

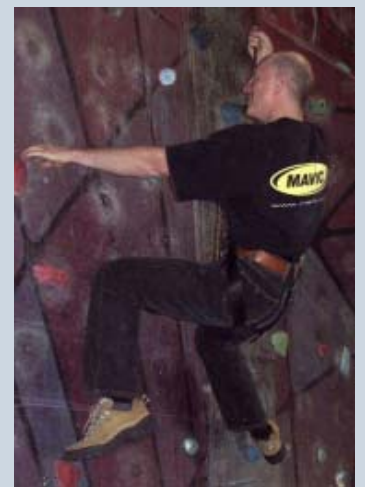
G'day to all and welcome to still basic but acquiring more frills No.4. The mornings are cooler now and some of you are finding a bit of form if the club bunch and the local racing fields are anything to go by. To start things off in the right spirit we have 3 prizes up for grabs. They are 3 copies of "Aussie, Aussie, Aussie, Oui, Oui, Oui" (oui not oi, thank you) by Rupert Guinness which details the trials, travails and successes of Australians in the Euro pro bunch from the very early days to the recent past. To win one of these, all you have to do is reply by email in 25 words or less as to why you shave your legs. The 3 funniest replies win a copy each. If any of our country, interstate or OS friends win, then postage to you is covered.

Speaking of prizes, Joe Mastrangelo won the the World Cup tickets last month.

Bike Quiz

A rear derailleur of slant parallelogram design is required for modern indexed gear systems to work.

Which company patented this design? (answer at the back)



cross-training can be fun !

Frame News

Merckx

www.eddymerckx.be

Still plenty of them, still relatively cheap, still made in Belgium by the one and only.

Kuota www.kuota.com.au

For those interested, the web reviews of these suggest that they are out of the ordinary. **Martin Renwick**; past owner of Litespeeds and a number of flash bikes " best descending bike

that I have ridden" , **Leigh Ringrose**; past owner of several Merckx Ti's, Treks, Paino etc " the reality lives up to the hype for a change" *Prices are good, bikes are very good.*

Baum

<http://www.jbcycles.com.au/>

Custom butting titanium

We believe that a bike has to be designed around you to provide the best level of performance and enjoyment – it's the last 5% that really makes the difference between good and great.

A custom bike should mean more than just changing the tube lengths and angles, or choosing a colour. It's also about selecting the right materials, designing the right stiffness and handling, plus an integrated approach to building a bike with the right components.

As part of our commitment to customisation we are proud to announce that all our Ristretto Ti bikes will now be built with our own custom

butted tubing. After a detailed development program we've recently installed an in-house titanium tube butting system that:

1. allows us to change the length and thickness of the butting in every tube – the ultimate in building the bike around the rider
2. uses only the finest certified seamless titanium tube stock

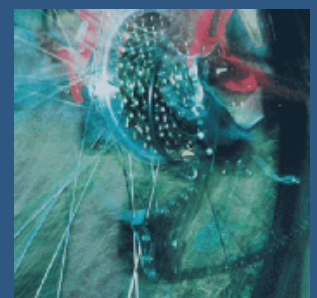
Custom butting allows the ride of each frame to be tailored precisely to the rider, and it reduces weight with no loss of stiffness or durability

It's just one more reason why we can provide you with the same standards of service and performance that the professionals expect.

MERCKX

KUOTA
BICYCLE COMPOSITE TECHNOLOGY

baum





New Arrivals

Soma Fabrication steel track bars – 2 shapes and sizes from 38 cm to 46 cm.

Soma Fabrication track cogs – CNC machined hardened steel from 12 tooth to 23 tooth in both 3/32" and 1/2 ".

Marwi Trekking Fox light sets – 12 watt battery pack light with switch to run at 4,8 or 12 watt for increased run time with cigarette pack sized battery. Run time between 1.5 and 4.5 hours depending on power setting.

CycleDesign carbon reinforced anatomic road bar 31.8 clamp diameter, 240 grams, bargain at \$110-

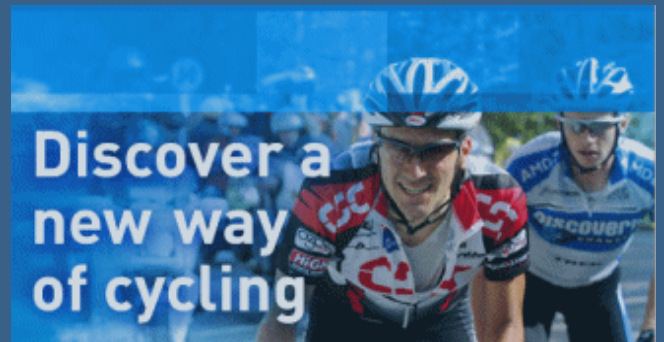
Thomson X2 oversize road stems. Black or silver and a thing of beauty.

New Arrivals

Tacx Fortius Virtual Reality Trainers. This is the big brother to the I Magic. It has all the features of the I Magic like the ability to program in competitors, the need to steer around corners, performance evaluation software etc. but differs primarily in having an electronic motor. If you stop pedaling on a virtual descent on an I Magic the drag of the trainer will cause your virtual self to slowly coast to a stop.

Under the same conditions on a Fortius, the motor kicks in driving your rear wheel at a speed appropriate to the severity of the virtual descent. How much for all his technology? \$1750- .

I would like one of these up and running in the shop so if anyone is interested in a little used shop demo I Magic at the right price, just contact us.



ADVANCE NEWS

In the next few months, Velocity will have available a sub 1350 gram wheelset for \$1000-. This is hundreds of grams lighter than anything available at that price and hundreds of dollars cheaper than anything available at that weight. I have been promised a set for a magazine review so stay tuned.

By Christmas there will be a largely Australian developed (with some help from the U.K and Italy) power output measuring system that if it lives up to the designer's expectations will outperform SRM's and PowerTaps in the sense of features and data collection ability. There will be several versions starting from \$1000-. The base model is claimed to have more features than the top of line SRM's.

The range topping model of this new equipment has so many features that it isn't worth the space listing them, but they include an inbuilt MP3 player and integrated video camera for recording and replaying training rides or races. Weight of this system is substantially less than any comparable product.

I will be doing a mag review on this stuff as soon as it is available and you will read about it here first.

NEWS and VIEWS

Lazy Buggers 2

This ride will be on **Sunday April 9** and will be on the northside again. Probably the best way to describe the route is 'Palm Beach with a twist'. For those who survived the first LB, the terrain won't be as tough but the format the same. That means that you need to be able to ride 100kms (depending on where you meet the bunch) with the stronger riders either waiting at the top of the longer climbs or coming back down to push, threaten or otherwise encourage the back markers to the top. There will be a reasonably long café' stop at Palm Beach before heading home.

Those who are interested please email me to that effect and I will reply with the route and various points where the ride can be picked up.

pedalpushers@bigpond.com

Specials and Continuing Specials !

NEW Michelin Airstop boxed tubes, long or short smooth valves - \$10- each or 10 for \$80-

Clement boxed tubes, short, threaded valve, \$9 each or 10 for \$70-

Small amount left of Vredestein very long (80mm) smooth valve tubes. Suitable for Zipp 404's and similar. \$11- or 10 for \$90-

NEW Vittoria toolpacks. **Bare minimum size underseat bag. Comes complete with tube and tyre levers \$25-**

NEW Cleat covers to minimize wear on your Look, Look Keo or Speeplay cleats \$20 - \$25- Endura gels for the long rides \$2 each.

BikeGuy rear lights. About the smallest and brightest 6 diode rear light that you will find. No bracket and seconds to fit. \$25-

A Positioning Question . . .

"I am wondering however in the case of fore and aft saddle position, when pushing the saddle back, how far is too far? I am 6"1 and 183kg, and am blessed with extreme lower back flexibility. Currently I have my knee one inch behind the pedal axel. What can happen if my saddle is too far back? What injuries can occur? Is there a way of telling if I am too far back? I feel comfortable, but I am wondering if I may be doing unseen or unfelt long term damage". B.Milne

My reply . .

If your seat is too far back you would probably experience any or of - low back pain, hip flexors that tighten up over time from riding,

sore hamstrings in the belly of the muscle group, a feeling of riding well on moderate hills but running out of power well before the bottom of the pedal stroke on steep hills, an inability to pedal fast or accelerate fast while on the seat and a ponderous feeling of weight transfer when getting off the seat.

If you don't feel any of these things then you almost certainly don't have a problem.

Some people are very body aware, some not at all. If you feel comfortable as you describe and stay that way over time then it is very unlikely that you are doing yourself any harm.

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Other stuff Chain Maintenance

The moving parts of a chain are the most heavily loaded and used parts of a bicycle relative to size but go more or less unnoticed and unappreciated until there is a problem. How often should a chain be cleaned?

Approximately every 200kms. I hear the horror in the voices of those of you who ride more than 200kms weekly. There was a 20 minute Bike Cleaning Recipe a few issues back so no panic is necessary. If anyone doesn't have that Recipe and wants it, just email us and we will send it on.

Cleaning the chain doesn't mean cleaning the entire bike. Cleaning the chain 3 times out of 4 means getting some clean rag, holding it around the chain and rotating the cranks backwards until the chain is free of crud build up. This takes about 60 seconds and it will take another minute to two to lightly lube the chain. That's 3 times out of 4. The 4th time follow the Cleaning Recipe.

The biggest problem that I see with customer chain maintenance is either that the chain gets none (less common) or is lubed to death (more common). If a chain is lubed without wiping down then all that happens is that the new lube attracts more fine grit (read silica) to the crud already built up. This acts as a grinding paste and efficiently wears out chains, cogs, chainrings and rear derailleur jockey wheels.

Given the cost of chains and cogsets for 10 speed gear systems, 5 minutes spent once or twice a week on wiping down and relubing a chain is time well spent. Well maintained Shimano 10 speed chains should last 7 – 8,000kms+ and well maintained Campagnolo 10 speed chains should last 12,000 kms+. If you get more than that fine, but I wouldn't tell anyone as you leave yourself open to the charge of being a no power rider.

Some years back I did a little experiment over time. With a new Campag (9 speed at the time) chain I gave it no maintenance other than to add lube when it needed it. It was worn out in 4000 kms. I fitted new chain and cogs and maintained as recommended above and got 15,000 kms out of those.

Clean, lightly lubed chains not only work more efficiently but leave less obvious hubbard marks on your legs so you are less likely to be a figure of ridicule in your local bunch.

With Thanks !!

To Paul Kelly, Andrew Price, Grant Hansen and Mike Foster for their invaluable help. Thank you to John Maguire for the booze, Vic for his IT skills and many of you for just being 'normal' and giving us a laugh.



Quiz answer !

Suntour patented the slant parallelogram rear derailleur but did nothing with it for many years in the sense of developing an indexed gear system. Meanwhile Shimano watched patiently from the sidelines, waited until the Suntour patent had run its course and then developed and popularized indexed gear systems.

Was this important? Very. Indexing and the concurrent ease of changing gears was largely responsible for getting large numbers of American bums on bikes in the mid and late '80's. The financial gains associated with this was the basis of Shimano becoming the dominant figure that it now is in cycling equipment. In contrast Campagnolo treated indexing as something only appropriate for recreational cyclists, not 'serious' riders, and lost a great amount of market share at the time.

*And Suntour?
They are no longer with us in any real sense but exist in name only making cheapie Shimano compatible bits for low end bikes.*