

The Sydney Cyclist

Feb/March 2005



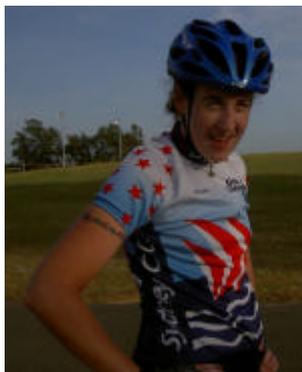
NSW Masters 2-4 Teams Pursuit Championships

Saturday 5th February 2005

Tim Rice, Phil McKnight,
Dan O'Callaghan & Alex Simmons

Congratulations on your Silver Medal
(missed out on Gold by 1/10th of a second)

Let the Games Begin.....SCC Racing has started
Race (& Physical) Results on Page 8!



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Presidential Address

Well welcome back for another year. It's now March and everyone should be back into the swing of things again.

Club Racing

Congratulations to Tim Rice and helpers especially Alex Simmons, George Schneller and John Tsalos who have restarted our club racing with great success.

Participation of non-racing members as helpers has been one of the highlights of racing so far this year. Des & Kate, remind me at the next function that I owe you guys a drink.

I will be off at the Snowy Tour this weekend. I have never made any secret of how much I love this tour - beautiful country, great companions and friendly car drivers. Also being away from work for four days will finally give me an opportunity to finish my racing manifesto for the year.

Racing Meeting

After our successful race meeting in February, I intend to keep the teamwork ball rolling by sending an email to all racers in the same NSWCF grade for open racing. The plan is to get to know the people you will be racing with. When I say get to know, I mean see their strengths and weaknesses, find out who will be doing which races and maybe come up with a plan of attack. From the racing roundup you may have already seen some of our early success.

We will have another meeting near the start of April (new venue to be found as my little house was a bit of a squeeze last time). I have been very pleased with the number of emails and questions coming my way since the last meeting, and hoping for the same level of success from the next.

NSW Cycling Federation

The NSW Federation is currently looking to fill vacancies for the position of President and Vice President. If you are available for the meeting (on 12th April) where the nominations will be voted on, please let George Schneller know. We can send as many delegates as we like so don't be shy.

Road Rage

Lastly I heard that the members who went down to the ride in Tasmania had to deal with an incident of road rage. Although I haven't heard directly from our members, news reports are that an angry driver ran down five of the cyclists on the tour. It's hard to imagine how a driver can become THAT angry, but once again stresses the importance of being careful and looking out for each other.

Until next month, stay upright and have fun.

Jamie

PS. Skills rides start this month 08/03/2005. So email me now!!!

**Next Akuna Bay Ride
Sunday 6th March 2005
(UK Mother's Day!)
Meet Cannons @ 6.30am**

Race Secretary's Report

Business as usual!

SCC CLUB RACING

Yup we're racing again and the first three have come and gone. I'm sure you are well aware of who did what in which race but if not jump onto the SCC website. Here you will find everything you need to know – thanks to the "Alex Simmons Super Spreadsheet" and our slick webmaster (Malcolm). Results, championship points, average speeds. PB's (soon), the racing/tour calendar – god, if we get any more professional we will have to put up individual rider profiles and join the "Pro Tour".

I hope all those that have competed have enjoyed the events and for all those others (with racing licences) – 'come on' give them a go (a lot of effort has gone into establishing racing again and it would make me a lot happier to see 40 or 50 people spread amongst the 4 grades).

PS: Please try and register before 5:00pm on the Thursday prior to a race. Wherever possible I will accommodate late entries but it's certainly makes it a lot easier if I can have everything done on the Thursday night.

HEFFRON AND OTHERS

I can't list all our achievements over the past month (see racing round-ups) but a quick word to say how great it is to see some 'different' faces around at the various weekly venues. Some of these 'newbies' are making their mark very early.

SCC OPEN RACING

Not much has really happened on this front apart (of course) for the Silver Medal performance in the NSW Masters Teams Pursuit. Oh well maybe 'next year' - for those that don't know that's three years in a row we have won Silver.

Posted on the SCC website are your 'current' CNSW State Grades – you should seriously start to train/race with club members of equal grading as they are your team mates for any 'Open' Races you contest. Knowing each others strengths and weaknesses can only help obtain more podium finishes for the club. Even if it's not you on the podium, knowing you helped get a club-mate there is almost as fulfilling.

REMINDER - NEW ENTRY SYSTEM

Please remember, there is a new system for 'open entries'. Very simply enter yourself via CNSW website, print/keep your receipt, record any prize money won and submit all receipts at the end of August for reimbursement. If you need a hand or want advice about which events to enter by all means talk to myself, Jamie or any of the other 'regular open racers'. The Racing Secretary will not be responsible for any missed entries.



Not a real lot to talk about this month – so as always get out there, give it a go and I look forward to seeing heaps of Kinsela's riders out training in 'graded' groups.

Tim Rice
Race Secretary

Club Captain's Report

I must congratulate Tim and supports for the successful launch of the 2005 SCC race series. As I write the first two time trials and one crit have been successfully staged and fought out and, if the competition and support is anything to go by, it would seem it will be a very good club racing year. A great effort!

Not one to take too much notice of stats and points at this early stage of the year, as clearly some racers are planning to peak some time later (in my case much, much later) I have noticed generous numbers particularly in the A and B grades.

Overall this is a positive sign as racing sharpens skills and fitness levels of those involved and even handlers observing will pick up a trick or two.

If there is a downside it is perhaps that the Saturday morning bunches have had less lining up and naturally some of the more experienced members are off racing. With some 20 events on the SCC calendar to November this will be a common occurrence throughout the year. The key when there are fewer starters is not to necessarily jump into one bunch but still maintain 2 or 3 or even 4 smaller, similar grade groups. For new or less experienced riders there is always plenty of know-how around and some very composed ride captains.

Prior to racing starting the feedback on the Saturday bunches was quite positive particularly after we split the bunches into 4 grades. Not that it has not been good lately but before Christmas getting the bunches organized was proving a challenge.

The Sunday bunches have been well supported and soon we will have a dedicated "steady" bunch going to Waterfall. There is also a strong and regular contingent on the week-day rides and I encourage anyone who has not done these, or is considering them, to join in – they are great for your fitness, you are back in the park early enough to go to work and it is a great way to start the day.

Well I must close now as I am late with my contribution and the Editor is not amused and she is a very powerful and influential person (who can edit my piece as and how she pleases).

Again my congrats to Tim – the racing aspect of the club is an outstanding success and highlight for this month.

Barry Doosey
Club Captain

March/April 2005 Newsletter
Due 1st April 2005

Closing Date for Articles - Friday 25th March 2005

Email: auriolc_73@yahoo.com.au
(please zip large files or burn to cd)

Post: PO Box 1655, Bondi Junction NSW 1355



Malcolm and Damon Wade with Bruce Vote on the RTA ride from the Snowies to Kiama.

Tour Secretary's Report

Tours at a glimpse:

Kangaroo Valley Tour	14/15 MAY
Hunter Tour (Muswellbrook)	16/17 JUL
Wyong Tour	14 AUG
Canberra Tour	29/30 OCT
Patonga Tour	27 NOV

Hi everyone,

The Wollongong Tour ran on Sunday 20th February. There was only a small roll-up at the Park that Sunday and an even smaller bunch for the 'Gong ride. Most people had opted to stay in bed as a result of threatening rain. Probably a wise idea as it was not far into the ride before the rain actually started to fall. Fortunately it remained as light rain and by the time we got to Captain Cook bridge it had stopped - for a while anyway.

Grant and Maryanne made their departure early with Lumby and Vikki making it all the way to Captain Cook Bridge (huge effort) before turning, leaving a cosy group of four, include the two Paul's, Mary Bonanno, and myself to put in the big ones.

We headed along the Old Princess Highway making our way towards Bulli Tops at a steady touring pace. The closer we got to Bulli the nastier the weather looked. The fog started to roll in and the rain drizzled down. I normally hate riding in the rain but it was still pretty warm and to me far better than riding in full February summer heat.

The further south we rode the thicker the fog became. We pulled in at the Bulli Tops café where it was decided the descent down Bulli or Mt Ousley would be too dangerous in the wet, foggy conditions. So with about 75km on the clock it was time to fuel up with a coffee and an assortment of goodies in preparation for the return journey.

Heading north from Bulli back along the Old Princess Highway is always a pretty quick ride. The roads are good and grade is generally downhill all the way to Stanwell Tops, where we turned east towards the coast to ride back through the Royal National Park.

The rain had stopped and a clean sea breeze made for excellent riding conditions through the sub tropical rain forests in the south of the Park. I had forgotten what a great piece of road this is. If only we could eradicate the motor vehicle (or rather their stupid drivers) it would be Paradise.

So not quite all the way to Wollongong but a healthy 160km on the clock by the time we got home. A great ride was had by all and I'm sure these kms will make the Snowy Tour all the more enjoyable.

By the time you read this the Snowy Tour will have been and gone. I'm sure all the Snowy tourers had an excellent time. Standby for my review in April's newsletter.

Kangaroo Valley Tour

May is time for one of my favourite Tours, Kangaroo Valley! If you have not been to KV yet then don't miss it this year, it's a great weekend away offering some beautiful and challenging riding through the valley and up into the Southern Highlands. Excellent pubs, cafes, craft shops, restaurants, and Alan Revell! What can I say, this tour has it all! Details of this tour will be provided in April's newsletter.

If you missed going on this year's Snowy Tour then start making plans for May... KV rocks! Please send all tour enquiries to me via email - rads102@hotmail.com

See you on the bike.

Cheers,
Richard Dodds,
SCC Tour Secretary, 0419 729 206

Offyabike Social Gathering

(With apologies to Tanya Bosch)

New and not so new members are invited to come and partake in a few after work drinks.

Mark your social calendar for Wednesday 20th April.

New members

Take this opportunity to meet the club members and see what they look like out of our Lycra.

Older members

This is a great time to discuss racing strategies, training programs, groupsets, new bikes or just gossip.

Where:

Inner city pub (private room).
Exact location TBA soon.

When:

Wednesday April 20th from 6pm till whenever.
The pub has a restaurant for those who want to make a night of it.

Cost:

\$20 for finger food and the first drink.
Partners welcome.

It should be a great night so I hope to see you all there.

RSVP and payments to:

Ruth Lax, (Social Secretary)
10/9 Edward St
Bondi 2026.
PH 0414- 787-543
EFT on request

SCC Clothing Available

Clothing can be collected 7 days a week between the hours of 10am and 4pm from the Colombian Hotel, cnr Oxford & Crown Streets, Darlinghurst. Alternatively clothing can be mailed. Credit Cards accepted or payment can be made by cheque (SCC, 117 Oxford St, Darlinghurst NSW 2010).

SCODY SHORT SLEEVE JERSEY	\$80	XL & WOMENS L SHORT SLEEVE NETTI JERSEY	\$50
ANNIVERSARY JERSEY	\$90	LONG SLEEVE SCODY JERSEY	\$125
WIND VESTS	\$75	SECONDS NETTI LONG SLEEVE (LIMITED SIZES)	\$40
ARM WARMERS (BLACK SCC)	\$25	NETTI KNICKS (OLD STYLE; LIMITED SIZES)	\$50
BIB KNICKS	\$100		

Contact: David McHugh; Mobile 0419-700-101; Work 9360-2151; email: david@kinselas.com.au

SCC Races & Tours 2005

MARCH

Sunday 5th - Monday 7th March
Snowy Tour

Saturday 12th March
Race 4 - Kilo TT #1
Venue: TBC

APRIL

Saturday 9th April
Race 5 - 12km TT #1
Venue: Heffron

Saturday 16th April
Race 6 - Crit #2
Venue: Heffron

Saturday 30th April
(2 races on the one day)
Race 7 - Hillclimb #1
Venue: Lansdowne Pk
Race 8 - Road Race #1
Venue: Lansdowne Pk

MAY

Sunday 1st May
Race 9 - 25km TT #1
Venue: Calga

Saturday 14th & Sunday 15th May
Kangaroo Valley Tour

JUNE

Saturday 4th June
Race 10 - Crit #3
Venue: Heffron

Saturday 18th June
Race 11 - 12km TT #2
Venue: Heffron

JULY

Sunday 3rd July
Race 12 - 25km TT #2
Venue: Calga

Saturday 16th & Sunday 17th July
Hunter Tour (Muswellbrook)

AUGUST

Saturday 6th August
Race 13 - 8km TT #2
Venue: Heffron

Sunday 14th August
Wyang Tour

SEPTEMBER

Saturday 10th September
Race 14 - Hill Climb #2
Venue: TBC

Saturday 24th September
Race 15 - Crit #4
Venue: Heffron
Saturday 8th October
Race 16 - Road Race #2
Venue: Lansdowne Pk

OCTOBER

Saturday 22nd October
Race 17 - 4km TT #2
Venue: Heffron

Saturday 29th & Sunday 30th October
Canberra Tour

NOVEMBER

Saturday 5th November
Race 18 - Crit #5
Venue: Heffron

Saturday 19th November
Race 19 - Kilo #2
Venue: TBC

Saturday 26th November
Race 20 - Crit #6
Venue: Heffron

Sunday 27th November
Patonga Tour

SCC Race Results

THE RACE RESULTS

Saturday 12th February

Race 1 - 8km TT#1

Venue: Heffron

Overall Winner: Simon Vagg
A Grade Winner: Simon Vagg
B Grade Winner: Tony Johnson
C Grade Winner: Gregor Whiley
D Grade Winner: Malcolm Wade

Saturday 19th February

Race 2 - 4km TT#1

Venue: Heffron

Overall Winner: Simon Vagg
A Grade Winner: Simon Vagg
B Grade Winner: Russell Davies
C Grade Winner: Gregor Whiley
D Grade Winner: No entries

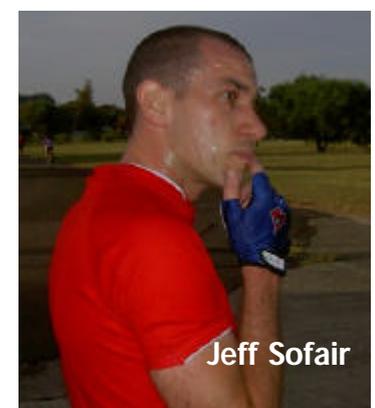
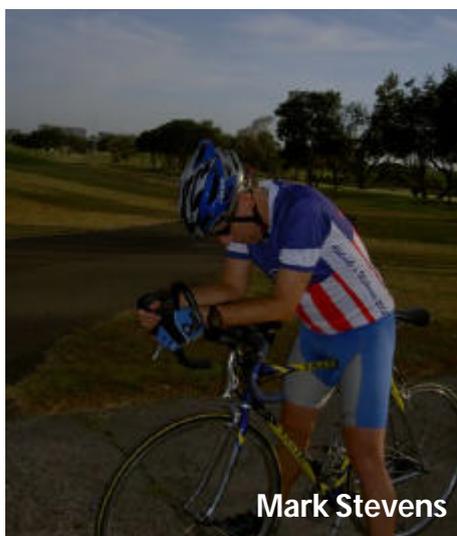
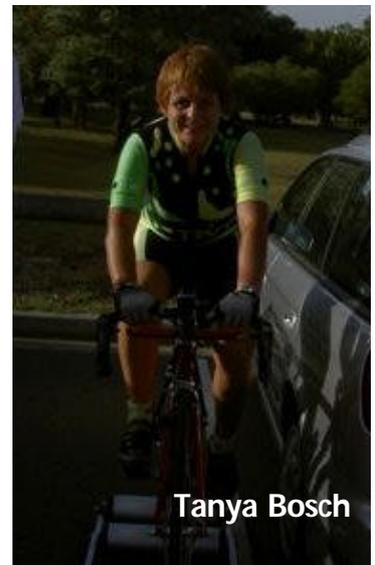
Saturday 26th February

Race 3 - Crit #1

Venue: Heffron

Overall Winner: Steve Orfanos
A Grade Winner: Steve Orfanos
B Grade Winner: Wayne Wheatley
C Grade Winner: Auriol Carruthers
D Grade Winner: Steve Youngman

THE PHYSICAL RESULTS!



The Crit Experience

How hard can it be, I asked myself – it's only 10 laps of the same circuit! After doing a practice run at Heffron on Monday, by myself, sitting at a comfortable 20km per hour, I felt confident about the forthcoming Crit. I had attempted to try it once before, last year, however a puncture during the warm up lap sort of put me out of the running.

A fellow C grade member told us that this was the best handicap we had ever had and that we could be in with a serious chance of winning (no pressure!). The A-graders would have to make up 18 seconds per km / 36 seconds per lap to catch us (which they did!).

The pistol went and we were off. 2 laps later I was ready for giving up but 4 laps into it, I think I entered the Zone (i.e. the hurry up and finish 'cos I need coffee and cake Zone). It kept me going. And so did the encouragement from the handlers, however the brightness of their highly attractive yellow vests was slightly distracting. When my heart rate hit 202bpm I decided it was time to turn off the monitor.

It was pretty uneventful, apart from the 'keep left' screams from the A-graders, as we hit the corner at the netball court. Taking into consideration my 'excellent' cornering skills, I'm surprised this hadn't happened earlier....

My bike decided not to hold a straight tight line and it took the widest wiggly line possible. I gave the rider behind me no room to go, apart from the 30cm between the grass and myself. Thankfully she was a lot more experienced and held it together! (Thanks Tanya!) Looking back, it was an excellent race tactic (I'm sure by mishap I'll be demonstrating it again) but probably not legal and would not put me very high on the popularity stakes.

Now that I'd dealt with everyone sitting behind me, I then focussed on tracking down the lead rider in our bunch (the burglar, George). Unfortunately he got a puncture so that was quite easy.

One lap to go and I spotted the Power Bar Kid (Simon). I wasn't sure whether he was doing a cool down lap (faster than my racing lap) or what had happened but I managed to jump on his wheel and get a ride home.

It kind of feels good to have finished 1st in C Grade. In fact I'm ecstatic, probably won't sleep tonight and can't wait to phone home and tell my mum! However, I'm wondering if I only won by default and that it's not exactly fair on those who didn't finish due to mechanical problems with their bike or body. I guess that's all part of the racing experience....

I highly recommend giving racing a go. A year ago I would never have thought I'd be capable of doing a crit. Hope to see more C & D Graders taking part in the races!

Auriol Carruthers

Postcard from Thailand

On the road with Yvoine and Mike McCort...



We enter Thailand via the east coast, in Hat Yai. The first few kilometers in this new country take us on a small tarsealed road, going from village to village. Around us, there does not seem to be a specific type of agriculture

dominating: bananas, pineapples, rubber (Thailand is the first manufacturer of natural rubber), palm oil, betel nuts, coconuts, rice... Smallish sections are cultivated, one after the other, showing us a bigger variety than what we were used to on the Malaysian side - it seems that everything and anything can grow in Thailand! At the pace of our riding, we discover a country that is greener - and even green to the extreme when it comes to rice paddies -, where mosques are still more prominent than bright-coloured temples along the road, where all the houses have small colourful birds in cages outside. It is also on that road that we will get used to the green colour of the army uniforms, and to barbwires...

We then go up to Songkla, further north, on the coast, where we meet up with some of our first "white tourists" since leaving - but not so many of them. They will become more numerous as we get closer to Bangkok and as the tsunami has pushed them from the west to the east coast. We follow the road along the coast, fighting against head winds from mid morning. The further we go, the less mosques we see. They are replaced by green, yellow and red temples, and by gigantic buddhas covered in golden leaves, that can reach more than healthy heights, sizes or widths...

From Surat Thani, we carry on on our way to Bangkok, on a small road parallel to the highway: a small road that we have called the "bang road". To our west side already lies Myanmar. To the east, the Gulf of Thailand. Our maps are really average, and it seems there are many more roads and intersections in reality than on the map. And a lot of Bangs or Bans - we figure it must mean village in Thai, or something along those lines - but it makes our choices

sometimes a bit of a guess: between going to bang bang hat to the left or ban bang had to the right...

The "bang road" is however magnificent, a small road that goes up and down through villages, where we can see, first hand, election day happening across the country. Election booths have been set up everywhere, in schools, sheds or gathering places... It is at the end of the bang road, just before Prechuap Kiri Khan, that we must cross - after double checking there is no flying apparatus coming from the right or the left hand side - no less than the landing strip of the Thai air force.

After that, we just meet up with the main road to Bangkok, surrounded by trucks, motorbikes, and any other combinations (motorbike-car, bicycle-motorbike, bicycle-trailer, etc...). And Mike, what a champion, even manages to find a smallish road to get into Bangkok! We were stressing a bit regarding our arrival in Bangkok on bikes. To make this exercise a little bit easier, we thought we would arrive early in the morning (so stay 30ish km out of town), when there is less traffic and we are not so tired, and on a week end...

True to our intentions, we arrived on a Friday afternoon, after 178km on the saddle! Our arrival however was, unexpectedly, magical! First, the enlightened, smily faces of the Bangkok-ians, who one after the other encourages us. The scooters and motorbikes who, at most intersections, leave us a bit of room and let us go first at the green lights. And of course, the great obstacle course!

We are able to test our riding technique - and we manage rather well! Except for the time when Yvoine almost got run over by 30 scooter riders coming from the left at an intersection (neither her nor Mike had seen the hand of the policeman indicating to stop...) and a couple of times when our pannier bags lightly touched buses as we were passing them, our obstacle course was good, and in fact became a game.

Bangkok is an explosion of all of our senses, as we arrive at sunset. The colours of the city that is about to get into darkness are fantastic; the smells - with chilli in particular, which, everytime we go passed a foodstall makes our our noses sting and brings tears in our eyes-; the sounds with, everywhere, people yelling, working, eating, drinking,

Postcard from Thailand (cont'd)

men demonstrating kung fu on the street, the sounds of the engines and the tuk tuks that almost become like music, speaker phones, an icecream salesman honking the bell on his bike, a few whistles...

And the sights are amazing - so many things happening!

I look, with wonder, at this woman at a traffic light - she sells cellar tape. She has the biggest collection of cellar tape I've ever seen - different sizes, colours, qualities. Unbelievable to fit so many different types of cellar tape in such small space. And the lights of Chinatown - who is celebrating Chinese New Year, the year of the rooster - must have made the fluorescent salespeople happy! Bangkok breathes life - and yes, we fell comfortable here.

After 3 days of rest in Bangkok, we head east towards Cambodia - as we go further, the country becomes dryer, more desertic. But we manage to find a very nice little tarsealed road that takes us through some hilly country and a wildlife reserve. We camped in that park and the sounds of the animals we heard that night, as well as the size of some of the excrements we saw in the morning (mike reckons the size of yvoine's head), made us happy to have heard and seen those signs only after staying there...

Our Thai trip had some difficulties - the heat and the humidity, the weight of the bikes (50kg for yvoine, 55kg for mike), frequent headwinds, and a few small hills - nothing too nasty but enough to think about alternative options - and only think about them because to go no further would not be true to our cycling project (:o): to grab the back of a truck as it is struggling up the hill (but less than us), or a scooter, to get a water buffalo to pull our bikes, or a few chickens (if we get enough of them), or mount a small lawn mower engine on the back of the bike, almost invisible...

Anyway, it never goes any further than thinking on the bike, under the heat, and it is probably a good thing - as we enter Cambodia, we discover the joys and easy-going ways of Thai roads.

As soon as we cross the border, Cambodia is waiting for us with soil, unsealed roads, dust and big great potholes...



The above information has been extracted from www.rideround.com - Mike & Yvoine's website.



Regular Rides

Day	Time	Meet	Ride Description
Tuesday	06.00	Cannons	Watsons Bay Hill Ride. Approximately 25km. Eastern Suburbs hills and in-between flat bits. Faster riders wait at the top of Military Road for new kids/the hill-challenged. Back at approximately 7.00am Bondi Junction
Wednesday	06.00	Cannons	Very fluid. Depends on who turns up - maybe brisk laps of the park, or a 35km circuit round the Eastern Suburbs.
Thursday	06.00	Cannons	La Perouse via Anzac Parade and Malabar. Approximately 35km. Fast clip (35-40ish km/h) with three even faster (40-55km/h) intervals. Back at approximately 7.00am. Bunch waits for training enthusiasts but not quite as religiously as Tuesday.
Friday	06.00	Cannons	Invariable some SCC riders in the park doing easy recovery laps before the harder weekend rides.
Saturday	06.30	Cannons	La Perouse Ride. Approximately 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. The third bunch does the same route at a slightly lower pace with an emphasis on bunch riding. Back in the park for coffee at 8.30am.
Sunday	06.30	Cannons	Waterfall Ride. Approximately 90km. Medium to hard ride, out at 28-35km with some riders turning round at Sutherland (60km). At Waterfall smaller groups sometimes go on to Stanwell Tops (120km) or back through the Royal National Park (110km). The main bunch U-turns at Waterfall, 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. Route options include Short or Long Cronulla (60-70km), Kurnell or Cape Solander (80-90km) or maybe Sutherland then back via Como and Hurstville (70km). All rides finish back in the park for breakfast (approximately 9.30am)
1st Sunday of the month	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.

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.



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Classifieds

SPECIALS FOR SCC MEMBERS:

INDOOR TRAINERS: The full range heavily discounted. Get form like Hogg on 6 – 7 hours a week training including 2 x 50 minute trainer sessions.

Tacx CycleForce One L Frame style mag trainer with handlebar resistance control.

RRP \$430. Our price \$360

Tacx CycleForce Swing L Frame mag trainer with combined mag unit and flywheel and handlebar control. **RRP \$495. Our price \$410**

Tacx I Magic computer driven Virtual Reality trainer. Rider needs to steer around other riders and corners. This aids in reducing 'brain fatigue'. Features power output, cadence speed, pedaling efficiency etc.

RRP \$1900. Our price \$1395

Graber USA basic A frame mag trainer **\$250**

Gist [Italy] Fluid trainer

RRP \$600. Our price \$498

Other Specials.

Look compatible cleats [not Exus] \$15

Lighten up your TT or road bike with lightweight brakesets [13% lighter than Record Titanium] by Dia Compe with forged and anodized arms and full titanium hardware \$ 155

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[cnr Rothschild Ave] Rosebery.

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FOR SALE



Trek Madone 5.9 54cm frame with Bontrager Race XXX lite OCLV 110 carbon forks, Cane Creek headset, Bontrager Race X Lite seatpost & Bontrager Race X lite titanium saddle.

Pearl white/ Baja Blue (US postal team colours).
Can be sold as one or individually. Price - \$3500.
Contact: David McHugh on 0419 700 101

FLATMATE WANTED

To share home with one male. Randwick location. Cyclist / health conscience person preferred.
Call Alan on 0414 089 711 or 9398 2023