



Peninsula Pedallers Inc

Newsletter

2011-4 October 2011

Important messages for Ride Leaders

In the event a ride is cancelled due to inclement weather conditions, the Ride Leader is still required to fill out the Ride Form, but mark it clearly the ride was cancelled and still have it handed in for the records.

If you cannot lead a ride at short notice due to illness or some other reason, please make sure you make alternative arrangements to have someone else lead the ride including the responsibility of completing the attendance sheet

Breakfast Rides

Don't forget to let the Ride Leader you will be attending. This is important so we have the right numbers to let the café know how many they need to cater for. See this calendar's breakfast ride Sunday 23 October.

Annual General Meeting

Everyone is invited to attend the Annual General meeting Monday 17 October at 8.00pm, Frankston Library meeting room (get details from calendar) Supper will be provided.

It is at this meeting, you can hear the annual reports and raise any issues you feel will be beneficial to the club's future, have a chat to the new committee elected on the night.

New Rides

We are always looking for new rides – please contact:

David Skinner, Ride Calendar Coordinator
5996 6703 or 0409 525 283
email: rides@peninsulapedallers.org.au.

The Annual Central Gippsland Health Service Bike Ride

The 19th Annual Central Gippsland Health Service Bike Ride "GBH" (as most of us know it) will be held on **Saturday 12** and **Sunday 13 November, 2011**.

This year we would like to put in a couple of teams and Dennis Ballard will be the main co-ordinator.

So far, we have 9 members going, but we would like this to be as successful as possible and there is room for more.

The Registration closing date is *28 October 2011*, please advise Dennis or David Skinner of your intention to participate by **Friday 7 October**.

The Bike Ride starts in Sale and continues to Lake Tyers on Saturday. The total distance of approximately 350 km is on bitumen roads.

We would like to put on 2 teams, an "A" and a "B" team and by riding in relay each day; we share the distance with a rest in the support vehicle in between rides; thus catering for your fitness level and the distance per day that you are comfortable with. You will definitely NOT ride all of the 350K

Saturday 12 November 2011 – Sale to Lake Tyers – 182kms

Sunday 13 November 2011 – 165kms

- Teams may consist of any number of riders and one support vehicle
- Starting time is 8.00am on Saturday 12 November from Central Gippsland Health Services, Guthridge Parade, Sale
- Starting time is 8.00am on Sunday 13 November from the Uniting Church Camp, Lake Tyers
- Teams must complete their ride 6:30pm on Saturday and 5:30pm on Sunday
- Meals will be provided on Saturday evening and Sunday morning

The cost of the ride is \$80 per rider (or \$50 per student) which covers registration, evening meal, breakfast and a souvenir of the event. Accommodation costs are \$25 per bed in cabins that we will be booked by Dennis.

For those who miss out on a bed at the campsite, there are two other venues in the area. They are:

- Ocean Lake Holiday Park, Gully Road, Lake Tyers Beach.
Cabins can be booked by phoning Waterwheel Tavern on 5156 5855
- The Lakes Beach Front Holiday Retreat, 430 Lake Tyers Beach Road, Lake Tyers Beach 3909.
Phone 5156 5582. Email: lakesbeachfront@holidayretreats.com.au

It's not a race, but a reasonable degree of fitness is recommended.

For further information please contact Dennis Ballard, 0418 312 014, or David Skinner 0409 525 283

RESTAURANT NIGHT

Langwarrin Hotel

220 Cranbourne-Frankston Road
Langwarrin



Time: **7.00 pm**

Date: **Saturday 19 November 2011**

RSVP to Christine by Friday 11 November 2011
Phone: 0414 354 336

Breaking News:

2 special rides to enjoy this Calendar

Sunday 9 October 2011

Heritage and Heathland Dawdle

Leaders: Sally and Angus

Sandringham is an interesting place. As you ride past on the way to Brighton Baths or Port Melbourne you notice things – changes in architecture, signs pointing to historic sites, or the fact there is a Heathland Sanctuary somewhere up Bay Rd. So we decided to investigate one Sunday and now we would like to share with you what we found.

We will be lunching at Hampton Boat Club where there is plenty of room, both inside the kiosk and out on the grass, and then looking at some lovely older

style homes in 'Gipsy Village' (yes, it is spelt that way and that's all we're telling you for now). You will have to get off your bikes and walk with them for this, and later at the Heathland Sanctuary you can leave them at the entrance, so bring locks. If old houses and native bushland isn't your thing, you can skip the above and still enjoy a 65k ride from Frankston and back. So, this offers something for everyone.

Sunday 4 December 2011

Woodlands Historic Homestead

Leader: Bob Melville

Phone: 03 5976 1306 or 0413 657 927

Dust off your flat bar, hybrid or MTB and join in the fun

The main feature is the loop ride from Jacana through Greenvale (lunch stop), then on to Woodlands Historic Homestead, passing close to Melbourne Airport (directly beneath flight path to E/W runway), return to Jacana along Moonie Ponds Creek Trail.

Terrain includes 10km on unsealed track and service vehicle tracks in Woodlands reserve. Best suited to Hybrid, MTB or flat bar road bikes with wider tyres. (Bob says he has done the ride twice on his CRX2 and would not take his MTB just on account of this section).

Special feature: Lots of kangaroos of both the herbivore variety as well as the mechanical flying ones.

This is a very scenic pleasant ride with a gentle downhill return to Port Melbourne.

Despite the overall long length of the ride it is really very undemanding, and will be ridden at a slow pace.



Here is more information on starting point and shorter ride options:

Full Circuit: 77 km

Start: Port Melbourne, (M57, A3), at Café opposite Station Pier

Meet 8:30 for 8:45 start.

Shorter option: 70km (catch train to Southern Cross Station)

Join ride in Harbour Esplanade, Docklands, outside Etihad Stadium /Channel 7 building. Arrive 8:50 for 9:05 departure.

Minimum ride: Start & finish at Jacana Station, Glenroy (adjacent to Western Ring Road), for 29km loop through scenic rural section to Woodlands and past airport Marker Road etc.

To join the ride here, arrive 10:15 for 10:30 departure.

Wait in Langton St outside walkway tunnel on west side from Jacana Station.

Bailout point:

If starting from Port Melbourne or Docklands, then the return ride from Jacana could be eliminated by taking the train back from Jacana to Southern Cross, thereby shortening the ride by about 20km.

Lunch stop (30 mins):

Greenvale shopping Centre, (bakery, Coles, Subway etc).

Also 30 min stop at Woodlands Historic Homestead, (basic coffee only) and 10 minutes at Marker Road directly under airport flight approach path.

Should be back to Port Melbourne by 3:45 pm, all based on very leisurely riding speed of 13.5km/h.

All on concrete cycle tracks except for 1 km approaching docklands, and about 5km at Greenvale. Also includes 10km in Woodlands area on good gravel track and service roads through Woodlands Historic Park section. (Highlight, not to be missed).

All flat, no hills except 5 min walk up to Jacana Stn. from valley due to temporary track closure beneath Ring Road

Suit all bike types except road bikes with tyres thinner than 28mm. which may have some trouble in a few of the unsealed sections.

All intending participants please confirm with Bob in the week before the ride.

Please ensure you are not late if joining at intermediate points, as we cannot wait more than a few minutes.

Leader: Bob (ph: 03 5976 1306 or 0413 657 927)

First Aid Course Pictures

Ronald is all tied up doing the first aid course



Hints & Tips

David Nickson has provided this interesting article written by Nick Morgan.

Technique: How to get your seat height right

By Nick Morgan

The Heel method (BikeRadar)

Setting the correct seat height would seem to be such a fundamental part of cycling that you would have thought the boffins had agreed long ago on the best method. But you'd be wrong.

One thing all the experts agree on however is that if you get the height wrong, the effects can be catastrophic. A brand new study suggests that setting the height too low can decrease time to exhaustion by as much as 12 per cent.

Consequently cyclists with limited time on their hands might actually get more out of a shorter session by lowering their seats to a sub-optimal level so as to make it harder.

It's an interesting theory, but even knowing how to get it wrong presupposes that you know how to get it right, and many don't. Read on to find out exactly how to do it.

1 The Heel method

This is the one every bike shop owner or gym assistant will tell you whenever you clamber onto the saddle. You place the heel of your shoe on the pedal and set the saddle height so your leg is straight at the bottom of the pedal cycle with the pelvis remaining in a horizontal position.

Despite this commonly heard method, there is virtually no scientific evidence to support it and it often leads to the saddle height being adjusted too low

Professor Will Pelever of Mississippi University for Women has written several papers comparing methods for finding the best seat height and says, "The main problem is that this method does not take into account individual variations in femur, tibia and foot length."

2 The 109% method

A more robust method was developed by Hamley & Thomas in a 1967 paper. They experimented with different saddle heights and found that the ideal was achieved when the saddle was positioned at 109% of your inseam length when measuring from the pedal axle to the top of the seat height.

Your inseam measurement is basically the length from your crotch to the floor. To calculate this, face a wall and put a thick-ish book between your legs as if it were a saddle. Ensuring that you are standing straight with your heels on the floor, mark a line along the top of the book edge touching the wall.

The distance from the floor to the height of the mark is your inseam measurement. It's best to measure it several times and take an average.

This has proved an extremely popular method and is recommended by many top-level coaches. Yet a recent study by Professor Pelever found that it was inferior to the Holmes method (see below) both in terms of power output and economy.

3 The LeMond method

This is a popular variation on the 109% method and pioneered by the three time Tour de France winner Greg LeMond.

Also using inseam length as a guide, this formula calculates 88.3% of your inseam length and uses it to measure the distance from the centre of the bottom bracket to the top of the seat height.

Interestingly, Pelever has shown that this often produces a different seat height from the 109% method and although it seems to work for many people, it may not be ideal for someone with particularly long femur bones.

4 The Holmes method

This was originally developed to reduce over-use injuries in cycling and takes a different approach entirely from the other three.

It uses a device called a goniometer for measuring the angle of the knee joint at the bottom of the pedal stroke. Holmes recommends an angle of between 25 and 35 degrees and closer to 25 for those with a history of patella tendonitis.

This may all sound a bit technical and if so it's probably best to go with one of the two inseam methods, but you can pick up a goniometer for around £20 from medical suppliers.

Pelever's research has shown that setting your seat height based on a knee angle of 25 degrees outperforms all other methods (including an angle of 35 degrees). "Using a goniometer and a 25 degree angle is definitely the method I'd recommend," he says.

Don't rely on simply feeling comfortable either. "If you've been pedalling at a much lower saddle height than is optimal, it may feel awkward in the beginning," says Pelever.

"However, as your body adapts (usually in two to three weeks) the new position will not only feel comfortable, but will improve performance in the long run."

Of course, if you still feel uncomfortable after a few weeks then you will need to make changes. It's best to use the 25 degree knee angle as a starting place. Have someone watch from behind to ensure that your hips do not rock back and forth across the saddle due to over extension at the bottom of the stroke. If that is the case then the angle may need to be adjusted upwards slightly for comfort.

"When I finish fitting someone on their bike, their knee angle is usually somewhere between 25 and 30 degrees, but much closer to 25 on most all occasions," says Pelever.

Have you got something for Sale?

Contact the Newsletter Coordinator

