




A large thank you to all the people that have helped us in their various ways this year. Some of you gave us your time and expertise, some of you spent money in the shop, some of you made us laugh or smile and some of you were encouraging at the right times. So thank you to all and we'll be back in January

G'day to all and welcome to December

A few new things this month, Selle SMP seats, Biomac shoes and a Teschner Euro Race frame. Firstly, we have some Selle SMP (http://www.smpselle.com/en/ready_to_strike.htm) seats arriving that should be in by the time you read this. The concept makes sense and maybe the real world test will as well. To that end, I'm going to give one a try and if you are interested in a SMP seat, we'll sell it to you, set it up on your bike and you can return it after a fortnight if not happy for a refund. Can't do better than that. If you look at the tech specs page on the link above, you will see the full range. Basically all have the same shell shape which is suitable for men and women, but shell width and the amount of padding varies between models. 



Biomac Shoes

There is a pair of these Swiss high performance slippers in the shop that I have been playing around with and there has been a shocked reaction from everyone that has picked them up. A typical high end shoe weighs between 300 and 350 grams. Biomacs start from less than 100 grams with some usage restrictions (standing but no walking) with heavier models suitable for less restricted use that start at 120 grams. They have been on the feet of a number of world champions and underneath the booties of some well known TT riders.

Many riders are weight conscious about their equipment; fair enough too as the less mass there is to move, the quicker the bike will accelerate. Here is a way to save 400 – 500 grams of rotating weight from your equipment. If you are interested, the way it works is: come in for a foot measuring session, leave a deposit and a few weeks later, a package arrives from Switzerland with the lightest shoes available anywhere on the planet. As an introductory offer, a Cleat Fit is complimentary with the Biomacs. www.biomac.biz



Fantastic Plastic

There have been 2 'carbon' moments in the last week. Jason Keane retired a 20 year old De Rosa SLX and picked up a **Leggera Carbon Compact** (www.leggerabikes.com) with '07 Chorus recently. He fronted for a 3 Gorges ride the following weekend. Formerly a good rider in a bunch, he spent the entire ride antisocially trying to half wheel everyone else to death. When I pointed this out to him, his excuse was "I'm putting the same pressure on the pedals as I am used to; just going faster".



Distant visitors

We seem to have an increasing number of people getting off planes for positioning sessions lately. So thank you to those who made the trip in the last month. Libby Garoni from Mt Beauty in the Victorian Alps, Pat Dorey, an Audax rider from Melbourne, Trevor Coward from Perth and for commitment, a big thank you to Dillon Morphy from Atlanta, Georgia, U.S.A after a 40+ hour trip involving 3 flights.

Power meters

These are an invaluable training aid but power is one thing; how efficiently it is produced is another. Thanks to the generosity of 2 gents, Gotz Heine and Carl Paton, in the near future I will have a means of accurate measuring torque throughout the pedal stroke. Feedback from this system may allow power meter users to put out the same power more easily or more power for the same effort. I will tell you more when it is up and running.

The **Teschner Euro Pro** (www.teschnerbikes.com) that I mentioned last week finally turned into a bike. The bits I put on it are lightish, but by no means state of the art. Witness the '95 Record cranks. All up, ride away weight with bottle cage and computer? 6.8kg! First ride out I was swapping turns with the usual suspects in the Saturday fast bunch and was still rolling through at the end instead of having to sit on for the last bit. There might be something to these plastic bikes. Or maybe it is just the lack of weight. It will be interesting to see how I go next ride on it with the Biomac shoes on as well.

Lightweight Special

Derek had an attack of the Walter Mitty's a while back and bought himself a Record titanium cassette. I would say that it is new other than he couldn't help himself and has ridden it 20 kms. It is as new, unmarked, in original packaging and is for sale. A normal Record cassette has 4 ti cogs and 6 steel ones. This has 10 titanium cogs and a titanium locking and a Record chain. Best offer above \$ gets it. Just email us and we'll pass on the offers to Derek.

LB's go north

The LB's went north on November 19th with a good roll up including most of the Hebel brothers; Andrew, Geoff, Perry, Grant, Brendan, Scott and Rod Hebel. Lance Hebel sent his apologies as he hadn't fully recovered from the running the New York Marathon. And they had matching Team Hebel jerseys too, though not designed by anyone with a stylish bone in their body. The transparent panels in the knicks is questionable. Hebel used to be pronounced Hubbard but one or two of them can ride a bit now, so they have taken to saying it as HE bel with the accent on the first syllable. To say it authentically, just puff your chest out as you say the He. Wonder what their sister Jen thinks of this?

Anyway, apart from one case of the bonk, easily cured by 2 chicken burgers, 3 Weis bars and a packet of snakes, a good time was had by all. The view from West Head remains the best in Sydney and one that I can't tire of. We split for the return after a break at the Church Point café and Team Hebel and others headed back up McCarr's Creek Rd which left Gerard, Greg and me to ride home via the coast.

I had done a few more km's than the others as I had to find and retrieve our bonker, so I asked them to take it easy on the way back. I was feeling every bit of the 20 year age difference. 5 minutes later they're swapping turns at 43 km/h into a head wind and I sitting on for all I was worth. The legs came good and got better so I started to roll through. The personal highlight was when Gerard asked me to back off a bit as I did a turn through Warringah. I said "Mate, that's going in the newsletter. A 30 year old on a carbon bike that weighs nothing asking a 50 year old on a steel bike (though it is a Baum) to slow down. Your soft" Gerards' terse reply was "The ride 's not over yet" whereupon he tried to monster me for the next 30 kms and very nearly did. Greg was collateral damage somewhere around North Sydney.

Hour Record attempt

From next October, the World Track Championships are to be held in Sydney at the Dunc Gray velodrome for '07, '08 and '09. Many of you know Jayson Austin, already World Masters Point Score champ (highest number of points ever recorded in this event. Took 2 laps and won EVERY sprint) Jayson has booked the track on the Saturday night for a World Masters Hour Record attempt. I will keep you updated as Jayson's training progresses, but put the date in your diary early.

DVD

I will have stock of the positioning dvd by the time you read this or shortly afterwards. So to those who have ordered copies, you will get them soon. If anyone else is interested, just email me to that effect.

The next installment of the book of anecdotes follows. . .

27. Watch where you put your feet.

Mike is an American who came to Australia as a 16 year old and stayed. Despite having spent a lot more time here than in the States, he sounds like he got off a plane from Chicago yesterday. For a cyclist, Mike is a big boy at 6 feet and 100kg and gets heavier when he has spent time in the conditioning paddock (off the bike). He has a cardboard box shaped head and a larger cardboard box shaped body. Not pretty, just powerful.

One Saturday morning we were nearing the finish of a bunch ride and riding along Belmore Rd Randwick which is the main street of a crowded shopping centre. It had been an eventful ride; 'one of those days' when too many motorists seem to have bike and rider shaped blind spots. There had been a few near misses. While on the side of the bunch nearest the traffic in Belmore Rd, Mike was skimmed by a taxi with the wing mirror striking his arm.

Like all of us, Mike has a fuse; in his case a slow one, but it had been smouldering for some time due to the earlier near misses. The whack from the taxi set Mike's fuse well alight. Mike accelerated after the taxi which had stopped in a line of cars at the traffic lights ahead. Mike rode up on the inside of the taxi and stuck his head in the front passenger side window and made his feelings known. The cabbie didn't give an inch and responded in kind, telling Mike where he could shove his bike.

Mike leant away from the taxi and onto the car parked next to him, pulled his right foot out of the pedal and gave the taxi door a stamping kick with his full 100kg behind it. The taxi driver became hysterical at this and started looking for a way to get his car away from the, large, angry, red faced man beside him. Mike's red face began to pale. It paled because the old style Time cleats he used were metal and had penetrated the taxi door's metal outer skin. The traffic lights ahead had turned green, the line of cars was starting to move and the taxi driver just wanted to get away from the beefcake door kicker, BUT MIKE COULDN'T GET HIS CLEAT OUT OF THE TAXI DOOR!

While the driver and Mike are keeping up a Phil Spector like wall of sound of mutual abuse, the cabbie is moving his car forward and back a couple of feet at a time, turning the front wheels on each occasion, trying to find enough space to get out of the line of traffic and away from Mike. While this is happening, Mike is doing his level best just to stay upright and coordinate his movements with those of the taxi while at the same time trying to lever his cleat out of the car door and return the stream of invective. A true example of multi tasking from a time before the word was invented.

Mike got his cleat out of the door just in time as the taxi roared away with a screech of tyres immediately after. I often wonder what the cabbie thought when he saw his door back at the depot. Mike is a thinker and a bright bloke, so I later asked him what lesson he had learned from this distracting episode. His reply? "I should change to Look pedals"