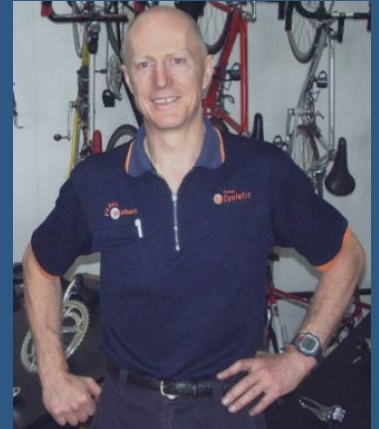


G'day to all.

It has been a bit of time since the last newsletter as some of you have reminded me. No excuses other than we have been REALLY busy and there have been a few developments. Firstly, something like 20 – 25% of the people walking through our doors to be positioned this year have got off a plane to do so. We have always had visitors from afar but this year the trend has accelerated as has the amount of mechanical work we have been doing.

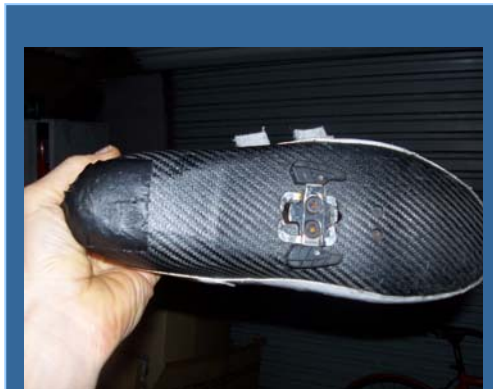
Next, we hosted torque analysis expert Gotz Heine for a week and a half and I'll talk more about that later.

Lastly, for the period from Monday June 18th to Monday June 26th, we will only be open from 11 a.m – 3 p.m Monday to Friday with usual opening hours on Saturday 24th. I will be in Singapore positioning a group of people during that time and returning in time to resume normal hours from the morning of Tuesday 27th. Khalif, our usual Saturday mechanic will be coming in during the evenings to knock over whatever mechanical work is required.



Gotz Heine

Gotz rode Paris – Roubaix and the Giro as a 19 year old after turning pro. He was mainly a trackie (rode out here for some time in the 80's) before retiring to become a chiropractor, naturopath, team director, inventor and now the manufacturer of Biomac shoes. We struck up an email relationship late last year after something appeared on CyclingNews and found we had a bit in common. Gotz' main area of research for some years has been cleat position and its' affect on performance and recovery. As most of you know, I have long been an advocate of a more rearward cleat position than is generally recommended. Gotz has gone much further than that again, as you can see from the pic adjacent. That is my shoe and the cleat is positioned under the centre of the arch of the foot. So the centre of the ball of my foot is now something like 60 mm behind the ball of my foot. **Why ?** . . . *continued next page*



News Bites . .

Australian builders, **Teschner** and **Rigi** will be offering *custom* carbon frames before the end of '07. Expect to see one in the shop soon.

From now until the end of September, anyone who we have positioned more than 12 months ago and has a new bike or is in need of a serious tweak can do so for a flat fee of \$100-.

We've got Michelin Pro Race 2 tyres in most colours for \$58 each. The normal RRP for these is \$90 - \$100 each and we will have stock at this price for the foreseeable future.

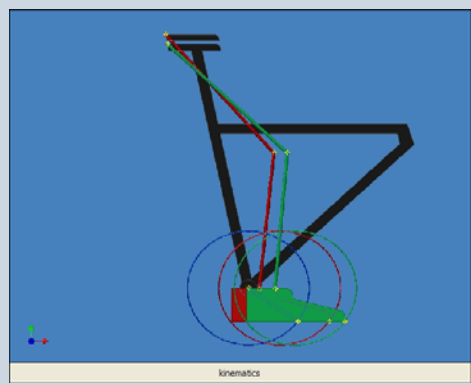
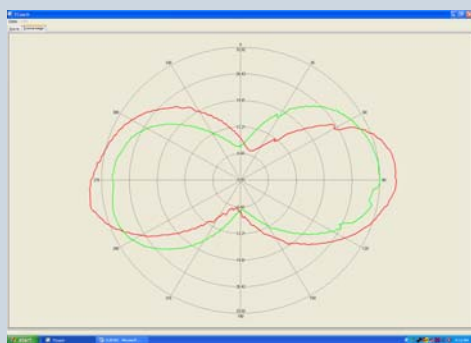
Recent entrant into the road group set market SRAM have an upcoming group called Red. Early indications are that it will be lighter than Record and will not be cheap.

There are a few other developments in the offing but I will tell you more as I have more concrete information

Alex Simmons

As some of you know, long time customer and all round good bloke Alex had an unfortunate accident a couple of months ago that resulted in him having his left lower leg amputated 100mm or so below he knee. Alex is extremely motivated to get back on the bike and put this behind him. I don't know what prosthetic cycling limbs cost but I am sure that it is plenty. If anyone has any fundraising ideas to help Alex in his re entry into cycling, please pass them on to us.

The graph below gives an indication of the difference in torque curves that happens with this radical change in cleat position. The curves below were both taken at 50 km/h at the same speed, gear, cadence and power output. The red curve is with forefoot cleat position which has been good enough in the past for this rider to win a Masters World Championship on the track. The green curve is with midfoot cleat position. As you can see, the green peak is lower and the entire curve rounder. Translation: the rounder to two bubbles the better, from an economy point of view.



Gotz Heine . . . Why ? . . . continued

To best answer that I had best define a few terms first.

Torque is twisting force or force applied in a rotary motion like that of a bicycle crank arm.

Power is torque multiplied by rpm. Unless your position on your bike is woeful, or you do something really stupid with your position, nothing you can do today will affect your power output. The muscular force you exert has to go somewhere. What you can do today is develop a smoother torque curve which won't allow you to develop more power, but will allow you to sustain a given power output for a longer time. Translation: you will ride faster. Gotz' experimenting over the last 10 years shows that positioning the cleat underneath the arch of the foot is the easiest way to achieve that goal; to ride faster. Thanks to him, Carl Paton and Peter Montford, I now have a torque analysis system. It proves conclusively that the the midfoot cleat position is significantly more

efficient than a forefoot cleat position. More efficient because the rider can put pressure on the pedals for more degrees of crank arc. So peak muscular contraction is less for a given power output or speed on the road. What this has meant to me and others who have adopted it is:

- improved ability to sustain speed
- better ability to pedal at high rpm
- better ability to push a big gear
- quicker recovery after hard efforts
- improved climbing and time trialling
- heart rate rises more slowly for a given power output

The only real negative is that moving your cleats back this far results in significant toe overlap. I have learned to live with this and it is a small price to pay for performing better on the bike in general.

And the diagram at the left explains how it is possible.

The blue circle is the path taken by the pedal axle.

The red circle is the path taken by the toe of the red shoe (conventional cleat position and seat height).

The green circle is the path taken by the green shoe with midfoot cleat position and the lower seat height that it requires. As you can see, there is far more of the green circle in front of the centre of the bottom bracket than there is of the red circle. Translation: push for longer per pedal stroke rather than harder. This smoothes out the pedal stroke and the lower peak muscular contraction that is a corollary of this style of pedaling is where the advantage lies. position can contact me for more info. Gotz also has a couple of other ideas to increase rider performance drug free that are being patented at the moment.

Beer Reviews

As I said at the start, it has been a long time between newsletters but as you will see below, not a long time between drinks. Contrary to the impression that I may have created, I am not a big drinker. My view is that life is short and if you drink 2 – 3 beers a week or the equivalent in wine, then you may as well drink the good stuff. I am lucky enough to live a few kms from Liquor on Parade (Drink less, enjoy more you could say. At the request of some readers, I have instituted a 'star' rating.

Cat 4 = mass market rubbish masquerading as beer that you wouldn't water your garden with. If by accident, I start to drink one of these, I don't finish it and don't review it.

Cat 3 = a worthwhile drink, or a novelty beer, but not one to get too excited about.

Cat 2 = a quality beer

Cat 1 = an outstanding beer

Hors Categorie = like the mountain that must be climbed, these are beers that any one who appreciates 'real' beer must drink at some stage.

Outback Chili Beer

This is a hard one to categorise. It appears to be a dark lager but instead of the infusion of hops to add bitterness, this tastes like chili! It has a touch of chili bite as it goes down and has a strong leavening of real chili flavour. One to try on a hot day. A refreshing and unique beer. **Rating: Cat 3**

Coopers Vintage Ale

Coopers of the cloudy ale fame have released a Vintage Ale. The idea is you are supposed to buy a case and sample it over a 5 year period to see how the flavours mellow and change over time. This is unusual as with most beers, fresh is best. The unaged sample that I tried was a unique and subtle ale and a massive quality step up from the famous, but in my view over rated, Coopers Sparkling Ale. **Rating: Cat 2**

Schwelmer Pils

I'm not sure whether this is German or Austrian. The label is in German but there is no mention of where it is made other than it is true to the Reinheitsgebot of 1516 (German beer purity law) meaning the only ingredients (like all good beers) are malt, yeast, hops and water. A pale golden beer with mild natural carbonation and understated hop bitterness. I was underwhelmed at first sip but the layers of flavour had got me in by the end of it. **Rating: Cat 2**

Cuvee des Trolls

An unusual variation on a Belgian pale ale. I don't know what they have put in this, but it is a distinctive and engaging beer. With 7% alcohol and unfiltered, it is so pale that the massive depth of flavour comes as a surprise. A very good beer. I would have rated this Cat 1 but thought that paying top dollar for a 250ml bottle (330ml is usual) is a bit tough. **Rating: Cat 2.**

Hoegaarden Witbier

Witbier means white beer not wheat beer, though it is made from approximately 50% each wheat and barley malts and well as unmalted raw barley and oats. Coriander seed and curacao are added to the wort. The colour is exceptionally pale and the smell and taste of yeasty fruitiness. One of the worlds' great beers, 4.9 %, refreshing and just exceptionally easy to drink and enjoy. **Rating: Hors Categorie**

Murrays' Anniversary Ale.

At 10% alcohol, this is Australia's strongest (and most expensive) beer. Murrays make 800 bottles of this a year and in an endeavour to keep you abreast of the latest in beer, I had to sample one. It is vintage dated and meant to age for up to 10 years. A dark, strongly flavoured Belgian style ale with a more hop bitterness than is typical of the Belgian strong ales. One to sip slowly. **Rating: Cat 1**

Caporal Pilsener

From Belgium, the land of ales comes a Pilsener. A good drink with reasonable hop bitterness. Refreshing to sample ice cold on a hot day. **Rating: Cat 2**

Leffe Blonde

Surprisingly dark for a beer labeled blonde. Not a bad beer but a bit disappointing for a Trappist beer. Just a generic Belgian Ale. Not bad but not outstanding. **Rating: Cat 2**

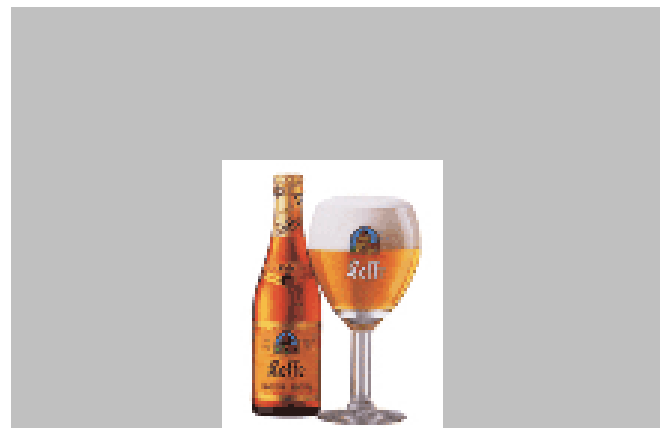
For the serious beer drinker, here is the current Hors Categorie Hall of Fame

- Deus
- Tripel Karmaliet
- Orval
- Hoegaarden Wit
- Trois Monts
- HY Super beer (though quality occasionally varies from bottle to bottle).
- Weihenstephaner Pilsener

Wine Review.

Chateauneuf du Pape '99.

Simply the best red I've drunk this year. A big thank you to Michael Dowe for this one.



Below is the latest installment of the book of anecdotes.

Gun Mechanic

You have already met Bill who improved his sprint in the last newsletter. Bill worked as a tech for a telco and wasn't happy with his job. A bike shop 800 metres from ours was looking for mechanics and Bill became their new head mechanic. Like a lot of bike enthusiasts, Bill was as happy as could be to finally get into the bike biz. Every Friday evening over a beer at our shop, Bill would regale Derek, me and the others with his 'war stories' of the week's work. He was so keen and enthusiastic that something just had to happen to dent his love for the job. And with a little help from his friends, it did.

Coming into summer, our workshop gets really busy. We tend not to work on the BOB's (Buckets of Bolts) and send their owners down the road to the shop where Bill was now working, as they cater to a different market. Any bike that came in that was really beyond help; in other words cheap, nasty, horrible, rusty and unloved; Derek and I would take special care to tell the BOB owners that when they went to the shop down the road, there was only one good mechanic there and his name was Bill. We drilled into them that under no circumstances should they let anyone work on their machine but that paragon of mechanical knowledge and excellence, Bill.

Over a Friday beer several weeks later, I remember

Bill mentioning with just a hint of pride that the word was getting around; that customers were nominating him by name to work on their bikes. He didn't puff his chest out or brag, but you could tell he was pleased that his skills and reputation were causing a small amount of jealousy amongst the others in his workshop. Derek and I both shoved our faces deeper into our beers to keep from smiling.

Over the next few weeks, Bill's humour took a bit of a dive. He told us over another Friday evening beer that it was one thing to have a reputation as a gun mechanic, but why was it that all the people who ever asked for him rode such horrible pieces of unrepairable s—t!!.

Both Derek's and my face pushed deeper into our beer glasses.

The end came soon after. Bill came in one Friday to tell us that he had thrown his job in shortly after throwing several bikes, which didn't deserve the name, right across the workshop. He wasn't a miracle worker, he could not make the inanimate animate and he couldn't make a silk purse out of a sow's ear. He had got into the bike biz to work on bikes, not corroded pieces of rubbish. About this time, Derek and I found out very quickly that it is impossible to howl with laughter with your face stuffed into a beer glass.

Being the good bloke that he is, Bill soon forgave us and is happy to be working as a tech with a telco again.

More News:

Baum have instituted measures that should lead to a reduction in turn around time for custom frame orders. A few pics of some of their latest work below.



Thank you for your attention and until next time, stay safe, stay well lit and stay upright.