted shore of La Pa.

Upon parking their trusty peccadillos, the group was accosted by a friendly, booming voice:

"Hi there!" - strong American overtones were detected.

"Mornin'" - replied the group.

Jack Brown, one of the more eloquent members of the group, was soon cementing friendly relations with our big cousins.

"Have you cycled far?"

"Rather! We are training for L.A. and this is our first 100 km before breakfast!"

Some doubts began to be detected on the friendly faces, due to perhaps the large and natural expanse of gray hair and wrinkled skins (no doubt thinking that their American cyclists had little to fear at the Olympics if that was the best O2 could provide - the innocent lambs).

"We come from Utah and we are here on business and vacation."

"When he does his business, I spend his dollars," said the wife.

Quick as a flash, Jack replied:

"You must be the original G.I. girl! ---"

Startled faces all around....

"GI like this, GI like that", concluded Jack.

Soon the pair began to edge toward the shoreline, no doubt thinking that if need be, they can always swim for it. Last seen the friendly visitors were heading for Bare Island, studiously avoiding further contact with other "natives". It was time for the group to depart as well, for a warm cuppa and friendly chat back at the kiosk.

Tony Hamrozi

Is this a record?

On Friday Sorrell Wilby, 23, of Carlingford, became the first woman in the world to climb Japan's sacred mountain, Mt Fuji, with a bicycle on her back. Although many Japanese men have taken their bicycles up Mt Fuji, Ms Wilby was told by local officials at Fuji Yoshida that not only was she the first foreigner to climb Mt Fuji with a bicycle but also the first woman. She left Sydney last December on a two-year bicycling trip around Asia. At that time she sought sponsorship from the State Government and corporate enterprises but to no avail. "I had faith in myself, even if no one else did," she said yesterday. Her trip so far has taken her through South Korea and Japan. She has clocked up 11,000 kilometres and said: "I've sort of become reasonably fit". Next she pedals to China, and from there through Thailand, Malaysia, Indonesia, India and Nepal.

NSW police are now paying attention to erratic riding by cyclists instead of turning a blind eye. Although they are not yet using the Bicycle Infringement Notice which proved so successful in Geelong and Newcastle, they are reporting infringements of regulations by cyclists as part of a program to improve the riding of all cyclists.

You have been warned!

Trying to Take the Work Out of Bicycling

The bicycle, one of society's most universal means of transportation, has survived decades of technological achievement almost unchanged, and until recently few people gave any thought to the idea that there might be a better way. But now, inventors and designers are beginning to challenge the basic architecture of the modern bicycle and are turning out models and accessories that are anything but ordinary.

The newfangled bikes may look different, but they were created with an eye toward performance, not esthetics. All of them aim to increase speed, efficiency and comfort. The companies producing such bikes say that their biggest challenge isn't complicated technology but overcoming the skepticism of the public, which has grown so accustomed to traditional models that it resists change.

Relaxing on 'Recumbents'

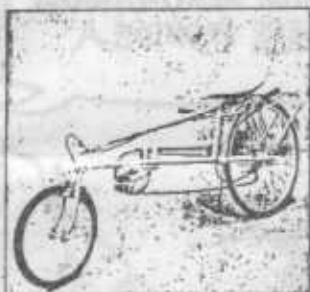
Probably the most striking of the new bikes are the so-called recumbents, on which riders sit back and pedal with their feet extended in front of them. The basic design is perhaps a century old, but it has been brought back to life in recent years by several small companies in Europe and the United States. The makers of recumbents say their products have several advantages over standard bikes. Because the rider is lower to the ground and leans back, wind resistance is said to be lessened by as much as 20 percent. And the high-back seat gives riders more leverage to work the pedals. The combination should make the recumbents easier to ride, especially over long distances and up hills.

The Dutch-made Roulant is perhaps the first recumbent bike to be mass-produced and sold at a price close to that of some 10-speeds. The rider sits on a molded fiber-glass seat near the top of the 28-inch rear wheel. From there, the frame slopes down to a front wheel that measures just 16 inches. The handlebars that steer the bike and contain the hand brakes and gear-shifting control are under the seat, about where the arms hang naturally. Over all, the 32-pound Roulant is about the same length as a regular bike, although it appears to be much longer. Except for the steel frame, handlebars and seat, the Roulant is made of off-the-shelf bicycle parts, which helps to keep down the cost. The Roulant six-speed model sells for between \$300 and \$400; the 12-speed version costs about \$50 more.

Despite some of the advantages that recumbents have over other bicycles, so far no major bike manufacturer is producing them. America's Schwinn Bicycle Co. doubts the public will accept the design. However, the Murray Ohio Manufacturing Co. of Brentwood, Tenn., has developed a prototype that it plans to show to retailers and that it believes could sell for about \$300.



The 'Flying Saucer': Easier pedaling



Dutch Roulant: Less wind resistance

Reducing Wasted Energy

A major goal of bicycle designers has been to reduce the amount of wasted effort involved in pedaling. The circular motion on traditional bikes inefficiently produces the torque needed to propel a bike, since much of the movement is along the horizontal plane, where minimal force can be exerted on the pedals. Recently, companies in Australia and the United States have come up with very different solutions to the problem.

Bicycle designer Peter Bartolin of Sydney has invented a curious-looking bike he calls the Flying Saucer. The bike makes use of lever-type pedals that move up and down in an elliptical motion, and which connect to a sprocket mounted above the rear wheel. Bartolin says the setup generates 50 percent more torque

with the same amount of effort. He is looking for a manufacturer for his bike, which he says could sell for between \$200 and \$300.

Hondaille Industries of Fort Worth, Texas, produces an attachment called the Powercam that gets more sustained power from the circular pedaling motion. The device makes it easier to pedal on the downstroke but more difficult at the top and bottom. The result is a slower, more efficient pedaling speed. The mechanism is expensive, however: about \$200.

Automatic Gear Shifters

Bike manufacturers have found that many people won't buy 10-speeds because it is too difficult to shift the gears. Now, two small American firms are producing devices that attach to most bikes to make shifting gears much easier.

The Air Shifter, made by Leisure Cycle Technology of Fairfield, N.J., uses pneumatic pressure to manipulate the derailleur that controls the gears. The device attached to the rear of the bike and is connected to a control unit that can be mounted on the handlebars. With the control unit, the rider can direct the device to shift to a higher or lower gear. The unit also can be set to shift the bicycle's gears automatically, much like the automatic transmission on an automobile. The Air Shifter sells for about \$60.

A more elaborate answer to the gear-shifting problem comes from the Excel Group of Franklin Park, Ill., which manufactures the Cambiogear. This mechanism replaces the cluster gears, derailleurs and crank arms that connect to the pedals. The Cambiogear works something like an automobile clutch, disengaging the gears as the push of a lever. The rider then can shift gears by moving the pedals forward or backward. The device also allows the rider to downshift to first while standing still. The basic Cambiogear kit sells for about \$100.

WILLIAM BURGER with CYNTHIA CATTERSON and JULITH JEDAMUS



Green Valley
Cycle Touring Club

Sunday December 2, distance 50 - 200km.

The ninth running of the annual Twin Century promises to be the biggest and best yet. Hundreds of riders will tackle one of the four non-competitive courses over distances from 50 to 200 km in semi-rural countryside between Penrith in the north and Camden in the south, starting and finishing at Green Valley near Liverpool. It is always a great day cycling, no matter what the weather. If you have never experienced the social aspects of group long distance cycling, this is the ride on which to start with distances to suit everyone.

The Four Rivers Ride

On the October long weekend (September 29 - October 1), Australian Cycle Trails will present its second major ride: a three day tour in the Hunter Valley of NSW.

Entry will be strictly on a first in basis in order of receipt of fees. Send entry forms and payment to Australian Cycle Trails P.O. Box 57 Broadway 2007. Telephone enquiries for brochure and additional entry forms - (02) 680 7342.



Sunday October 14, distance 30km.

BINSW has another display of leg muscle planned to follow the Commonwealth Bank Cycle Classic. On the weekend after the Classic finishes in Sydney, thousands of cyclists will join together at 9 am in Hyde Park for the Sydney Spring Cycle. The aim is to have fun as well as sit up and be counted on the ride from Sydney to Parramatta.

Saturday December 1 - Sunday Dec. 9, distance 591km.

The Bicycle Institute of Victoria hopes that the Great Victorian Bike Ride, planned as a highlight of Victoria's 150th Anniversary celebrations, will be Australia's longest distance cycle tour with 2,000 participants.

The ride will pass through Beechworth, Benalla, Shepparton, Bendigo, Ballarat and Sunbury to finish at Melbourne, with an easy four hour pedalling per day. Support vehicles will carry participants' gear between overnight stops at showgrounds and sports ovals.

Ride fee will be \$75 for adult and \$50 for under 15s. Enquiries to the BIV, GPO Box 1961R, Melbourne, Vic 3001

THE GREAT VICTORIAN BIKE RIDE



Bicycle Institute of Victoria

BUNDANOON

The Bundanoon weekend has been changed from 27th and 28th October, 1984 to 3rd and 4th November, 1984.

The weekend is known as "The President's Ride" and hence it will be subsidised by the Club.

The ride is designed for the whole family; the fit and not so fit.

Please contact John Beauchamp on 665-4255 or myself if you wish to take part.

A \$10.00 deposit is required for your accommodation. If this is not forthcoming one (1) month beforehand, your accommodation will be cancelled.

J. BEAUCHAMP,
TOUR SECRETARY.

1984
Freewheeling
Sydney to the 'Gong
Sunday November 25

Onya bike

Sunday November 25, distance 80km.

Another event having its third running, the 'Gong ride begins at Sydney's Belmore Park opposite Central Station. The ride is a catered tour with return rail travel included. This year's event forms part of Wollongong's sesqui-centenary celebrations. Further information and entry forms from Warren Salomon 264 8544 or write to Box K26, Haymarket, NSW 2000.

Entries close
November 9

85 km