

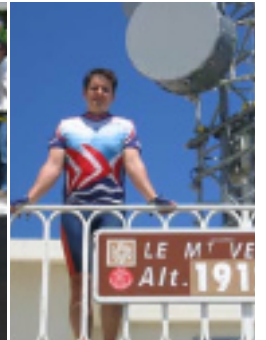
# The Sydney Cyclist

OFFICIAL NEWSLETTER OF THE SYDNEY CYCLING CLUB  
ISSUE 08 > AUGUST 2004



THE TDF DINNER SUCCESS 2004

TIM RICE DOES LE TOUR...



RUTH AND KATE DO JAPAN...P2



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# Cycling on Sake



by Ruth Lax

Is it possible to live through the month of July and not see any sign of the existence of Lance Armstrong? Kate Roberts and I spent 10 days on a wonderful cycling tour of Hokkaido, (Japan) and discovered that sadly, the answer is yes.

It was like a trip to another world.

Apart from no news of the TDF and not an espresso machine in sight, there was not another European face to be seen, outside of the 14 other Aussies who made up our tour group.

Luckily, our tour guide, John Morrell, is an expert in the local language, food and social habits and this, together with his route maps and detailed early morning briefings, kept us out of trouble..... mostly.....well except for the times that we took the scenic route... and did a few extra kilometres.... and met a few friendly locals who were good at reading sign language... and didn't laugh out loud at our 10 words of Japanese.. ...

Strangely, only Kate and I had this experience.

Hokkaido is unlike the highly populated industrial landscape of the southern islands of Japan. There are mountains, national parks, lots of greenery, hot springs, fishing villages, vegetable farms and a small population.

It is a popular summer holiday destination for the Japanese and Hong Kong Chinese who do their bus tours around the island to escape the heat and humidity of the south. The weather here is mostly dry and mild. A perfect cycling climate.

The first part of the tour went along the spectacular rocky coastline and sheer cliffs of the southeast, where we rode through fishing villages and many tunnels. The longest tunnel was three kilometres, which was very weird on a bike. The last four days took us into the mountains and national parks in the centre of the island. Where we "enjoyed" a few serious climbs. These areas are ski fields in the winter.

Our guide made sure that we would end the trip totally exhausted. The last two days riding were both over 100km each and contained many undulations and 3 major climbs of about 10k's and about 800 metres each. Apart from these days the terrain was fairly flat, over smooth hot mix roads with very few cars.

This is not a trip for mountain goats but it is a total cultural experience. You have no choice.

The hotel rooms floors are covered with tatami mats, always had low tables, cushions to sit on and lacquered boxes containing tea sets and other strange delicacies to welcome us. Upon arrival we dressed in our Yukata's (uni-sex cotton kimonos) and went off to the communal mineral baths, (single sex), where we relaxed the tired muscles, compare ride notes, gossiped and prepared for dinner. The yukata also doubles as dinner attire.

Each meal was a fantastic adventure, which satisfied the high importance that cyclist's place on food.

Sitting on the cushions on the floor at low tables we were given our dinner on a tray containing many small dishes of beautifully presented mysterious morsels of food. There was always miso soup and rice, raw fish, smoked fish, cooked fish and shellfish, (little meat) as well as an assortment of multicolored bits and pieces resembling vegetables or tofu, or fish.

Breakfast was normally a smaller version of dinner except the raw and cooked fish was replaced with raw or cooked eggs.

Lunch was the only possible escape to the west, where the Seicomart or 7/11 supermarkets sold ham and cheese sandwiches and ice cream. They also sold cheap Suntory whisky, Sapporo Beer and Sake that were welcome additions to our evening banquets.

Officially the distance of the tour was 680km in 9 days but Kate and I managed an unofficial distance more like 750km.

After 10 days of riding our bikes every day, new experiences, great food, spectacular scenery and friendly locals, the return to reality was hard.

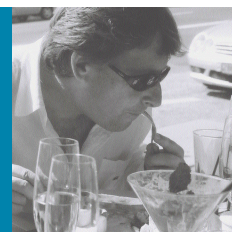
On the positive side we returned to Sydney just in time to see the final stage of Le Tour arriving in Paris.

Oh well, there's always next year.



# From the President's Chair

## Jamie Bedford



This month started with moving back into the newly renovated house. Feels nice to be home, but still a lot of work to do so, unfortunately cycling taking a back seat for the moment.

TDF dinner was a lot of fun and Ruth definitely delivered on the food side for those of us that are Vegetarian... Yummo!!

This weekend will be the Teams Time Trial Championships, which is always a huge day of competition for the club. The TTT always holds a special place in my affection, as it was the event I first joined Sydney Cycling Club for all those years ago. To tell you the truth it was probably the party afterwards that sealed the deal. Anyway here we are 10 or so years on with the biggest entry we have ever had. As I mentioned previously this is the time of year for colds and flu and we have already had some sickness hit teams, but fingers crossed we will be able to field full teams for all the categories we have entered.

Luckily the book I had ordered through Amazon.com "The Race" by Dave Shields is not very long so I was able to get it read very quickly in between moving and dog walking duties. Although not one of the great literary works I did really enjoy this book. It's so nice to read a novel from an author that loves bike racing. His research was quite good and I particularly liked the references to the main character taking up the sport of cycling. Also a strong undercurrent of honour in cycling goes a long way, which I am a complete sucker for. I would definitely recommend this book for a quick read or maybe as a present to the significant other so they may understand a little better your passion for the two wheels.

One thing that has come to the fore lately is how import getting out for a ride is for your sanity. When your time is so controlled even the hour ride to work can make the difference in my day. Or maybe it's just the heightened levels of adrenalin from dodging the trucks on the Pacific Hwy. Either way it feels good to get out on the bike and have a blast. I would like to thank the guys that came out to Waterfall with me on Sunday 8th, having those guys with me made me push that little bit harder than I would have gone on my own and was a perfect hit out coming into the TTT this weekend.

Be careful and hopefully see you up at Galga.

*Jamie*

**<http://www.erniesmithphoto.apexhost.com.au/>**

Welcome to the Ernie Smith Photography web site! To find out more about this site and see if your picture has been taken at one of the Open races, please visit the About page where you can get more information about Ernies photography, and this site in general. On the Photos page, you'll find samples of his work from various venues and events around the country. If you'd like to contact him or order a photograph, head on over to the Contact page!

# Sideburns 4



## Ronde van Vlaanderen bike 2004

Bike Magazines are currently running articles on classic bikes from the past, so it seems appropriate that Sydney Cycling Club readers get their own dose of nostalgia with a look at a bike you don't see in every bunch.

This is the bike that I rode in the Ronde van Vlaanderen or Tour of Flanders (140 km version) this year. It was loaned to me by a work colleague who saw an opportunity for somebody else to get it going properly for him. As I had no other road bike in my possession at the time I was grateful, and had it going in a couple of hours. I was happy to a road bike of sorts with which to explore the Flemish countryside where I lived.

It is a Raleigh Equip, with steel wheels, and narrow handlebars. I put wider bars on which made a difference. The chainset is a Custom with 165 mm cranks and 42, 52 rings. The rear cluster was 14, 16, 18, 20, 22, 24; six speed, steel of course. This gearing was just enough to get me up a 17% climb at Huldenberg.

The brakes were marked Raleigh and the rear had such a weak spring that it did not fully release from the rim after braking. Annoying, but it added to the training effect. Fortunately the rims were steel so the bulges could be hammered out to prevent them grabbing on the brake blocks.

The main tube friction shifters for the gears worked OK but the saddle needed replacing. The steel fitting, and bolt, which secured the saddle needed to be wrapped in old inner tube to stop it cutting my knicks, and thighs. The tyres were specially aged rubber (again Raleigh) for extra grip on wet cobbles.

My neighbour Freddy MV, (Mont Ventoux) as he insists on being called since his successful ascent in May, believes that riding this bike for the Ronde van Vlaanderen is worthy of the "Big Piston Award" and is happy to support this in writing.

The photos show some of the technical detail of the bike including the aged rubber of the tyres.

*Simon Pardey*

# From the Secretary's desk

## George Schneller



### **TDF Dinner**

I would like to thank Ruth and her assistants, Des & Kate, for the very enjoyable evening they organised for last Friday night, 6th August. All those who attended were in agreement. In fact, Tony Johnson and John Rutherford credit the combination of good food, red wine and a late night with their exceptional performance in the TTT practice the following morning at Calga, and intend to incorporate it into the training regime!

I would also like to thank those who donated prizes including Stan Genakis and Richard Kerr. Thanks Richard, the musette was worth winning, also thanks to Deb and Malcolm for some of the answers. Cycling is after all, a team sport!

### **Traffic Controllers Course**

I am compiling a list of members who might be interested in becoming accredited Traffic Controllers. The course is run by the CNSW and is held on a Saturday morning between 8:30am to 1:00pm. If the Club is to run a CNSW sanctioned event at some future date, then amongst other things we will need to have accredited personnel.

If you are willing and able to give up one Saturday morning to attend then please let me know. I have to give CNSW at least 5 weeks notice when I have the numbers so we are looking at a date in October.

### **Committee Positions**

Though the current Committee still has about two and half months to serve before the AGM in November, I know that some members will not be putting their names forward again at the end of their current term. If you are interested in contributing to the operation and management of your Club, contact one of the current members who will gladly explain what you might be getting into. Here's your chance to put something back into your Club.

### **Dane Firth Update**

Dane's condition is improving daily and he has been allowed out on "day release" over the past two weekends. I believe he is to be released from hospital in a week or so, though his full recovery will take a little time yet.

Be careful out there.

*George*

## Notice to All Members

As of the 1st October, 2004, Cycling Australia has changed the date when a members Change of Category occurs.

Up until now this has been on the 1st of January each year. This date will now be on the 1st of October each year.

This aligns to the traditional start of the track season. The period of membership however remains unaltered as a calendar year from the 1st of January to the 31st of December.

The reason for the change is to allow all members who change in category status, the opportunity to race the whole Track and Road seasons in the one category, i.e. a junior changing from U15 to U17 will have the whole season in their new category before competing in the championship program for the new age category.

These changes affect all age categories from U9 to Masters

We anticipate that technical difficulties may occur as a result of this move, i.e. those who compete in an International Event will have an International License printed with their age division remaining unaltered till the end of the calendar year as per UCI Standards.

Please note the licencing year is still 1st of January to 31st December, with renewals starting on 1st October.

# Social Secretary's Report

## Ruth Lax



### Another great TdF

Fine food, good company and great style combined to provide a relaxing atmosphere when 42 club members, including some of their significant others, gathered at the Welcome Hotel, Rozelle, on Friday night 6 August, for the annual Tour De France dinner.

Judging by the conversation, which became more spirited as the night developed, there are some potential Tour riders in the club, several of whom were heard discussing tactics from Le Tour that would be implemented for the upcoming Time Trials at Calga.

The Club had exclusive use of a partially-enclosed courtyard beside the main restaurant which allowed us the freedom to make as much noise as we wanted and move around without disturbing the locals.

It was generally agreed that the cuisine was very good. However, some people are wondering how you should describe particularly unique odour and taste from a cheese on the platter of highly-respected Australian fromages served before coffee.

In keeping with the laid-back approach to the night, formalities were kept to a minimum, apart from the rather devious Tour Trivia contest which was conducted by Des Sullivan.

Despite several challenges to the validity of some of the questions and answers, most people managed to complete some form of response.

In a result that eventually may be challenged by the Cycling Australia Commissaires, the contest was won by George Schneller, followed by Malcolm Wade and Debbie Pearce, all of whom happened to be sitting on the same table.

A lot of other people also put in a sterling effort, in particular Tony Johnson's wife, Caroline who showed remarkable cycling knowledge for a long-suffering cycle "widow".

#### Tipping Competition

The winners were:

1st John Tsalos – 25 points

2nd Mark Meltzer – 23 Points

3rd Andrew Hudson & George Tragaris – 20 points

Some other stats from entries to the competition, compliments of Phil:

- o John Perry was the only person to pick Fabian Cancellara to win the Prologue
- o Michelle Treisman & Rhys Fagan were the only members not to get any points!
- o Mary Bonanno had only 1 of the 4 individual riders finish the tour!

#### Prologue

90% picked McGee

#### GC

65% picked Armstrong

19% picked Ulrich

10% picked Hamilton

6% picked Mayo

0 picked either Kloden or Basso

#### Points

32% picked Cooke

29% picked Petacchi

19% picked McEwan

13% picked O'Grady

Only 1 picked Zabel, Mark Meltzer

Only 1 picked Hushovd, Paul Rigby

#### KOM

65% picked Virenque

26% picked Mayo

0 picked Armstrong or Rasmussen

#### TTT

55% picked USPS

16% picked T-Mobile

1 picked Phonak, Frank Milner

0 picked Banesto

#### Team GC

26% picked T-Mobile

19% picked CSC

16% picked USPS

Thanks to Stan Genakis for donating a great selection of Andrew Harris wines, and to Richard Kerr for some interesting Tour De France memorabilia. These were the prizes that were given out to winners of the Trivia Contest and the Tipping Competition.

Also thanks to Phil McKnight for running the tipping competition, Breeda and Des for the trivia quiz and Kate for helping me to organise the night.

Now, for my next effort, there is the Christmas Party. Watch for details.

Ruth



## Test your Tour De France knowledge

For those of you who could not attend the club's Tour De France dinner, we are reprinting the Trivia Contest that was held on the night. Try to come up with the answer for each of these 18 questions and see how much detail you really remembered from this year's tour. Answers in next months issue.

### SCC TOUR DE FRANCE DINNER - TRIVIA COMPETITION

Question 1 (two points for correct answer)

**What was the official distance of Stage 10 on 14 July – the longest day of the 2004 Tour?**

(A) 290 kms or (B) 237 kms or (C) 227 kms or (D) 250 kms

Answer \_\_\_\_\_

Question 2 (two points)

**Name the teams that rode onto the Champs-Elysees comprising all nine members who started the Tour**

Answer \_\_\_\_\_

Question 3 (one point)

**How many teams started in the 2004 Tour? - (A) 25 or (B) 21 or (C) 18 or (D) 19**

Answer \_\_\_\_\_

Question 4 (two points)

**How many Australians started in the prologue for this year's Tour and how many finished in Paris?**

Answer \_\_\_\_\_

Question 5 (four points)

**Name the top four riders in order – and their teams - in the General Classification after the final stage**

Answer \_\_\_\_\_

Question 6 (two points)

**How many stage wins did Lance Armstrong achieve in the 2004 tour?**

Question 7 (two points)

**Which rider – and from which team – won the Lantern Rouge?**

Answer \_\_\_\_\_

Question 8 (two points)

**Where did Michael Rogers finish in the General Classification at the end of the 2004 tour?**

(A) 15 or (B) 22 or (C) 28 or (D) 21

Answer \_\_\_\_\_

Question 9 (three points)

**How many days did Thomas Voeckler wear the Yellow Jersey?**

Answer \_\_\_\_\_

Question 10 (one point)

**What team does Matthew Wilson ride for?**

(A) Quickstep – Davitamon or (B) Lotto-Domo or (C) FDJ.COM or (D) T-Mobile

Answer \_\_\_\_\_

Question 11 (three points)

**Name the riders – and their teams – who finished in the top three places in the Green Jersey competition.**

Question 12 (three points)

**What unusual incident – involving two riders - took place on Friday 23 July commencing at the 32k mark in the 166.5km 18th stage from Annemasse to Lons-le-Saunier?**

Answer \_\_\_\_\_

Question 13 (two points)

**Name the Australians who scored stage wins in the 2004 Tour**

Answer \_\_\_\_\_

Question 14 (two points)

**Who won Stage 8 on Sunday 11 July from Lambelle to Quimper (168kms)?**

Answer \_\_\_\_\_

Question 15 (one point)

**Including 2004, how many times has Richard Verinque won the overall KOM title in the TdF?**

Answer \_\_\_\_\_

Question 16 (one point)

**What colour was the helmet worn by Lance Armstrong for the final stage of the TdF?**

Answer \_\_\_\_\_

Question 17 (one point)

**How many stages were broadcast live this year by SBS?**

Answer \_\_\_\_\_

Question 18 (two points)

**Which rider – from which team – won the final stage on the Champs-Elysees?**

Answer \_\_\_\_\_

# On the road with the Captain...

## John Revesz



Winter has well and truly been amongst us. Even 6:30 am is dark. With some untimely weather come weekends there has been a general quietening in the bunches over the last month. This

is likely to remain the case until the cold southwesterly ceases and the weather warms again. As a consequence Alex has withdrawn his offer of captaining a monthly C grade ride to Waterfall until numbers increase. In the interim I'll attempt to cover any demand for such a ride on the advertised dates.

Despite the weather we have been getting good turnouts for the races at Heffron on Saturday arvos as well as good results. For those who are interested in trying out Heffron come on down and give it a go, there are familiar faces to help you out. We're regularly placing in B and C grade and I suspect Simon Vagg will be flying our flag in A grade shortly. An across the grades win would be a good thing to see happen soon. For those who think these grades are above them there's D and E as well.

Try the Track days have been well supported and the latest day has just been. Haven't been on the track but would like to try? Just email Tanya. Self injection of vitamins not required.

Now the bad news folks. Last Sunday I received a few emails and phone calls over an incident that occurred out on the roads which fortunately didn't involve anyone being hit by a 4WD but apparently somebody's hairs were tickled by its proximity. It goes a little like this (by the way this is not a personal call as I don't know who's involved as well as the fact that I've seen it happen elsewhere— its about it not happening again):

At the end of Southern Cross Drive we go over a flyover and before the last rise before the airport tunnel we have to cross a lane merging in from the left. Generally speaking this is a tricky section to manoeuvre at the best of times as the merging lane we cross over is also a bit of blind corner and I have personally been

caught out here, however, in this instance the call "over" was "over quickly" and repeated shortly thereafter and as the front end started moving across a look over from near the front saw a 4WD tearing up the left hand lane. Some yells brought the front end back enough to allow a miss to occur – but not by much. Coincidentally, leafing through a bike mag I came across the following paragraph so instead of making up words I'll just copy them:

*"Being the last wheel in the bunch is one of the most important positions to hold. You are solely responsible for the lane movements. You are the one who can look behind for cars and yell 'over!' or 'clear!' when its safe for the bunch to change lanes. You are the one who keeps motorists at bay. Ideally, these actions should always come from the last wheel. If you don't know the route, make sure you are not in the way during the complicated sections of the ride. Also, an overzealous punter will often make the call from the middle of the group. If this is you, shut up!" (Ride: July 03)*

I will also add the following: Riders at the back – take the lane before you call over. Riders at the front – if you don't get the call you want or soon enough don't change lanes until the 'clear' or 'over' calls come. Think about single files or slow down slowly but don't try to pressure the back end to make premature or inappropriate calls by drifting into the neighbouring lanes. Everybody else - take time out from chit chat to know what's happening up the road and to anticipate the situations you may encounter.

Please stay safe and warm.

*John*

### Tours at a glance

**October 30-31**

SCC Canberra Two-Day Tour, 125km + 90km

**November 28**

Patonga One Day Tour, 160km



# Regular Rides

DAY	TIME	VENUE	COMMENTS
<b>Tuesday</b>	06:00	Cannons	Watsons Bay hills ride, approximately 25km. Eastern Suburbs hills and in-between flat bits. Faster riders wait up at the top of Military Road for new kids/the hill-challenged. Back at approximately 7:00am Bondi Junction.
<b>Wednesday</b>	06:00	Cannons	Very fluid, up to who turns up to find riding buddies – maybe brisk laps of the park, or a 35km circuit round the Eastern Suburbs.
<b>Thursday</b>	06:00	Cannons	La Perouse via Anzac Pde and Malabar, approximately 35km. Fast clip (35-40ish) with three even faster (40-55km) intervals, back in the park around 7:00am. We wait up for training enthusiasts but not quite as religiously as Tuesday.
<b>Friday</b>	06:00	Cannons	Invariably some SCC riders in the park doing easy recovery laps before the harder weekend rides.
<b>Saturday</b>	06:30	Cannons	La Perouse ride, 45km. Three bunches leave the park rolling easily until Foreshore, then the first two bunches pick up the pace at La Perouse for the run home via Maroubra Beach with a paceline developing along Anzac Parade. Third bunch does the same route at a slightly slower pace with an emphasis on bunch riding. All round off back in the park for coffee about 8:20am or Regular Time Trials, Criteriums or Road Races as per published calendar in latest newsletter. At the conclusion of TT's all members are invited to attend a bunch training skill session, starting at 7:45am at the Cannons.
<b>Sunday</b>	06:30	Cannons	Waterfall ride, 90km+. Medium to hard ride, out at 28-35km, some turn round at Sutherland (60km). At Waterfall, smaller groups sometimes go on to Stanwell Tops (120km) or back through the Royal National Park (110km). Main bunch U-turns, pacelines back to Sutherland, collects the stragglers, then a fast ride back to the park for breakfast. Or a more medium paced ride, medium/average fitness level. Same route as above or maybe Short or Long Cronulla (60-70km), Kurnell or Cape Solander (80-90km) or maybe even Sutherland, then back via Como and Hurstville (70km). All rides finish back in the park for breakfast (approximately 9:30am).
<b>First Sunday of the month</b>	06:30	Cannons	Club Jersey Ride 100km+, 2-3 different paced bunches head north to Akuna Bay via Wakehurst Parkway and Church Point. Keener riders can opt to take the turn off to West Head. Those wanting to miss the hills and take it a bit easier skip the Akuna Bay turn off and regroup at the top of McCarrs Creek Road. The ride returns to the Park via Forrest Way and the Spit. Coffee options are decided on the day.

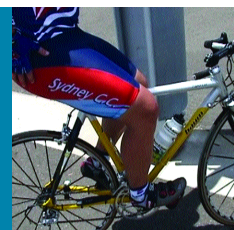
**C bunch rides to waterfall: the dates for the rest of the year are as follows: August 22, September 19, October 24 , November 21 and December 19.**

All rides leave from the appropriate venue in Centennial Park unless otherwise specified. For club events, please ensure that you either turn up to handle when rostered or find a replacement. Dates for the NSWCF Open races are subject to confirmation.

The Sydney Cycling Club does not take responsibility for the conduct or safety of the training rides detailed on this program. Training can be dangerous and you do so at your own risk.

# Race Secretary's Report

## Tim Rice



*Prepared by Grant Cheliew (on behalf of Tim Rice who was poncing around Europe – apparently there was a bike race in France). Apologies in advance for any errors, omissions, hurt feelings or boredom, resulting from reading of the following.*

June and July consisted of a fairly heavy schedule of racing events, with a high SCC participation rate in the Cycling NSW events (looking good in the new Kinselas outfits), and ongoing participation (with podium places) at the Saturday afternoon Heffron Park – Maroubra Criterium. Friday night track racing season is back on at Dunc Gray Velodrome with some good results being achieved by the usual SCC suspects (Tanya Bosch, Alex Simmons and Phil McKnight).

### SCC Events

We only had the one SCC event (due to heavy CNSW Calendar): - Extended TT # 2. A large turnout of riders (including some new faces) in all grades on a very cold morning, saw Simon Vagg as the overall winner and 1st in A Grade, 1st in B Grade – Peter van Rijs, 1st in C Grade – Amber Jenkins and 1st in D Grade – Mary Bonano.

### Heffron Park Criterium

Due to the heavy CNSW event schedule and wet weather cancellations there was limited SCC participation at the Saturday Heffron Park Criterium, however Rhys Fagan won a 1st place in C Grade, with Anton Allen also gaining a 2nd and a 3rd place in C Grade over the last two months.

### CNSW Events

Up to Tamworth for mid-July. In the Saturday Handicap race, the seven and ten minute groups stayed away from the scratchies to take the win. Dave McHugh, Steve Orfanos and Jamie Bedford stayed in the front group, with 8th place to Jamie and 9th place to Steve. Amber Jenkins was 2nd Female to finish, followed by Julie Howard for 3rd Female. The graded scratch race was held on the next day in cold and wet conditions. The girls missed the registration but braved the weather to support the blokes. Dave McHugh, Steve Orfanos, Kevin Black and Jamie Bedford were together in C grade. Conditions meant all riders had hypothermia by 20km into the 100km race. Jamie Bedford managed to run down the front breakaway group to gain a 3rd place. Steve Orfanos placed 6th.

And back in Tamworth for the 2-day tour (7/8 August), saw the usual suspects at it again. Key results were a 2nd place for Dave McHugh in B-Grade (2nd Stage), gaining 8th overall, and Adam Shepard taking 5th place in C-Grade (2nd Stage) and taking 6th place overall. Steve Orfanos also took place in B-Grade for his first time, finishing just outside the top ten. Richard Dodds & Kevin Black also competed alongside Adam in C-Grade, whilst Rhys Fagan rode to a credible 4th place overall and 1st in KOM in E-Grade, and a fantastic 1st place in the 3rd Stage.

### DGV Track - Friday Night

Friday night Track racing season commenced in June, with regular attendance (and numerous wins and places in the multitude of events – and some spills) by Alex Simmons, Tanya Bosch, Phil McKnight and Dan O'Callaghan. Scott Chapman tried his hand in the Novice category, and Mark Stevens would have if he had been on time! Big thanks to Alex Simmons for the very detailed Track reports provided in the Weekly Race Round-Up, which provide an insight into the Track world and hopefully stimulate more interest from other SCC members to go out and give it a go in the Novice Category.

Upcoming race events include the CNSW Team Time Trial Championships at Calga on Sunday 15 August. SCC members were conscripted into early service by Tony Johnson, Phil McKnight, Jamie Bedford and Tanya Bosch, with serious training, coaching and team selections having commenced in June.

It has been fantastic to see lots of new SCC faces appearing at all of these racing events – the more the better for all concerned. So anyone out there who has so far thought about racing, but held off - just get out there and participate!! It is "fun" and it is a good experience just being at the events, regardless of the result. Getting dropped or coming last does not matter (not for a while anyway .....!!). So that's it. I need to get back to my day job. Tim Rice will be back in charge as usual next month.

*Grant*

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Newsletter Submission Details: All articles to be submitted no later than the first Monday of every month. Please email [v\\_m\\_mcneill@yahoo.com.au](mailto:v_m_mcneill@yahoo.com.au) or by post to the Newsletter Editor: Victoria McNeill, 44 Ormond Street, Paddington NSW 2021.

## FOR SALE



2002 Avanti Giro, Double Butted Alloy Frame 57cm, Shimano Tiagra 18 Speed Group Set (51-39), Cateye Mitty 8 Cycle Computer, ITM Bars and Stem, Look Pedals, Shimano WH-540 Wheel Set (23-12 rear cluster), Vittoria Rubino Pro tyres (red/black), Selle Italia Saddle, Profile bottle cages. \$1500.00. Call Steve Sturm on 0414 251 680.

- 1 Cassette 9 Speed - Campagnolo Chorus (12/23) Brand New - \$100
- 2 Cassette 9 Speed - Marchissio (converts Shimano Splined Hub to 9 speed Campagnolo Spacing/Gearing (11/23) Some use - \$100
- 3 Look Pedals - Campagnolo Branded - some cosmetic damage but work fine - \$30 ono
- 4 Look Shoes - older style grey/red/blue/yellow, size 42 with red Look cleats. Lace-up and velcro strap - \$20 ono
- 5 Elite Bottle Cages x 2 - Silver Aluminium (wire style) - \$5 (each)
- 6 Zefal Pump (Black) - to fit small framed bike. Old but does the job - \$5
- 7 Handle Bars - Cinelli D'Italia - 42cm c to c. Silver Aluminium - \$5
- 8 Head Stem (Quill Style) - Cinelli - Silver Aluminium - \$5
- 9 Head Stem (Quill Style) - ITM - Black Steel - \$5
- 10 Seat Post - Silver Aluminium - \$5

Call Tim Rice on 0416 095 889 and we can arrange viewing and payment.





## SCC clothing available!

Clothing can be picked up 7 days a week between the hours of 10.00am and 4.00pm from the Colombian Hotel on corner of Oxford and Crown Streets, Darlinghurst. Alternatively it can be mailed. Payment can be made by cheque (SCC, 117 Oxford St, Darlinghurst 2010 ) or by credit card.

Mobile: 0419 700 101 Work: 9360 2151 Email: david@kinselas.com.au

### SCC CLOTHING PRICE LIST

SCODY SHORT SLEEVE JERSEY	\$80
XL and WOMENS L SHORT SLEEVE NETTI JERSEY	\$50
ANNIVERSARY JERSEY	\$110
LONG SLEEVE SCODY JERSEY	\$125
WIND VESTS	\$75
BIB KNICKS	\$100
NETTI KNICKS (OLD STYLE; LIMITED SIZES)	\$50
ARM WARMERS (BLACK SCC )	\$25
SECONDS NETTI LONG SLEEVE ( LIMITED SIZES )	\$40

## HILLBRICK RACING FRAMES

### Hillbrick Frames

While Hillbrick is known for its racing frames, we are able to make any style of frame. Our frames are made to suit the individual rider whether they be big or small.

1000 1200 1400 1600

### Cassette for all Occasions

With Australia having a wide range of riding conditions, Hillbrick Racing Frames distributes cassettes of every size (ranging from 10/21 to 11/28) and compatibility.

### Cut the Frame? What about the Forks?

Hillbrick is the Australian Distributor of Columbus Carbon Forks including Columbus Carbon Muscle.

### Wide Range of Michel Pédale

Michel offer a wide range of clipless pedals starting with the budget 307 up to the light-weight 102 pedal with its titanium pedal axle.

For under \$100 for the 307 pedal, Michel also represents great value.

### Alpina Spokes

Since 1876, Alpina has been producing a wide range of bike spokes that are durable and well priced. Made from Stainless Steel in plain, double fluted, aliphical and, straight pull in various lengths.

Alpina also have available its patented AIS Self Locking Nipples.

For more information or dealer enquiries contact:

**Hillbrick Racing Frames**  
Unit 1, 26/31 Ann St, NSW  
Minto NSW 2585  
02 8620 4811 / 04 17968 0766  
www.hillbrick.com.au

## WANTED POSSE OF RIDERS FOR THE 2004 WEST SPRING TOUR

Australia's leading ultra long, ultra Spring Tour brings the fun of Italy to you with its individual West Spring Tour.

An eight day journey, starting and finishing in Sydney, will take riders through the Southern Highlands off NSW, to the coast, ending in Byron Bay and the Murrumbidgee, returning home through the Central Coast.

You bring your bike, we'll take care of the rest from: best available accommodation, all meals, support vehicles, coaching, bike mechanics and more. Complete packages from \$2400/week departs early October.

### WANT YOUR OWN MODEL . . .

Given the increasing popularity of our tours, with riders quickly becoming ultra long tourers, to get the most out of the holiday and cycling, they design their own head up cycling calendar or the rider themselves. If you feel as though you'd benefit from long flat rides or make more climbs - we can organise something just for you and your club members.

Private Club Member  
As a member to cycling clubs, get ready off for each block of five riders booked for the West Spring Tour.

Individuals apply for single places, maximum 10 per week.

### ORDER YOUR MODEL . . .

West Spring Tour offers club cyclists a host of other great rides, from the original Italian Tour - combining with the ultra long - to the more world class cycling championships in various parts, to Australia's Tour Down Under. Look in ItalySpringTour.com for details.

**Pino D'Aguanno Telephone: +61 2 9388 2213**  
pino@italiaspringtour.com  
www.italiaspringtour.com

## Flash Frames

Custom Cycle Painters

**George Schneller – 02 9319 2899**  
email: gschnell@bigpond.net.au