

Sports

Sports Editor Ed Piwowarczyk

Bicycle choosin' can be most confusin'

by MICHAEL FORMAN

Remember that pair of shrunken underwear that didn't start bothering you until it was too late to change? Well buying a bike that doesn't fit can be just as uncomfortable experience, but more costly. A bike must fit your body, but more, it must fit your style of riding. You wouldn't use your Ferrari to haul a trailer, so don't be so naive to believe that the most expensive bike you can afford is the best one for you. How much riding do you do, whether you are fat or thin, tall or short are just some of the criteria that should be considered before spending any amount of money.

What costs \$100, is named Campagnolo and is found in a bike store? If you answered, a cheap bicycle you're wrong. If you instead answered a top set of brakes then you already know that bicycling can be a most expensive activity. But it needn't be. Once you know the kind of bike you need, even the smallest tax rebate will allow you a wide range of quality choices.

DO I NEED A TEN SPEED?

The first question you must ask yourself is what kind of riding you plan to do. If you only bicycle to the corner store for a pack of cigarettes then your kid sister's Glider will suffice. For in-city driving, on generally flat terrain, any good three speed will satisfy your needs for probably less than \$70 new. But if you plan to do a lot of cycling, in and out of town, on flat land or hills a ten speed bike should fit the bill. The wider choice of gears and the derailleur's simple design will make your bicycling both more enjoyable and approachable.

No matter what kind of gear system you choose here are some of the things you should consider.

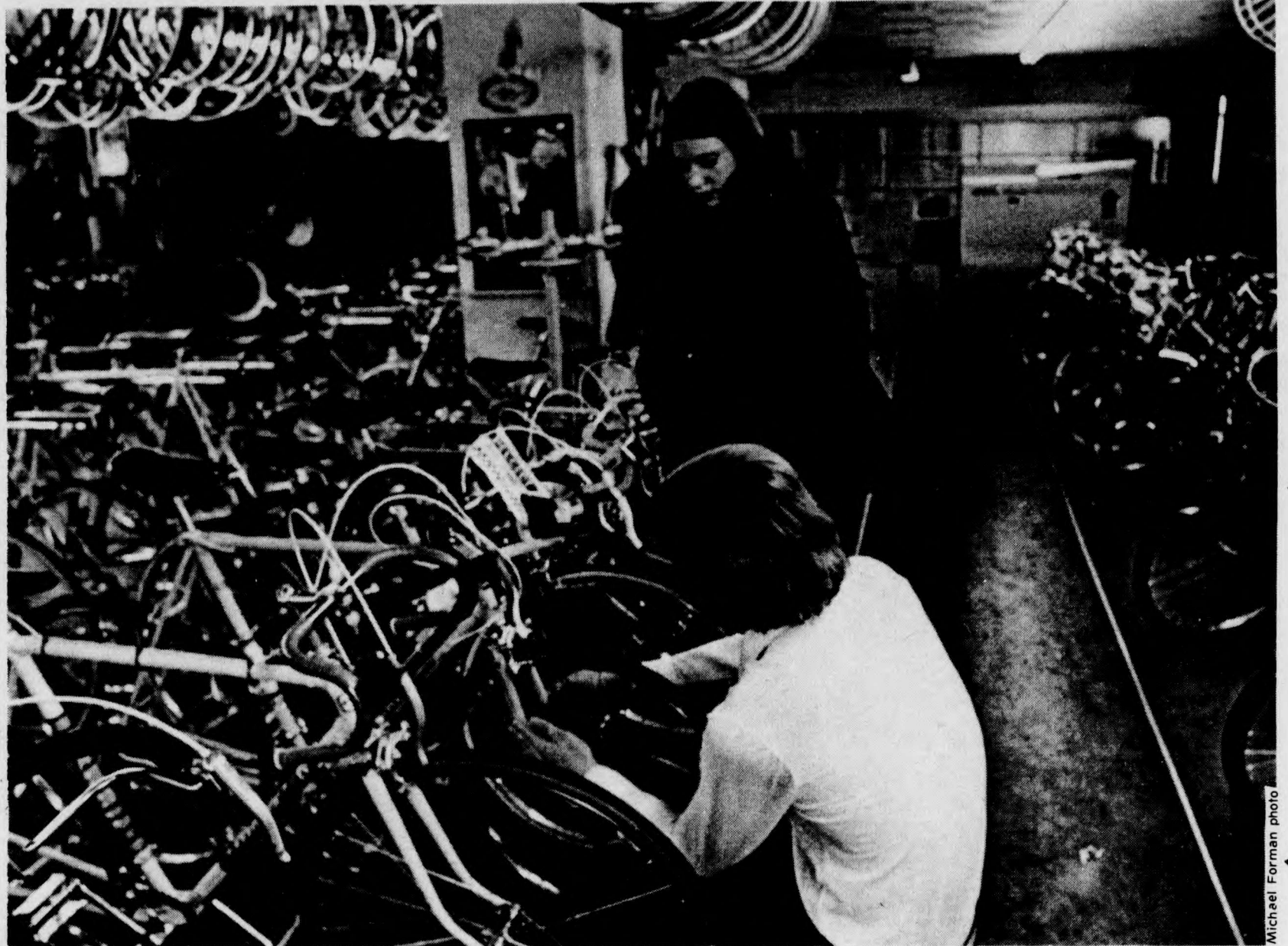
THE FRAME

In bicycling, the frame is truly the name of the game. If you choose a bike by only one criteria then let it be this. The frame or bicycle body should be strong (a dented frame is unfixable), relatively light and well soldered. It must fit the rider both in height and weight.

A top frame bought separately can weigh as little as four pounds, an incredibly light construction of aluminium or magnesium alloys. Though their cost can be in the hundreds of dollars, medium weight frames can be found in bikes costing as little as \$150. Less than this and the frame will probably be made of heavier tubular steel. If your thinking runs close to this figure, be sure to ask your salesman if the frame is of alloy composition.

The welding of the frame is also a sign of its quality. Look closely at the joints or lugs. Are the welds smoothed and neat or are they sloppy? Does the tubular construction taper at the weld points and is the fit good? Compare an expensive bike with a cheaper one if you really want to see the difference good workmanship makes.

But even the best of frames will be useless if it doesn't fit your body properly. People are of different heights and weights and bicycles are made accordingly. Frame sizes range from 19-25" and it is of the utmost importance you choose the right size. Straddle the crossbar of the bicycle. It should almost reach your crotch, leaving a safety range of



Michael Forman photo

one or two inches in case you fall off your seat. Sit on the seat in the proper riding position. Your hands should easily reach the brakes, the muscles in your arms and back being neither stretched nor cramped. Your toes should just be able to reach the floor, allowing maximum pedalling efficiency.

SEAT AND HANDLEBARS

All in all the bicycle should be comfortable. If your considering buying a multiplegear bike and using a padded seat with upright handlebars you're making a mistake. A padded seat to be comfortable is shock absorbing, stealing body energy from your pedalling effort. It also will start chafing after any long distance. Though the hard skinny seat is at first uncomfortable it's worth getting used to. The 'racing' position it accommodates is more efficient and easier on the back and arm muscles. Combined with turned down handlebars, cycling is made easier by offering less wind resistance.

BRAKES AND WHEELS

Another sign of a bike's quality is its brakes and wheels. Centre pull brakes with the cable branching into a "Y" over the mechanism are

good but not as quick and sensitive as the sidepull variety found on the better machines. Look at the shoes, are they easily adjustable? Are they just a black slab of rubber or better, a fine row of rubber nubs?

Check the rim. Again better rims are of alloy construction, combining strength with lightness. Run your fingers along the spokes. Good spokes are "battered" and will leave a light oily film. Their finish should be smooth and they should be strong.

Does the wheel have a quick release feature at the hub? Such releases are of the wingnut or thumb lever variety and allow quick alignment and removal of the wheel when necessary.

Tires are of two varieties, tubed or tubeless (sew ups). Though the tubed are easier to repair, sew ups offer far better riding and handling ability. If you're spending a lot on your bike, it would be foolish to omit these.

HOW AND WHERE TO BUY

Find a store with a large stock so the salesman isn't so quick to push you into something that doesn't fit you. Be inquisitive

but don't act like you know it all, nothing irritates sales personnel more. Know how much you want to spend and how much you're willing to go over that.

As far as where to buy, the choice is becoming wider, with more and more shops opening up. International Cycle and Bloor Cycle seem to be the largest dealers, and as far as my personal preference goes, it's Bloor. The sales staff is knowledgeable, the choice wide and they offer a six month warranty on all new purchases, covering all service and repairs within that period. If you still don't know what your looking for, they run a twenty minute video tape that is helpful in showing you how to choose.

Wherever you go and whatever you choose keep your new bike serviced. Oil and clean it regularly or you'll be in the market for a new bike all too soon.

And remember as you leave the store and pedal into the sunset to yell "Hi ho silver" as the bells of the cash register ring. Yes Kemo Sabay?

C.C.A. promoted events 1973

THESE DATES AND TIMES ARE NOT FINAL, ALWAYS CHECK WITH CLUB SECRETARY OR RACE ORGANIZER.

DATE	EVENT	ORGANIZER	PLACE	DISTANCE						TIME
				A	B	C	JR	LAD	VET	
APRIL										
SUN. 8	International Hard Riders Time Trial	International C.C.	Forks of Credit	25 Miles						10 a.m.
SUN. 15	Spring bank Park Crit.	London Centennial Wheelers	Springbank Park	40	40	40	20	10	40	11 a.m.
FRI. 20	Spectator Trophy R.R.	Hamilton C.C.	Waterdown Plaza	40	40	40	20	10	40	11 a.m.
SUN. 22	Open Dare									
SUN. 29	R.R.	Sport House Canada C.C.	I.B.A.	60	60	60	40	20	20	
MAY										
SAT. 5	Massed Start R.R.	C.C.A. Ontario	Mnt. Nemo	40	40	40	25	15	15	9 a.m.
SUN. 6	Brittania Spring R.R.	Brittania C.C.	Campbellville	60	60	60	40	20	20	
SAT. 12	T.T.	C.C.A. Ontario	Trinity Rd. & Hwy. 53	60	60	60	40	20	20	9 a.m.
SUN. 13	Waterloo Spring R.R.	Waterloo C.C.	Homer Watson Blvd. Kitchene	18	15	15	15	15	15	
SAT. 19	Open Date			65	65	65	35	15	35	
SUN. 20	45 Mile Crit.	G. Vetteo C.C.	Guelph	x	x	x	x	x	x	
MON. 21	Spring Crit.	Hamilton Velo C.C.	Ivor Wynne Stadium Hamilton	60	60	60	40	20	40	2 p.m.
SAT. 26	Handicap R.R.	C.C.A. Ontario	Campbellville	40	40	40	40	20	40	9 a.m.
SUN. 27	Guelph Crit.	Guelph Royal C.C.	Victoria Rd.	60	60	60	40	20	35	1:30 p.m.
JUNE										
SAT. 2	R.R.	C.C.A. Ontario	Campbellville	50	50	50	35	20	35	9 a.m.
SUN. 3	Miehle Crit.	J. Miehle	Yorkdale	60	60	60				12 noon
SAT. 9	T.T.	C.C.A. Ontario	Appleby Line	25	25	25	25	10	25	9 a.m.
SUN. 10	London R.R.	London Centennial Wheelers	London Road	75	75	75	45	25	50	
SAT. 16	Handicap R.R.	C.C.S.	Mnt. Nemo	50	50	50	50	25	50	9 a.m.
SUN. 17	Hamilton Spectacular Crit.	C.C.A. Ontario	Hamilton City Hall	45	45	45	25	25	25	1 p.m.
SAT. 23	Deroo Memorial Norfolk Champs	Delhi C.C.	Delhi Belgian Hall	55	55					12 noon
SUN. 24	Scarborough Civic Centre Crit.	Delhi C.C.	Scarborough Civic Centre	65	65	65	20			10 a.m.
WED. 27	Ajax Crit.	Nomads C.C.	Ajax	25	15	10				

for more information contact Leo Severens 3357

B-ballers see York

By ALAN RISEN

Better than 7,000 people (mostly high school students) visited York's Tait McKenzie gym last week for the Golden Ball basketball tournament.

The Golden Ball is the Ontario high school basketball championships and is run by the Toronto Secondary School Athletic Association (TSSAA).

Each year the tournament is run at a different location. The benefits York derived from hosting the 1973 version was outlined to Excalibur by York's co-ordinator of administrative services Bud Price, "The exposure to the high school students was the main benefit. High school Liaison set up a booth to distribute information on York and gave tours of the campus.

"York was presented in a good light to their parents too. The good weather we had allowed them to walk around and see the campus. We also received fine exposure in television, radio and the press."

York made close to \$300 after expenses.