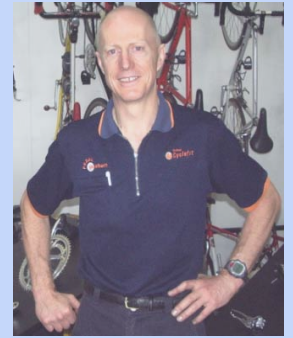


G'day Wow; two newsletters in 2 months. Something must be happening. A bit of news this month so read on below.



Campag Day

A big thank you to **Felice Santoro**, Campag's factory guy for Australia for the presentation. Felice brought along a WR Compositi frame equipped with Super Record as well as a Record 11 speed group and a Chorus 11 speed group. Compared to current issue 10 speed gear, the front and rear derailleurs and the Ergolevers are all new. The general theme is less weight, smoother operation, shorter lever throws and less bearing friction. The prizes we offered on the day were won by Simone Stanwell and Lincoln Robinson.

The Ergolevers are asymmetric and the Ergo hoods are of varying densities of rubber. More give where hand pressure is highest and less give where hand pressures are lower.

Briefly –

Super Record

- Titanium bolts everywhere possible
- Ceramic bearings and bushings and lightened rear derailleur jockey wheels
- Trick steel FAG bottom bracket bearings that do not need lubrication (apart from a few drops of oil to stop them squeaking) and that have less friction than ceramic bearings
- Hollow carbon cranks

Record

- Ceramic bottom bracket bearings
- Lightened jockey wheels with ceramic bearings and bushings
- Steel bolts in the main

Chorus

- Similar overall to Record but with lower price, slightly higher weight and some less expensive manufacturing techniques and design used in places 99% of users will never be aware of.

Overall feel in comparison to 10 speed is slicker and lighter shifting.



Teschner Night

<http://teschnergroup.com/products/>

Peter Teschner started building frames 15 years ago and we were the first shop that sold Teschners. During that time State, National and World championships in road, track and triathlon have been won on Teschners. The AIS road team and the U.S. Womens' Track squad both use Teschners and last year in the national TT championships, 1st to 10th place all rode Teschners. You get the picture.

Thank you to those who indicated interest in meeting Peter Teschner and learn more about his range of carbon frames. The most popular choice of night was a Wednesday so the Teschner Night will be on **Wednesday evening, October 15 between 6 and 9 p.m.** The complete range will be on display and Peter will give a presentation and answer questions about all aspects of frame design and manufacture and pass on anecdotes from the manufacturing side of the bike biz at 7 p.m.

We need to know if you're coming. Mail pedalpushers@bigpond.com with Teschner in the subject line. Nibbles and drinks on hand.

SH equip

We design and sell custom frames in titanium, aluminium and steel. What has been missing is custom carbon. We're now doing our own custom carbon with some pics below. The tubing is made to order in New Zealand by a company with a world wide reputation for their carbon masts and spars for ocean racing yachts. They will supply unidirectional T700 and T900 tubing to order in any wall thickness and any diameter. Simply, this is higher quality carbon than is used by 99% of the bike industry and no one uses better.

What this means is that frames can be made with any 'feel' desired from compliant and forgiving for say, an Audax rider; to super stiff and performance oriented for a criterium or track rider. The cream and black frame below is owned by a 5'6" 54 kilo rider and weighs 750 grams. The naked carbon frame is used by a 6', 72 kg rider and weighs 910 grams. The frames are built by Bill Fernance on N.S.W.s North Coast. Bill cuts and mitres the tubes and hand lays the lugs. The bottom bracket shells and cable stops are titanium. Any dimensions, any rider weight, size or strength can be catered for.

We have forks available in 40, 43, 45, 49, 50 and 53mm offsets in 700c and in 40mm offset in 650c. That means no compromises are necessary in designing a frame that rides and steers properly. All tubes are round as that is the best use of carbon.

All frames have a lifetime warranty. Last November we ran a competition for a name for these frames with the only stipulation that they not be Hogg or Steve Hogg as I don't think I have the most evocative name. Despite that, about 75% of those who responded told me that I was an idiot and that people knew my name and I should use it. I heard that loud and clear from a marketing perspective and so in the end the winner was Ross Theo and the frames are ***SH equip***

Many frames out there which look like a billboard. One Italian frame we had in for work recently had the manufacturers' name or logo in 22 places on the frame. I think that a quality item is its own advertisement and so have resisted any urge to sticker them to death. Cost is the same or less than many production frames. There are several options available.

Personally, I think the unpainted looks better as it shows off the unidirectional tube construction and changes appearance in the light as you move around it. For further info, contact me at pedalpushers@bigpond.com





Alex Simmons

Many of you know **Alex Simmons**. For those who don't, Alex is a long time friend and handy track and crit rider. Last year Alex had a crash that was unremarkable except that various complications resulted in him having his lower left leg amputated and spending 6 months in hospital. The good news is that he is back on the bike. Early indications are that once he loses a bit of beef, he will return to the form that he displayed prior to the accident.

Alex' manner and conduct since the accident have been an inspiration to all that know him. So when you feel you're life is tough and everything is against you, spare a thought for Alex who has triumphed over *real* adversity.

Cleat Shims

Many people have a measurable difference in leg lengths. Just as many have a functionally short leg. A functionally short leg is where the hip, lower back and associated musculature is tighter on one side than the other. This means that the affected leg can't extend as far. When positioning a rider, often it is impossible to tell whether any apparent discrepancy in leg length is functional or measurable and ultimately it doesn't matter.

What matters is that the rider sits on the seat as squarely as possible and that both legs reach the bottom of the pedal stroke with equal or similar fluency and that neither leg has trouble getting over the top of the pedal stroke.

One item I use often to correct apparent or real leg length discrepancies are cleat shims that we designed and developed. We have found a distributor for them in the U.S.; Bike Fit Systems LLC who are the people who developed, the cleat wedge, another handy item I use a lot of.

Have a look at this link (the pdf's show more detail) <http://www.bikefit.com/products.php>

If you're in the States or nearby, contact info@bikefit.com For anywhere else, contact us.



Jerseys

I know I've been promising these for some time. They're finally *nearly* here. Simple, classic and retro. Available colours will be red, blue, orange, yellow, white and black. Many thanks to **Bill Laing** for the design.

Tales From A Real Bike Shop

Many previous newsletters have contained a yarn from our time in the bike biz and the feedback from readers has been positive. I've collected them (and others that you haven't read) and compiled them into a book; "Tales from a Real Bike Shop" and had it published. If you would like to read some comical and tragic anecdotes from 20 years in the bike biz, or to give as a present to a cyclist, contact us.

Tex is back

So Armstrong returns. I've got mixed feelings about this. His stated reason is that he wants to raise money and awareness for his cancer foundation, which is noble, though his seminars and public speaking raise a motza for his foundation now. My concern is that if he is unsuccessful, he'll join the long list of athletes from many sports who diminished their reputations by failing in coming out of retirement. And if he's successful, more column inches will be devoted to speculation about drug taking that might otherwise be used to cover races instead. Good luck to the bloke; time will tell.

Talent

I had a young bloke in a while back who requested that I fix his loose head set. He wins a lot of local races and is really strong and quite impressive in races. I fixed his head set but noted that for a variety of reasons; all to do with wear and tear and poor maintenance, only 6 of his 10 rear cogs didn't slip under load. I asked how he managed to race effectively like that as the gears he'd worn out were the ones that he most commonly used.

His answer was that yeah, they were the ones that he liked to use but it wasn't a problem that they didn't work any more, he just pushed harder or pedalled faster in what ever gears did work.

My admiration for his abilities has increased as has my sympathy for his bike.



Spare a Thought

I met **Mark Davies** recently when he came in to get fitted for a bike. Mark is training for the Busselton Ironman race in Western Australia. His training is a little different to that of most Ironman competitors. Swimming training is no problem as there is a pool where he works. Running training is no problem providing you have the mental toughness to do endless laps of a secure compound in Baghdad in 38C – 48C (100 – 128 F) degree heat. Cycle training isn't a problem either providing you enjoy the same endless laps of the secure compound in the same heat and like riding a \$300 mtb because you're tri bike that you've never met resides in our shop. Mark will meet his new bike 2 weeks before the race. He deserves to succeed because of the obstacles he has to overcome. So wish him well. He mentioned that he only has to wear his bulletproof vest while training on the bad days. Have a look at the pic below of his training amongst the Saddam statues.



The pic at right is one of the rare occasions that Mark was able to train "outside". There was a truce on at the time and yes, the bulging under the jersey is a bulletproof vest. Something to think about next time you think your own training is hard.



Pelvic Movement

When we sit on a bike, pelvic stability on seat is all important. All important because your pelvis is the foundation of your position. Your legs reach down from and your torso extends out from your pelvis. Any asymmetries or instability of pelvis on seat flows out to the periphery a whole raft of potential problems. Pelvic instability on a bike is both the most common root cause problem and the toughest to solve on the bike. Usually the rider has to accept responsibility for their lack of function and work to address the basic causes which may be leg length difference, neurological inhibitions, overly tight musculature on one side etc.

I thought I had seen everything. Have a look at this link. This gent has the greatest amount of pelvic movement I've ever seen on a bike. He wasn't aware of it but doesn't feel any pain either. I'm amazed! Have a look at these links:

Click here: > <http://www.cyclefitcentre.com/video%20clips.htm>

Click here: > <http://www.cyclefitcentre.com/video%20clips.htm>



Murrays Porter: Murrays Craft Brewing are a small operation from Taylors Arm on the N.S.W North Coast who make some exceptional beers. Many of their brews are seasonal and only available at certain times of year. For mine, this is the pick. Lightly carbonated, 8% alcohol and tastes like bitter sweet chocolate. An exceptional beer and one to have on a cold day with rich chocolate mudcake or other chocolate based dessert.

Rating: Hors Categorie

Harviestoun Old Engine Oil

This is a Scottish brew that is similar in style to the Murrays Porter and the name refers to the ebony black colour. The 'Oil' is a well balanced and flavoursome porter that of itself is well worth trying. Unfortunately, it doesn't have the exceptional depth of flavour of the Murrays. 6% alcohol and recommended.

Rating Categorie 2



That's it for this time. See you next month . . . Steve