The Sydney Cyclist

December 2004

SCC Christmas Party & Awards Night 2004

Mark your Social Calendar!

The Social Committee has been busy sacrificing their hips and their livers in pursuit of a suitable new venue for this year's Christmas gathering. We have found a great place within walking distance from Centennial Park.

The price includes a three course meal and some drinks. Please let me know if you have special dietary needs. Cheques should be made payable to Ruth Lax and addressed to 10/9 Edward St Bondi 2026

When: Saturday 11th December 2004
6.00pm drinks for 7pm dinner
Where: Moore Bistro, Olympic Hotel,
308 Moore Park Road, Paddington.
Cost: $55 per person

For direct debit details email me ruth_lax@yahoo.com.au and I will send you my account details.
ONLY 2 WEEKS TO GO!!

Ruth Lax
Social Secretary

CONGRATULATIONS DAN O'CALLAHAN ON YOUR PODIUM FINISH IN THE CLARENCE STREET CUP!

PHOTOGRAPH FROM CYCLINGNEWS.COM
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HTTP://WWW.PBASE.COM/GUNTERPHOTOGRAPH/

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Presidential Address

As seems to be my life at the moment, this is another last minute attempt to get some words in the newsletter. Just back from a little trip to the Snowy Mountains so have the usual pile of emails to filter through. Included was this tip from an old bike industry friend:

Felt	F100	Road	1 x 52cm	$650
Felt	F100	Road	1 X 54cm	$650
Felt	F80	Road	1 x 52cm	$950
Felt	F80	Road	1 X 54cm	$950
Felt	FS 300	MTB	17.5"	$300
Felt	FS 400	MTB	17.5"	$400

Leumeah Cycle Centre , Shop 13/ 185 Airds Rd
Leumeah NSW 2560, ph: (02) 4627 3376

These bikes are lower racing range but very good value as a training bike or for another member of the family. To get this price you will probably have to mention you heard about it from Jamie Bedford.

On the subject of bikes there have been a few stolen in the Eastern Suburbs this week and although the chances of finding them are remote please be on the lookout for:

PEAK – Mountain Bike

2001 model, Mt Remarkable, 21 speed, 18 inch frame, 26 inch wheels, slick tyres, Shimano Altus components, silver with black lettering and detail, handle bar extensions, light attachment on handlebars, black plastic mud guards, new pedals with black plastic toe clips, silver water bottle holder, TopPeak under seat bag (black, brown and grey).

Commuter bike

Ivory in colour, frame and rims. No branding. Freewheel. Single hydraulic brake on the back wheel. Carbon straight bars. Selle Italia Storika saddle (two tone light brown and brass studs!). Hope axles. Won't be hard to spot. Nothing else like it on the road!

MARINONI - Road Bike

2000 model, 18 speed, 21 inch Piuma Frame (Columbus Sport Niobium Steel Alloy - triple butted thin walled chro-mo) with Carbon Fibre forks. Tri colour (blue, black and mauve) with silver accents at rear and black lettering. Cinelli handle bars and stem. Campagnolo Veloce components and pedals (one side cleat), Dura Ace bottom bracket. Ambrosio rims with Vredestein Volante Tri-Comp mauve side-walled tyres (700 x 20). Kevlar seat. Black water bottle holder. Cat-eye wireless computer.

As I said little chance but after John Tsalos' Colnago was found I'm not willing to give up all hope.

Back to President type stuff!!

Congratulations to the committee members that returned this year and welcome to those joining the team for the first time.

I hope we can keep the three disciplines of Racing, Touring and Drinking…. I mean Socialising ticking over to the members satisfaction. Hope to see you all at the Christmas party and share a drink and a laugh.

Feeling pretty lucky at the moment after my brush with death on the road back from Thredbo, so be warned I could be boring you to sleep after the third drink.

Keep Safe, Jamie

From the Secretary's Desk

Membership Renewals Due

Membership renewal forms are now available online at the SCC website. Those members without Internet access should have received their forms by now as I mailed them out a couple of weeks ago. If you are having trouble downloading the forms please contact me on 9319 2899 and I will post them out.

I would encourage all members to return the completed applications before **31st December 2004** because though under the Club's constitution you have 60 days grace before being considered a non–member, your Public Liability Insurance cover provided by Cycling Australia **lapses at 11:59pm 31st December with no period of grace**.

It also means that unfinancial members may not be allowed to ride in the regular SCC bunches because information we have from the Federation would seem to indicate that our insurance cover is void if we knowingly allow riders in the bunch who are not affiliated to Cycling Australia.

New Committee for 2005

I would like to thank the outgoing Committee Members for all their efforts in 2004 as well as those members who helped out by handling at events, attending Council meetings as delegates, helping in the distribution of Club news and results, organising rides ….

Most of the Committee members for 2005 will be familiar, but I would like to welcome two new members who hopefully will bring some fresh ideas to the way we run your Club.

Auriol Carruthers has agreed to take on the role of Newsletter Editor (this is her first issue) and Barry Doosey (he rides a LaPierre) has put his hand up as Club Captain. The 2005 Committee is:

President ----------Jamie Bedford
Secretary ----------George Schneller
Treasurer ----------Malcolm Wade
Club Captain ----------Barry Doosey
Race Secretary ----------Tim Rice
Social Secretary ----------Ruth Lax
Tour Secretary ----------Richard Dodds
Newsletter Editor ----------Auriol Carruthers

David McHugh has kindly offered to continue looking after the clothing side of the club.

Be careful out there.
George

Club Captain's Report

I am of course thrilled to be Club Captain for 2004/2005.....

I hope I can maintain the high level of service provided by my predecessors. In particular, the outgoing captain, John Revesz, has done an exceptional job. While John has had an obvious and strong presence as Captain his behind the scenes efforts particularly with new members were equally significant and generous. I wish to offer my personal thanks to John and my congratulations to him and the committee for leading the club through an outstandingly successful year.

Having had but a week as Captain as I write I have little to report that might be of such high interest that might compel you to read on. However, as tradition dictates, this opening provides a good opportunity to partially discharge my duties by dedicating some column space to highlight the paramount importance and characteristics of sensible, safe bunch riding. If safety and bunch etiquette are the first things that everyone considers when heading out on a club ride, not only will my job be made easier but most members satisfaction will be high if never perfect.

Simply put, to me there are the good, the bad and the ugly bunch rides with the better ones typically the most satisfying and safe.

While everyone has different takes and expectations to me the better bunch rides have the following characteristics:

- Experienced ride captains taking control and imparting their experience (in the nicest possible way)
- Less experienced riders listening, learning and noticeably improving
- An even tempo pace that is suited to the general grade
- Bunch leaders always aware they have to not only get themselves through the next set of lights, roundabout or intersection but also the whole bunch
- Riders at the back thinking about lane changes in advance and calling clearly
- Stops at the next hill top or designated spot if necessary for others to catch up
- People who call holes and point (not my forte so I appreciate it more)
- Most of the bunch finishing together
- Power without glory but still a strong sense at the end that it was a worthwhile training session

And the not so good:

- An unnecessary level of disorganization with a lack of communication
- Inconsistent pace and push particularly up hills leaving others riders behind
- Group leaders who power off at the lights or at intersections
- Riders dropped and forgotten
- Half-wheeling riders consistently not keeping their handlebars in line with the guy/girl they're riding next too
- Minor incidents, random acts of apparent stupidity etc

And the ugly....

Well to me these rides are typified by having most of the bad characteristics and few of the good ones listed above. And on some days, this mix can often lead to a major near miss or a nasty accident.

Fortunately, at our Club with so many experienced riders the “ugly” days are few and far between. The ride captains will continue to play a big part in keeping this trend going as will the training and skill development of new members.

Well there it is – this Captains first two bobs worth when all I really wanted to do was say hello and introduce myself as Captain. I wish all members the very best for the fast approaching festive season, and hope you all have a safe and successful year with the Club.

Barry

Tour de France

Exploits of the Zylstra Triad during the Tour de France

Experiencing the Tour de France was something we had always told ourselves we would like to do.

As you all know the years pass quickly and your legs seem to get weaker and excuses always appear for not being able to experience things in life like the Tour. We decided about a year ago not to talk about it anymore but to make a commitment to see and ride the 2004 Tour.

We have always been interested in cycling and had cycled on and off over many years. More recently our cycling had been confined to triathlon training and competing. We joined SCC and for about four months rode the weekend rides consistently. We also rode from Sydney to Bowral via Wollongong and up Macquarie Pass returning the following day to get hills and distance into the legs.

These rides were a great base but don't really prepare one for the unrelenting hills of the Tour.

We went on a tour with a Brisbane company called Bikestyle. The nice thing about this company is that they contract past tour riders and we had Patrick Jonker, Neill Stevens, and Alan Piper who rode with us.

We joined the Tour for the last two weeks which encompassed the Pyrenees, Alps, mountain time trials, individual time trials and the final day in Paris.

Each day was slightly different as it is very busy around the tour and can be quite hard to ride the actual route every day.

There are a large amount of cyclists on the roads on tour days and the routes are packed with spectators, cars, and police so it really helps to ride with people who know the ropes and the routes. We did a mixture of actual tour days where we started before the main tour and rode until they caught us (that wasn't too long on some of the longer climbs).

We also did famous routes that took in climbs of Mount Ventoux, col d'Aubisque, Hautacam which were not on this year's route. In all we rode just over 1000 km in 10 days of cycling.

"Use a triple on your front chain ring. Most of you think this is for sissies but even the pros we rode with use this here"

Tour de France (cont'd)

The riding days can be very long as some of the climbs (col du Glandon) is 30 km of uphill and col de Madeleine which we did on the same day is 20 km so in a day of 140-150 km of riding 50 km is unrelenting uphill in hot humid (30-35 degrees) weather. It is difficult to average more than 10km/hr on these hills and there were many places where seeing anything over double digits on your clock made you feel like Lance.

It is a fantastic experience to complete these hill climbs cheered on by the crowds, the spirit of the event and the sheer beauty of the French countryside. The flipside of the climbs is obviously the hair-raising descents.

We saw quite a few cyclists, with very light wheels and slightly heavier bodies than the wheels were designed for, end up with rims destroyed because if you sit on the brakes too much your wheels heat up, weaken and buckle when you hit a bump going at up to 80km/hr. The down hills require concentration and the pros really show you how it's done at speed.

Our legs improved as the days went on and the groups we rode with got smaller as the testosterone levels of the tour group returned to a more normal level from the first few days where everyone was keen to show how strong they were.

You develop your own technique for riding the tough sections as you really are on your own – there is no bludging on the last wheel of the Sunday ride to Waterfall out here!

As a guide we rode the time trial on Alpe du Huez the day before the main tour. Lance won, if you remember, the 15km route straight up this hill which has 21 virages (switchbacks) in a time of about 40 minutes.

Brother John did in 65 minutes, we lost brother David in the crowds near the top so couldn't verify his time but he was slightly behind John and I brought up the rear with a time of 72 minutes – I'm pleased we don't earn our living from cycling!!

We had a great time and enjoyed it all. The Tour is really a part of the psyche of the French and for anyone who likes cycling it is a must-do. It may be difficult to do this in a few years as it is so popular now that it is inevitable that the routes will become more inaccessible as the authorities are forced to control the crowds and the cyclists by closing the more popular sections.

A few tips to finish:

Train hard.

Have a strong, reliable bike that can take the knocks. Light is not always the best here.

Use a triple on your front chain ring. Most of you think this is for sissies but even the pros we rode with use this here. The hills are unrelenting and it is really nice to know that you have some extra gears up your sleeve when your legs are burning and the sweat is pouring from your body.

Take lots of water and food each day.

David, Philip & John Zylstra

Race Secretary's Report

OPEN RACING

Thanks to the generous sponsorship agreement with Kinselas, Open Racing has been hotly contested by a wide scope of SCC members. Rosemount was definitely our biggest event (37 entrants) with Kinselas Jerseys all over the place – this almost met goal one of 40 SCC riders in 1 event.

With the coming of the Track Season it's great to see a few new faces and I encourage anybody that wants to enhance their tactics, leg speed and courage to come out and give it a go.

Some interesting facts:
(a) 57 different riders across all grades, age groups and event types
(b) Over 300 separate entries / races entered
(c) Over $6.600 in entry fees paid out
(d) Over $1,700 already won in prize money and the season is not over yet
(e) 6 first places, 4 seconds and 5 thirds of which 4 of each were either State or Australian Titles (Medals).
(f) A SCC Rider placed in the top ten more 60 times throughout the year (i.e. 1 in 5 people that raced placed in the top 10)
(g) This one is not to be proud of – 10% of entrants were no shows.

kinselashotel

Based on this fact and a few other mitigating circumstances the entry procedure will be changing as of 1/1/05.

Yet to be fully approved by the committee but be assured if you don't race (and do not withdraw in time) the sponsor will not be paying your entry fee.

CLUB RACING

The year started off very well with attendance to all club races above average. My goal of 40 regular riders was almost met with the average hovering over the 35 mark for each race. Encouraging was the interest by the lower grades and first timers.

Many PB's were set and some real mini competitions within the grades were developing – which can only help to push riders to the next level.

It is unfortunate that racing had to be suspended but I hope you all agree it was a wise decision. Every effort is being made to get 'racing' in some form up and running for the new calendar year. I would like to stress - to race 'by the book' is going to take effort from 'all' members not just a select few.

If you want to race you will need to help out in a number of areas. The club is endeavouring to get commissionaires, marshals etc trained and qualified for the new year - so if you are interested please send me an e-mail to that effect.

Also worth a mention is SCC support of other clubs' events – such as Heffron, Waratah Vets and ATTA and Manly.

Generally SCC is represented at these weekly races and is often seen on the podium.

In my personal experience/ opinion, a big change since joining the club three years ago.

SUPPORT & THANKS

As mentioned above club member support/help will need to be greater next year than in the past (as it may also be with all other positions).

The club is what you make it and I would like to take this opportunity to formally say thanks to Grant Chellew for all his efforts on the weekly racing round-up. Hopefully this weekly information has contributed to encouraging racing in the club and keeping you fully up to date with whom is doing what and where and George Schneller for all his efforts with time keeping and organising people at our club races.

So finally thanks for having me as your Racing Secretary. I hope I have met your expectations and I look forward to another good year.

As always if you have suggestions please get them to me, make them constructive and be prepared to put your hand up to implement them if required.

Tim

Club Racing - The Future

Status of Club Racing

Want a say on what the club's future racing programme should look like? Well now is your chance but you will need to commit some time to meet and discuss the issue.

SCC Racing Forum

Date: Monday 6 December Time: 7.00pm
Venue: Old Chapel, Newington College, Stanmore (directions to be provided later)

As we know, club racing has been suspended, mainly for legal reasons in order to protect the interests of the club and its office bearers (insurance problems in our ever litigious society). So what now? Well the lawyers are busy giving their opinions but in the end, they will only be just that, opinions. So let's not wait, let's sort out what we actually want to do in a way that mitigates any such risks.

To progress this, an SCC sub-committee exists with the purpose of determining:

1. What club level racing the SCC will aim to provide in 2005 and beyond (or indeed if any at all)

2. What steps, resources and infrastructure will be needed to deliver this programme

In order to sort out #1, a meeting of interested members has been scheduled as shown above. So that arrangements can be made for a constructive session to brainstorm the issues and ideas, please e-mail Alex Simmons at: alex.simmons@bigpond.com to indicate your interest in contributing to the discussion. We may even organise some nibbles and refreshments.

Cheers, Alex

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 Crit at Heffron

Clarence Street Cup

One word is what I have to describe the Clarence street cup....WOW!!! I knew it was going to be big, but never did I think that the whole of dunc gray velodrome was going to be packed!

Got there around 4pm, not realising that my first race is not on until 6:30 or thereabouts. Warming up was going to be fun seeing that the track bike I was using did not fit my wind trainer! But thanks to my buddy Tim we swapped turns using his.

I was hesitating on what gear to use, I wanted a 50 chain ring but did not get one in time for the race day and therefore had to settle with a 49/15.

For those of you who don't know gearing, good luck! I'm just starting to learn myself.

So here I am sitting next to Graeme Brown whilst he signs autographs, we talk briefly, he seems like a nice fella.

I look at the program and there was a break where riders can get on to warm up. As I hopped on there was a huge pace line going around, and as they whizzed past, there were my idols, Anna and Kerrie Mears, Rochelle Gilmore, Ryan Bailey, Sean Eddie, Amanda Sprat, and well the list goes on. To see them ride, they look like they are cruising, its awesome to watch..

First race for women consisted on a 12-lap scratch. 20 women in total but we were broken up into 2 groups, A reserve in which Tanya and myself were in, and the elite bunch which consisted of all the institute girls. Wasn't too nervous at this race as like the scratch race, pace was up there but all seemed well.

With about 5 laps to go everyone started to get edgy. My wheel came extremely close to some of those in front of me, sometimes a little too close for comfort! 3 laps to go and the pace picks up again. I feel my legs starting to spin a lot faster than they like. 2 laps to go and its on, everyone for themselves....I try to pick a good wheel, head down and off I go, the crowd is going wild at this point in time, I'm loving it....my legs begin to spin out, and all I can think to myself is I wish I had that 50!!

Came 5th in the scratch, it was hard work, but it would have to be one of my favourite races...

Second race, here it is, the wheel cup race, the race in which I was going to be rubbing shoulders against Anna Meares and Rochelle Gilmore....Both Tanya and I get a good handicap, Tanya with 180m and I with 160m.

We had a game plan. Once I got on Tanya's wheel was gonna save a bit then try and pull it off at the end....Tim is my holder, we get set, I look down at my heart rate monitor and already **its at 120bpm!!** I think to myself this is crazy, relax women relax!!! It didn't happen. Where set, and then the gun goes. I give it everything I have, going absolutely crazy. With about 3/4 of a lap to go I catch Tanya, there is a little hiccup there, but alas I swing up to overtake and then I can start to hear breathing behind me, dammit!!! Not sure who took it out in the end, but I think I may have come 5th or 6th...Now that was a touch race, but another thrill seeking ride...

Last race I decide to go in is the motor pace scratch. What happens in this is there is a motor bike in front controlling the pace, every person does a turn at the front, then with 2 and a half laps to go the bike veers off and again, its everyone for themselves...

It was nice and controlled pretty much the whole race, pace picks up after every lap but all is good. On the 8th lap, again you could feel the tension in the riders as they get ready for the motorbike to leave, I get myself ready to just give it all I got despite my gearing.

The bike veers off and I am sitting about in middle of the pack, feeling good, we go around a lap, hear the bell for the final lap and then the speed goes up just a notch too much for the bike. I spin out of control, I start to see everyone pass me, I feel the disappointment, and although I finished last, I was last by only a wheels length...It was a close race!

So there you have it. It was an experience and a half, I loved every minute of it and can't wait for next year's race. And by then, lets hope SCC has more women racing the track 'cos girls, you have no idea what you're missing!!

Amber Jenkins

Fitz's Challenge

In addition to the official SCC Canberra tour, a contingent of SCC riders turned up for the Fitz's Challenge ride on the last Sunday in October. Grant Chellew, Owen Williams, Mike and Julie Avakian and Ken Lord were there for the "traditional" distance of 158 km.

"Just don't go looking for flat sections, as there are none!"

The Brindabella Ranges south-west of Canberra provide a tough course that goes well beyond the usual definition of "undulating". After 10 km of rolling road south of the start in Tharwa you meet Fitz's Hill - a 10% average gradient for about 3.5 km.

While crawling upwards at a speedy 8 km/h, you realise it's going to be long and hard day with many more climbs to come. That gives you plenty of time to admire the scenery. Just don't go looking for flat sections, as there are none!

Organised rides give the chance to admire the "style" of fellow riders. The Jean Paul Gautier Award for innovation in cycling fashion went to the rider who, not deterred by the storage limitations of a jersey with only one pocket, looked after his nutritional needs by stuffing two bananas down the back of his knicks (one for each cheek).

The judges awarded bonus points for cutting off the handlebars just below the brackets for the STI levers because "I never use the drops" - this on a course with 80+ km/h descents.

The suspect sense of style of some riders aside, Fitz's Challenge is a well-organised event. With options of 215 km, 158 km, 96 km and 48 km, there is a level for everyone.

Ken Lord

The last Come and Try Track will be on Saturday 18th December at Tempe Velodrome 7.30am to 10.30am.

This is your last chance to come and have a go!
Just bring your cycling gear and pedals!
Please register with Tanya by Dec 16 at onyabike@ozemail.com.au

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 varied pace bunches, A, B and C, leave the park rolling easily until Foreshore Rd where the first "A" bunch picks up the pace and develops a paceline. The second, "B" bunch, typically do a Foreshore paceline but will split and have an optional non-paceline bunch particularly if group is too large. The lead, paceline "B" bunch will wait for split non-paceline bunch after right turn into Port Botany. The third "C" bunch maintains a slightly lower pace throughout with an emphasis on bunch riding, skipping Foreshore but adding a Malabar loop. After Port Botany, the ride takes in La Perouse bay, along Anzac Parade and then the run home via Maroubra Beach. Bunches will wait for stragglers, with catch up points at the top of the Torrington Rd and Mons Ave climbs. 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/h 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 differentpaced 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.

Sydney Cycling Club Committee

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Classifieds

2005 Newsletters
Closing Date for Articles
- 3rd Friday of each month

Christmas Edition Newsletter
Closing Date for Articles
- Wednesday 15th December

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

Post:
PO Box 1655,
Bondi Junction NSW 1355

Apologies if races /events which have taken place over the past couple of months have not been covered in the Newsletter. Articles can still be submitted.

HATCHES
Thomas Scriven
- Congratulations to Victoria & Richard

MATCHES
John Tsalos recently engaged in Paris

FOR SALE

Cecil Walker

Custom frame 59 cm
Campag Record running gear, Mavic Open Pro rims
$1500 ono

Low mileage - only ridden in elite road races in which the fat lady always sang early.

Stephen Roche

Small frame
Campaq Mirage running gear & wheels
Good condition
$1000 ono

The bikes are currently on display at Bates Bikes in Kogarah or for further details please contact Peter Hickmott on 9436 4156.

DESPATCHES
Yvoine & Mike McCort
- Cycling from Singapore to France
- January 2005 www.rideround.com

Scott Chapman - Moving to Queensland - December 2004

"Quotable Quotes" - heard something in the bunch that's definately worth repeating? Let the editor know - names will be changed to protect the innocent....