

The Sydney Cyclist



OFFICIAL NEWSLETTER OF THE SYDNEY CYCLING CLUB
ISSUE 05 → MAY 2004



Photography courtesy Hiroyuki Toyozumi.



KANGAROO VALLEY TOUR 2004



HEFFRON PARK, FINAL TUESDAY NIGHT RACING

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From the President's Chair

Jamie Bedford



Well I hope everybody at the 25th Anniversary had as much fun as I did. Being flu infected and MC on the night it's a credit to the team that I still managed to have a great time. Those that couldn't make it, I am sure will look at the photo pages on the web site with envy. Good work to everybody involved and I think we were very lucky to still be able to have the Founder of the Club Don Beavis with us on the night.

By the time you read this column I hope some of you will already have received your race clothing. It is important that the clothing can be in the best possible condition whenever you race. So to help I thought I would share an old trick we used to use on multi-day races. First your knicks should be hand washed if possible. At the very least the gentle cycle on the washing machine without the spin cycle. Lycra will live twice as long without the dreaded spin cycle.

After washing fold your jersey or knicks into a towel. Roll up the towel then have a friend help you twist the towel. The tighter the twist the dryer the item. Once removed from the towel and hung in a dry well ventilated spot the clothing should be dry enough to wear by next morning. I've had this method work for me in some pretty adverse weather conditions with the help of a well placed air-conditioning vent.



← John Revesz, Tim Rice, John 'BU' Tsalos and Richard Scriven using the new track bikes on the timbers at DGV.

Crumpled newspaper works a treat on wet cycling shoes as well. Stuff it as tightly as possible into the shoe and when the damp newspaper is removed next morning dry shoes. Heaters should be avoided at all costs. It doesn't take much heat to damage a jersey or melt the soles of shoes.

Centennial Park Grand Drive has been reopened, and you will see comments from The Cycle Centennial Group in this newsletter. Please let us know your feelings on the new work so we can pass them on to the relevant parties.

May 11 is the next NSWCF meeting and we want to have as many delegates as possible for this one. The draft proposal for volunteers at Open events will be discussed. All the guys that put their hands up at the last forum, your time has come. Even if you weren't at the forum but wish to go along please contact George Schneller and we will see how many voices we can get on the floor.

There are too many members racing really well at the moment for me to mention you all, but there has been one standout performer this month. Tanya Bosch after featuring as last months cover girl has once again bought home a fist full of medals from The Australian Masters Championships.

And lastly, Phil McKnight will now be an accredited level 2 coach. Which means someone is going to have to get nationally ranked so he can coach you to his level 3!! Just bring your total commitment and Vo2 max of 92 and we should be set by the end of the year.

Seriously though the course runs though 3 – 8th May and we wish you all the best Phil.

Jamie

And some more from that dedicated Kate Rowe..... Kate recently completed the Canberra Marathon in a time of 3.46.54 and came second in her age group out of 10. A hard course but a beautiful day. She only missed her goal of 3.45 by 1.54, so can't complain. Kate managed to raise \$800 from different places. A fantastic effort, congratulations!

C Bunch to Waterfall

Next group departs from the cannons
@ 6.30am Sunday May 16.

Ride Captain: Alex Simmons

NEW SURFACE AND EDGING TREATMENT IN CENTENNIAL PARK

Request for feedback on surfacing changes in Centennial Park

If you have ridden in Centennial Park over the last ten weeks you will have been aware of the 'dog leg' off Grand Drive; the deviation around road works aimed at testing new surface and edging treatment. The work is now complete. And if you have been in the Park over the last ten days you will have experienced the results.

I have ridden the strip. I have my views. I have heard a lot of less than complimentary criticism.

I spoke with the Parklands Administration this morning. They emphasise that is only a Test. They emphasise that any surface roughness isn't the result of a deliberate stance against cyclists. They urge that the cycling community get back to them with constructive commentary so that the whole of Grand Drive can be done properly.

So all you cyclists out there, let's give the Park what they want, commentary from a key user group on their first cut at new edging, surfacing, and landscaping for Grand Drive.

It's only going to take you five minutes. Don't ignore this request for feedback. If you want a decent riding surface in Centennial Park then take some personal responsibility for getting there.

Reply to this letter NOW.

Give me your views. Give me your comments. Give me your ideas. Reply to this email. When you have done that, forward it to all of your cycling buddies, club members and racing rivals.

Urge them to do likewise.

Quit moaning. Start contributing. And Cycle Centennial will take your ideas to Park Administration and Trustees.

Stay upright out there,

Fergus Neilson, John Buckton, Robert Barnes and Phil McKnight

CYCLE CENTENNIAL



Photos courtesy Martin Renwick.



Sideburns

by Simon Pardey

I am on a one year teaching exchange in Belgium, living on the edge of Leuven, a University city where Stella Artois is brewed. The cycling here is great and I try to take the bike on holiday to do some short tours between family duties. Sideburns seems like an appropriate name for a column about odd and interesting rides in Europe.

My ride to work is 14km on cycle paths and agricultural roads through the countryside. There are also some great detours through the local forests, but this may be the subject of another article.

Simon Pardey: (average B grader; don't listen to Tony Johnson, he doesn't know what he is talking about!)

Ronde van Vlaanderen - (Tour of Flanders)

What better way to psych up for watching the Ronde van Vlaanderen than to ride the second half of the course taking in most of the climbs. As a keen follower of the spring classics over the years, I have yearned, like most of you, to try my wheels on the cobbled climbs of Flanders. There are organised rides for us mortals on most of the Spring Classics courses, with a choice of distances, eg the full 257 km, 140 km or 75 km, so something for everyone. These rides often take place the day before the UCI event but are also on at other times of the year. The Ronde van Vlaanderen is on the Saturday before the pro event and again in early May.

A neighbour was doing the ride for the first time and invited me along so it seemed too good an opportunity to miss. Light rain on the way to the start was not what I was hoping for, but added to the true Belgian experience. Start time is from 7 am onwards so after registering at 8.45 we set off as part of the steady stream of 15000 or more participants.

The day is very well organised with police and marshals on intersections, route markers along the way, the climbs numbered, a few refuelling stops (Isostar & biscuits and banana, Pepsi Twist, Red Bull) and two check points where your participant card is stamped. Riders dismount and file through these stops surprisingly smoothly given the huge numbers. It is also a chance to chat to some other participants. Two that I spoke to had travelled from Toronto and Verona to take part. Entry, including insurance, is a reasonable 12 euro.

Once underway we rode through some beautiful countryside. The green fields of Spring, by old farms, through woods and past villages with lovely church spires. This was a great taste of Belgian countryside without the trouble of planning your own route. The 140km route misses the first part of the classic which is largely flat, starting in Brugge, but takes in all but one of the climbs, (what more could you ask for?).

The climbs are numbered in descending order, ie how many more there are to the finish. I checked out the website; <http://www.rvv.be/>, to see what to expect and found that the



hardest sections are cobbled and as steep as 22 %, so something easier than 42-24 was needed. I was told beforehand that you can be forced to stop at anytime on the climbs by the rider in front of you stopping, falling etc, and with the number of participants you don't expect a clear run.

My bike was NOT the pick of the bunch; and old Raleigh with steel wheels and seat post, 42, 52 chain rings, 7 speed: 14-24 cluster (pre-cassette for you youngsters) and 165mm cranks, friction shifters of course. Worse still the frame was massive; I had 2cm of seat post showing. Even if I modified the gears I was not looking forward to doing 140km on this bike. (Possible/definite Big Piston nomination!) I took the triple off my mtb and got it working, so now had enough easy gears to get up the hills. Had to carry a spanner to remove wheels as there was no quick release.

The climbs were tough but certainly achievable provided you selected your gear in plenty of time (like the old days, pre SIS and STI). The really steep sections are not usually sustained. On two climbs I had to stop. Once for a rider who slipped off right in front of me, and again as the whole path was blocked with riders walking. This is annoying but unavoidable on this type of ride. A number of riders seem unaware of what is required to get up these climbs, and don't make a big effort to keep the path clear when they stop. Despite this everyone remained pretty calm and supportive. It was very satisfying to ride up these revered hills albeit more slowly than the pros.

There was some light rain at times and then sunshine later in the day, so not bad conditions, and the cobbles were not as tough to handle as I expected. Luckily I had some tips on riding them from the president (Jamie B) before I left Australia. They don't seem so bad if you pass some of the locals on their fancy bikes.

I would recommend doing this ride if you get the chance. The diversity of terrain and scenery, along with real cycling history make for a great day on the bike. Then you can spend the next day recovering watching the Pros' race live on local TV. As with many of these rides the camaraderie is also excellent, even if you don't speak Flemish.

Social Secretary's Report

Ruth Lax



Photography courtesy Hiroyuki Toyozumi.

They shall not grow old.....

As with good fishing yarns, the reminisces that flowed freely at Sydney Cycling Club 25th anniversary dinner, held on the eve of Anzac day, could best be described as “generously expanded” or “creatively massaged with the passing of time”.

It seems that in the good old days the rides were tougher and longer, the weather was meaner, equipment failure was fixed with inventiveness, and achievements were greater.

About 90 past and current members with some of their partners participated in a night of nostalgia and a demonstration of the true spirit of Sydney Cycling Club.

Special guest was Don Beavis who travelled from his Queensland home to observe what had become of the club he founded in 1978 after returning to Australia from Italy.

He recalled that his objective was to establish a club not concentrating solely on one activity (as with other clubs at the time), but providing its members with road racing, touring and social options. It was agreed unanimously that his dream had been realised. and continues to blossom.

The video and photographic journey during the evening demonstrated several noteworthy characteristics of certain Sydney Cycle club members over the years. We particularly noticed that:

- Several male members once had a lot more hair;
- Some of the boys were more on the “leaner side” two decades ago;
- Even in those days our female members turned in creditable time trial performances while looking very glamorous;
- The boys once wore leather – well on the heads anyway;
- Some cycling clothing was even more louder than today (canary yellow tights!);
- Today’s popular touring traditions began in the early days – except then the Kangaroo Valley weekend was a ride FROM Centennial Park TO Kangaroo Valley and return via a train from Wollongong;
- One male club member (who shall remain nameless) proved on video that he could talk under water with a leg of lamb in his mouth – while briefing a group of riders.

(thanks to Andy Dolderson, Mark Bonwick and Malcolm Wade for their collections)

The photographic presentations were complemented by the display of club jerseys, nicks and T-shirts – mostly provided by Alan Lumb and Alan Smith – which traced the changing designs of fashion over the years. Hanging around the walls of the room, they provided unique decorations for a cycling event. Will we ever again see Walter in that skin suit?

Club President Jamie Bedford proved as competent on a microphone as on his bike and was the MC for the evening, calling on several members to speak, including Bruce Vote who used his humour and club knowledge to recall key developments over the past 25 years

As Social Secretary, I received great assistance and support from many people in planning the night. In particular my gratitude goes to Lumby and Smithy for their enthusiasm in tracking down past members and memorabilia, to Kate Roberts and Breeda Kelly for decorating the room, and to Des for his journalistic skills in writing most of this report

Now, to an event commemorating the next 25 years....

Ruth

Regular Rides

DAY	TIME	VENUE	COMMENTS
Tuesday	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.
Wednesday	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.
Thursday	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.
Friday	06:00	Cannons	Invariably some SCC riders in the park doing easy recovery laps before the harder weekend rides.
Saturday	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.
Sunday	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).
First 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.

Alex Simmons has offered to take a group to Waterfall. Alex will be happy to offer advice which will more than likely concentrate on bunch riding skills, etiquette and knowledge and that the pace will be designed to ensure all can make it to Waterfall and return safely. His only request is that in order to make these rides viable at least 8-10 riders make the trip to Waterfall. Given the volume of requests for such rides there shouldn't be any problem in them being well supported. The dates for the rest of the year are as follows: May 16, June 20, July 18, August 22, September 19, October 24th, 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.

Tour Secretary's Report

Richard Dodds



The Kangaroo Valley Tour was run on the weekend 1-2 May with close to a full house of 24 riders. Firstly, I would like to congratulate Digger Revell on another fine effort organising this year's tour. Alan, your efforts are very much appreciated by all. I am sure that this tour would not be half as good without all the hard yards you put in leading up to and during the Tour – thank you.

We were lucky with the weather again this year, enjoying sunny conditions during the rides however the mercury had taken a dive in the Southern Highlands so we were all grateful to have brought along the winter woollies.

Saturday's ride started at 8:00 for the hill climbers who were not disappointed by the challenging 7 km climb up the western wall of KV to Fitzroy Falls. The chilly start quickly gave way to "why am I wearing all this stuff" thoughts, as the efforts of the climb kicked in. Alex Garofalo was off the front from the start and didn't spare the horses despite the 150 odd km to travel after reaching Fitzroy. This hill is always a challenge no matter how fit you are and records of all sorts were broken. The Big Unit (aka John Tsalos) showed us all what it means to sweat and I reckon he must have managed a PB (that's Perspiration Best) through the hills on our way to Robertson for morning tea.

There are some great steady but tough climbs along the leg to Robertson and I am sure we were all glad to pull up at the Old Butter Factory for coffee and home-made scones and chit-chat about the challenges of the morning's ride.

The 90km mark brought us to our lunch stop at Ye Old Cycle Shop café at Bundanoon. If you think Touring is all just stopping and eating well yeah it is but when you're burning thousands of calories for the day who cares, enjoy.

After lunch the 'long-distance' tourers pushed on into a stiff afternoon breeze onto Wingello, our turn-around point. The windy conditions had taken their toll and most of us were content to cruise back to Fitzroy Falls under the assistance of the tail wind. Of course the homebound leg always brings out the competitive spirit and the pace picked up as we approach KV. The 7km descent was a blast with plenty of high-speed straights and some fairly technical hair-pin bends.

All made it back safe, well and ready for hot showers, cold drinks, and a 3-course dinner.

Quote for the day had to be during our lunch break as we contemplated the leg to Wingello, when the Big Unit advised that,

"You know, I am just like Jan Ullrich, all the talent without the motivation"

and hence opted for the medium distance instead of going the full 170.

Sunday morning in KV was cool and clear and looking like another great day. The ride route took us up KV's eastern range....more awesome climbs. The ride up to Bellawongarah and onto our morning tea rest stop was very challenging especially after spending all Saturday on the bike.

This year we all managed to find our way to the lookout without getting lost, and all who made the climb were rewarded with a spectacular view over Nowra and the whole Jarvis Bay district. With fresh legs from a rest day on Saturday, Pete Scott dropped everyone halfway up Bellawongarah to make it to the lookout and take out king-of-the-mountain for the day.

Most of us finished the morning's ride with a quick blast down the mountain back to KV unless your name happens to be John Rutherford, Tony Johnson or Frank Milner who did the extra leg out to the dam - a solid effort considering the head wind.

Now for our next tour. The Hunter Valley Tour is on for Sat 26th June – Sun 27th June. The Hunter Valley offers some terrific riding on some excellent country roads not too far away from Sydney. I hope plenty more of you can come along to take in some great scenery and check out a bit of the Rosemount Estate cycle race.

See you on the bike.

Richard

Tours at a glance

June 26-27

Hunter Valley Two-Day Tour, 125km
Sat + 90km Sun

October 30-31

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

November 28

Patonga One Day Tour, 160km

Hunter Valley Tour - Muswellbrook

Date: Sat 26th June – Sun 27th June 2004
Location Sovereign Motor Inn
62-68 New England Highway, Muswellbrook, NSW
Telephone (02) 6543 1188
Contact Joy

Accommodation Options

Option A – Singles Room. Approximately \$120 per person
Includes a single bed in a shared room (with 1-3 others) on Friday and Saturday night
Option B – Couples Room. Approximately \$120 per person
Includes a private room with double bed on Friday and Saturday night (minimum 2 people)

Meals

Dinner on Saturday night is included in the cost. This is a three-course dinner and rest assured the vegetarians will be well catered for.

Dinner is at Palatinos In The Hunter
Loxton House, 142 Bridge Street, Muswellbrook NSW 2333.
Phone: 02 6541 2211
Contact: Hollie

Breakfast is not included in the cost. However, there are a few options for breakfast including:

- Buffet breakfast
- Room delivered breakfast
- BYO toaster and make breakfast in the room for yourself

All rooms have an electric jug and a bar fridge.

You will need to look after yourself for Friday night's dinner and for lunches. The tour route runs through some country towns where last year we found the lunch menu pretty satisfying.

Payments

Payment must be via Cheque payable to: Richard Dodds and sent to: Richard Dodds, 9 Jocelyn Avenue, Marrickville, 2204.

There are limited spaces on this tour and it is another popular one so book early. Let me know ASAP via e-mail rads102@hotmail.com if you wish to come along on this tour. Please state your preferred room option. Receipt of payment will secure your place.

Rides Descriptions

Friday – non-scheduled, free day for travel and sight seeing

Saturday – approximately 125km taking in the Rosemount Estate Race start. The terrain varies from fairly flat to undulating but nothing too extreme in the way of hills.

Sunday – approximately 90km. The terrain is relatively flat with one major climb up to the beautiful Lake Glenbawn.

NB. Riders briefing will be at 7:45am and we ride out at 8:00am sharp.

OUTSTANDING SPECIALS FOR THE MONTH OF MAY!

Netti short sleeve jerseys @ \$65 each (1 large & 2 XL), Long sleeve Netti jersey (old style; small, large and womens medium @ \$45 and Netti Bib knicks (old style blue) large only @ \$90.



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.

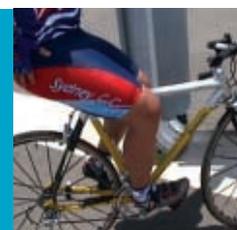
Mobile: 0419 700 101 Work: 9360 2151 Email: david@kinselas.com.au

SCC CLOTHING PRICE LIST

SCODY SHORT SLEEVE JERSEY	\$80
XL & 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

Race Secretary's Report

Tim Rice



Photos courtesy Randwick Botany Cycling Club, www.randwickbotanycc.com

Well a busy month but not really much to report, as you should all be well informed if you are reading the racing round-ups each week. Again, thank-you to Grant Chellew for organising these.

The big event for the month was the Australian Masters Championships. In total we had 6 members racing on the track and 18 on the road. Congratulations should go to Tanya Bosch for picking up a swag of medals (for memory), one Gold, two Silver and two Bronze. Hopefully I will do better in the track sprint next year and move up one spot from fourth to get a bronze but I must say when you are in a division where Australian records are broken it's tough. Dan O'Callaghan had a very nasty fall in the scratch race but managed to battle on for the rest of the week and had a very credible Road TT. Phil McKnight was the star of the club in that event (Road TT) coming 8th in Master 4 but the fastest of all SCC members.

The other two open events for the month were the Macarthur Criterium, where Kevin Black (C grade) managed the clubs first number one spot for the year (and picking up some substantial prize money) and the Sutherland Criterium where the club had mixed results, the best being Adam Shepard's 4th in D Grade.

It's great to see we are getting some new faces out to Heffron and some notable results for the month are:

Richard Scriven – 1st B Grade
Simon Vagg – 1st & 2nd C Grade (time to move up to B Grade I think)
Richard Dodds – 2nd B Grade
Adam Shepard – 2nd C Grade
Steve Patrick – 2nd E Grade
Craig Blundell – 3rd C Grade
Beth Bowen – 4th D Grade

Well, onto next month where we have a very full schedule.

Cootamundra for the guys and Bathurst for the girls for the first weekend, a SCC Extended Time Trial the following, the big one – Ken Dinnerville later in the month (with 21 SCC entrants) and Wagga Wagga to close out the month. I must say it's great to see the list of 21 SCC starters for Ken Dinnerville but it does not quite meet my goal of 30 – hopefully we will do it at Rosemount.

Anyway off to the Chiro to try and get this stuffed back in order as withdrawing from Cootamundra hurt more than the actual injury, hopefully I will be fully fit for Ken Dinnerville one of my favourite races in the year.

See you in the park!

Tim

COME AND TRY TRACK DAY #3

Handlers:
Jamie Bedford
George Schneller
Phil McKnight

24 riders and handlers attended the "Try the Track Day #3" at Tempe Velodrome.

After introductions to the track and novice riders becoming acquainted with the bikes, some paceline sessions were started up to get the legs going.

Eight riders were "track virgins" and before long they were all rolling around the track, moving up and down the banking and riding in paceline.

At the end of the session, a flying 200 metre TT was held as an example of a premier track event.

Alex and Tim showed the way with some respectable times the mid 12's.

Tanya Bosch and John Revesz also doing well - cracking the 50km/h mark.

Tanya's time is only 0.74 seconds outside the current WMAS 4 world record!

Many riders lined up for a 2nd and 3rd attempt and all found out just how sapping a measly 200 metre ride can be! All now have a benchmark for the future.

Smiles all round – well done guys.

Big thanks to Tanya, Phil, Tim, George, Jamie and Alex for their assistance and all others who loaned their bikes for the day.

Alex Simmons

Sydney Cycling Club Committee 2004

President

phone
email

Jamie Bedford

0418 677 579
bikeboy@ozemail.com.au

Secretary

phone
email

George Schneller

9319 2899 or 0418 581 951
gschnell@bigpond.net.au

Treasurer

phone
email

Malcolm Wade

0417 046 925
Malcolm.Wade@bikerider.com

Club Captain

email

John Revesz

jr@georgeclark.com.au

Newsletter Editor

phone
email

Victoria McNeill

0411 88 22 30
victoria@ideassociates.com.au

Race Secretary

phone
email

Tim Rice

0416 095 889
tim@ideassociates.com.au

Social Secretary

phone
email

Ruth Lax

0405 335 190
ruth_lax@yahoo.com.au

Tour Secretary

phone
email

Richard Dodds

0419 729 206
rads102@hotmail.com

Assistants to the Committee

Merchandise Manager

phone
email

David McHugh

0419 700 101
david@kinselas.com.au

Assistant Social Secretary

phone
email

Kate Roberts

0409 938 966
alakate@bigpond.net.au

Assistant Social Secretary

phone
email

Des Sullivan

0401 151 826
despat@ozemail.com.au

Newsletter Submission Details: All articles to be submitted no later than the first Monday of every month. Please email victoria@ideassociates.com.au or by post to the Newsletter Editor: Victoria McNeill, 44 Ormond Street, Paddington NSW 2021.

For Sale

Cannondale 2002 Road bike 55 cm \$ 1500.00 ONO
ITM Bar/Seat post, 3T stem, Full Shimano Ultegra groupset and SPD. **Contact Andrew Hudson 0412 266 391**
huddos@hotmail.com

Full 1998 Campagnolo Chorus Group Set, 9 speed – yes it's old but still works fine. Ergo Levers, Brakes, Front & Rear Derailleur, 'Record' bottom bracket (English), Chain, 172.5mm (53/39) Crank Set plus a spare set 170mm (RHS OK but LHS has stripped pedal thread).

and/or

11/23 Chorus Cluster (approx 200km) off my TT Disk Wheel
11/23 Chorus Cluster (lots of use) off my Ksyriums
12/21 Chorus Cluster (lots of use) off my Training Wheels
12/23 Marchissio Cog Set – Shimano Spline but Campag spacing (the original Ksyriums I had were Shimano – so I needed to convert it over to Campagnolo)

I will seriously look at any offers – I don't want to store it but I also do not want to thro away.

Contact Tim Rice 0416 095 889
tim@ideassociates.com.au

New 2004 Giant TCR Carbon Composite (medium) with Campag Record/Nucleons, ridden once, (bought two for a Powerade TVC a fortnight ago) \$5400.

Litespeed Ultimate (57cm) with Magic cranks & Dura-ace 9 (different wheels than image) 32h Hugi 240's, Sapim CXrays and Campy Montreals \$3800.

Contact Martin Renwick 0407 492 518
martinrenwick@swiftdsl.com.au



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.



Cranksets 110mm Bolt Pattern Now Available!!
With a 110mm bolt pattern, you gain the ability to run a greater range of chainrings.
The ability to run a 36/50 Combination makes those hills a little easier.



Cassettes for all Occasions
With Australia having a wide range of riding conditions, Hillbrick Racing Frames distributes cassettes of any size (ranging from 10/28 to 18/28) and compatibility.



Got the Frame? What about the Forks?
Hillbrick is the Australian Distributor of Columbus Carbon Forks including Columbus Carbon Muscle.



Wide Range of Miche Pedals
Miche offer a wide range of Clipless pedals starting with the budget 302 up to the light-weight 702 pedal with its titanium pedal axle.
For under \$100 for the 302 pedal, Miche also represents great value.



Alpina Spokes
Since 1926, Alpina has been producing a wide range of bike spokes that are durable and well priced. Made from Stainless Steel in plain, double butted, elliptical and, straight pull in various lengths.
Alpina also have available its patented ABS Self Locking Nipples.



For more information or dealer enquiries contact:
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You bring your bike, we'll take care of the rest from: best available accommodation, all meals, support vehicles, coaching, bike mechanic and masseuse. Complete packages start from \$2400/tour departs early October.

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As a reward to cycling clubs, get \$1000 off for each block of five riders booked for the West Spring Tour*.
*Discounts apply for larger groups, contact IST for details.

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