



Presidents Prattle

In this my last prattle in my current term. I wish to take this opportunity to thank all of you for your help and support in what has been an eventful but extremely rewarding year to be president of our great club.

It is also timely to give you all the opportunity to put your hand up to serve on the committee and be prepared to give your time, skills, and knowledge to help your fellow members.

Thanks to all who helped Chris Beales and myself make the Country and Metro titles the success that they were. It was great to see our riders who may not otherwise participate in a championship event having a go and doing their club proud. I congratulate all riders who gained places. From all reports I have received from Cycle Sport Victoria they were very impressed by the way the weekend was run.

We have just finished another aggregate, but this is not a time to slack off. Keep training as it won't be long and spring will be upon us and those with winter training under their belts will really shine, so keep up the hard work gang.

Once again that you for your support during my time as Prez, it has been a pleasure that I have enjoyed and wish my successor all the best.

Safe Cycling to all.

Darren Williams
President

Annual General Meeting

The following positions are open for grabs and will be decided at the Annual General Meeting to be held on Thursday 24th July 2003 at 7:30pm.

- President
- Secretary
- Treasurer
- Race Organiser
- Facilities
- Junior Development
- Membership
- Newsletter
- Social

All members are urged to attend.

Bikeland Club Sponsorship Agreement

The Club at its last Committee meeting signed a three-year \$16,000+ sponsorship deal with BikeLand. Briefly, the sponsorship is to commence as of 1st January 2004. The benefits of this deal are that we will receive discounts for purchases such our riding uniform, equipment and parts from Bikeland. The sponsorship encourages new membership however the Club will be primarily responsible for membership retention.

Seniors will have new riding apparel however the juniors will be able to ride in either the existing or the new uniform. Uniforms will be available for purchase from Bikeland mid November this year.

The Club will also receive upgraded sponsorship money from Bikeland for the various events the Club organises from time to time. These are some of the highlights of the agreement.

For more information can Secretary Karin (56268386) or Phil at Bikeland (56232398).

Bikeland Tour Promotion Sunday 20th July 2003

Bikeland will be holding a trade promotion at their shop between 6pm to 10pm this Sunday. There will be door prizes, special guests with food and refreshment. Watching the Tour de France live at La Prochetta, Warragul at 10:50pm, will follow this promotion. Bookings limited to 100. First in best dressed. Bookings – Bikeland 0356232398.

Road Racing Prohibited on Public Roads in NSW

Recently there was an attempt to prohibit all types of road racing (inc triathlons) on public roads in NSW. Various reasons for this attempted prohibition have been given, one of which is that bicycles are considered as vehicles in NSW and vehicles are not permitted to race on public roads.

The definition of bicycles in Victoria is slightly different to NSW however Cycle Sport Victoria (CSV) is quite concerned that this prohibition may be adopted in Victoria if we as riders do not behave courteously on public roads or do not obey road rules.

Permit conditions are getting more onerous in recent times. The Police and local Councils are taking a lot more interest in how Clubs are conducting their road events. It is obvious that there are forces outside road racing who are bent on stopping road racing as we know it today. One simple way of deflecting this move is for all of us to set a good example and obey the road rules and be considerate to the public at all times. This includes keeping well off the road before and after our races so as not to hinder passing traffic. Go as far as reminding riders of their obligations when you see them not behaving appropriately. We as a group of road users have to uphold the good name in cycling generally and in our district in particular.

Presentation Night Saturday 26th July 2003

Our end of season presentation night will be held at our clubrooms at 6pm this Saturday 24th July 2003. As with previous presentation nights it will be a pizza night. Adults \$5, juniors \$2. BYO drinks and a good disposition.

Chris Twining's 40th Sunday 20th July 2003

Steve invites members to celebrate Chris's 40th at the Clubrooms 2pm this Saturday 24th July 2003. Nibbles supplied. BYO drinks. No presents.

Apologies. I was a month out with the date of Chris's 40th in the last newsletter. Ed.

Diary Dates

1. Bikeland Tour Promotion	20 th July 2003
2. Annual General Meeting	24 th July 2003
3. Road Race (Lillico)	26 th July 2003
4. Presentation Night	26 th July 2003
5. Tour of Baw Baw	30 th July 2003
6. U17&U19 Barilla Classic (Kongwak)	2 nd August 2003
7. The Wonthaggi Road Omnium	3 rd August 2003
8. Tour of Latrobe Valley	20 th August 2003
9. 2003 Aust Masters Track Champs	5 th , 6 th & 7 th Sept 2003
10. Melbourne Ballarat	13 th September 2003
11. State Team Time Trial	14 th September 2003
12. Baw Baw Classic	4 th October 2003
13. Baw Baw Mountain Time Trial	5 th October 2003
14. Vic Schools Championships Zone final	10 th October 2003
15. Herald Sun Tour	16 th to 26 th October 2003
16. Vic School Championship Final	18 th October 2003

From the Secretary's In Tray

- Cycle Sport Victoria (CSV) advise of NSW road racing prohibition and its subsequent reinstatement. Highlights importance of Clubs etc to act proactively in ensuring that all measures are taken to avoid safety and litigation issues. Emphasising that riders must stay on the left side of the road and to obey road rules at all times. The future of road racing is in the hands of all Club riders.



- CSV development of a proposed Masters Commission – VVCC Clubs and members have been invited to affiliate with CSV and to take an active involvement in the commission and organisation of masters racing. Meeting scheduled for Wed 30th July 2003 at the CSV offices, Williams Street, Warragul.
- CSV – Expressions of interest Australian Junior Track Championships team management positions – Manager, Assistant Manager, Team Coaches, Mechanic and Female Chaperone. Positions other than Manager may incur partial levy. Expressions of interest close 28th July 2003.
- Victorian Schools Championships 2003 – Gippsland Zone Final, Friday 10th October 2003, Shady Creek Rd Darnum, Time Trial and MTB events. Cost \$9. State Final, Saturday 18th October 2003, Eastern Park, Geelong, no cost to qualifiers. Contact Kerrie Baumgartner on 0393284391 or on e-mail: kerrie.baumgartner@viccycle.com.au
- Participants Wanted – for Honours Thesis in Psychology at Swinburne University of Technology (Mathew Marques). Study into the perceptions of road users towards each other particularly between cyclist and motorists. Participants have to be over 18 years, live in Victoria and be a member of a cycling association or Club. Follow link: <http://www.interfix.net/swinburne/cyclist.cgi> to fill in an anonymous web-based questionnaire.

Road Racing Calendar

The calendar for the next season's road racing is currently being prepared and will be distributed in the near future.

Committee

Wanted: your e-mail address

please send us your e-mail your e-mail address to warragulcyclingclub@hotmail.com as soon as possible. This will make it easier and cheaper for the Committee to communicate with the membership. Thanks

Ed and Sec

Club Racing - Season Points

Here are the placings for the first five placings for each grade up to but including the races on 12th June 2003 (The Club Championships and the Three Day Tour are not part of this point score).

A Grade

1.	Thomas Sander	89
2.	Goeff Thomson	78
3.	Shane Styles	62
4.	Joel Pearson	51
5.	Scott Keeble	34

B Grade

1.	Steven Sandner	65
2.	Ross Henry	48
3.	Steve Twining	24
4.	Gerard Donnelly	22
5.	Trevor Rowlinson	20

C Grade

1.	Darren Williams	72
2.	Rob Monk	68
3.	Shane Wainwright	49
4.	Tim Lee	48
5.	Brett Miller	36

D Grade

1.	Rod Atkinson	43
2.	Kym Fisher	40
3.	Bill Frew	28
4.	Monique Handley	30
5.	David Axford	29

Contact Shane Wainwright 56 251280 for further details.

Racing Achievements

Our Club hosted the Country Road Championships and the Metropolitan Road Championships on the weekend of the 5th and 6th July 2003 at the Darnum Shady Creek Circuit. Here are the results of our members who participated.

Country Road Championships Shady Creek Circuit

<u>W11 (11km)</u>	Ruby Bowyer	2 nd
<u>W13 (11km)</u>	Zoe Atkinson	1 st
	Sian Williams	2 nd
<u>M13 (11km)</u>	Sam Atkinson	6 th
	David de Bruyne	7 th
<u>M15 (21km)</u>	James Henry	4 th
<u>M17 (21km)</u>	Steven Sandner	10 th
	Michael Pridmore	13 th
<u>Elite Men (105km)</u>	Joel Pearson	1 st
	Paul Richards	7 th
<u>Masters 4/5/6 (63km)</u>	Paul Rowse	3 rd
	Gerard Dannely	4 th
	Ross Henry	5 th
	Greg Williams	7 th
<u>Masters 2/3 (63km)</u>	Geoff Thomson	1 st
	Thomas Sandner	2 nd
	Steve Evans	8 th
<u>Women (63km)</u>	Helen Bowyer	2 nd

Membership

Please make welcome the following to our Club and the joys of racing:

- Gavin Lane (again)
- Peter 'Doggy' Bailey (again)

Technical Advise Chain Maintenance

There are not to many days in a bike shop where we don't see a severely neglected chain. Road grime acts like sand paper on a chain and soon adds friction to the drive train, wearing out your chain and cogs. This added friction results in greater effort being required just to turn the pedals. A worn chain will also wear out your cassette and chainrings and consequently burn a large hole in your wallet. So before you rush out to buy a new wallet lets start with the basics of good chain maintenance.

- 1) Thoroughly clean your chain after every ten rides. This will allow little time for grease and grime to accumulate.
- 2) Use Mineral Turpentine and a coarse brush to scrub your chain chainrings and cassette. Wipe off the Turps with a rag. Take care not to get Turps into jockey wheels or near bearings.
- 3) Lightly apply a cycle specific chain lube (not grease or WD40)
- 4) Rotate the chain a number of times and leave it for 15 minutes then use a rag to lightly wipe off excess chain lube. Replace your chain every 3-4 thousand kilometres. Replacing your chain regularly will prevent the expensive parts of the drive train wearing out (the cassette and chainrings)

If you are ever riding on wet roads simply wipe off the excess grime with a rag after every couple of rides.

Murray Fenwick

For Sale

- **Giant TRC Zero 2002 Medium frame**, full Dura-Ace, Mavic Cosmos wheels, Dura-Ace pedals, Pro-Link Carbon seat, carbon forks, seat-post + stem, new chain and cassette. Excellent Condition \$2500. 0401 757 945. tomcook1000@yahoo.com



- **Revel 100 Racing bike** Warragul Cycling Club Uniform - Size M all hardly used and in excellent condition. \$500. Will separate Ph. 0356332213.
- **Rockel gloves**, yellow with black trim. Won as a prize. Size XS. Never used (too small for owner). Sell \$15 Ring David de Bruyne 0356236808 (H).
- **Mens Bianchi 'Le Groupment' one piece skin suit**, original European garment bought new from Tour de France rider Marcel Wust. Will suit rider of medium build (5' 8" or thereabouts). In excellent condition, worn only 2-3 times (too small for owner). \$95 ONO. Ring Steve Evans 0356232328 (Drouin Police Station).
- **Avanti Mona Comp Series Racer** Size XS, Full Sora \$1,000 plus shoes (size 7) and pedals All as new. Contact: Carmelina Krausz, Monash University Gippsland, 03 9902 6319, Fax: 03 9902 6359

Road Rules you should be familiar with

Do you know that:

- It an offence to drive with an empty rear bike carrier – penalty \$50.
- The rider of a bicycle riding on a length of road with a bicycle lane designed for bicycles travelling in the same direction as the rider must ride in the bicycle lane unless it is impracticable to do so. Penalty \$100.
- The rider of a bicycle must not cause a traffic hazard by moving into the path of a driver or pedestrian. Penalty \$100.
- The rider of a bicycle must not ride within 2metres of the rear of a moving motor vehicle continuously for more than 200m. Penalty \$100.
- The rider of a bicycle must wear an approved bicycle helmet securely fitted and fastened on the rider's head. Penalty \$100.

Bunch Riding Etiquette

With a number of relatively new riders joining our ranks in the last year or so I thought that it would be timely to mention something about bunch riding etiquette. The Sunday morning bunch ride now regularly sees 30 or so riders heading out and there have been a few scary incidents that have served as a reminder to me that not everyone is aware of what is the "done thing" when it comes to riding in close proximity to other riders. Here are a few matters that have come to my attention, there are many other issues that I might mention in the future, but here is a start:

- When you are on the front of the bunch you have a responsibility to point out hazards on the road. The person behind you can't see cause your big fat @rs! is in the way! Point to the side of you where the hazard is and yell "Hole!", "Stick!" or "Dead wombat!" as the case may be. Also, warn the other riders of oncoming traffic.
- When you are towards the back of the bunch, be aware of what is going on behind. If someone behind you punctures or gets dropped, let the bunch know. If a car is coming from behind, warn the other riders. If you hear someone yell out behind you and then they are suddenly not there, it's a fair bet that something is not right. Don't keep driving up the road for 5 km and then say "I wonder what that yelling was all about" (Don't laugh, it happened this morning!)
- Take your own spares, levers and pump and know how to use them! Don't rely on everyone else, especially me!
- Pick those little white stones and bits of glass out of your tyres before you go out with a pin or by deflating your tyres and squeezing them like you squeeze your zits. The "Queen Street Rule" means that if you have a puncture in Queen Street on one of the morning rides, the bunch won't wait. The most likely cause of a puncture at that stage is one of those mongrel little white stones that stick in your tyres when it's wet.
- Don't brake heavily, swerve, ride in the wind with your hands off the bars or do anything else that is obviously dangerous. One of my

pet hates is when the person in front of me peddles for a dozen turns, coasts, and then does another dozens turns, coasts, etc. Stay at a steady speed, it's so much easier! The only thing I hate more than that is **not** having someone in front of me!

Peter Finlayson

Excerpts from Monas TDF Diary

Lucky Monique is over in sunny France following the Tour de France on her bike, Harry. Here are excerpts from her travel diary. Dive into her web page (<http://moniquehanley.com>) for further updates – Ed.

Eprenay to St Dizier - 4th July 2003

"...Pardon moi while I grasp these French keyboards. It is nice to be able to communicate entirely in English, even if it via the rare opportunity to check email - I have yet to come across a Native English speaker since arrival in France four days ago..."

"...The first day was filled with fun-filled adventures that included:

- Losing the rear load at the first cobblestone roundabout (I blame
- Harry for panicking) and in doing so putting a slight bend in the
- Rear wheel,
- Falling off after losing the rear load a second time
- Getting lost numerous times beyond belief
- Having the front pack dip onto the front wheel – twice rain..."

Once out in the countryside and out of the Paris metropolis, life on the bike became an absolute pleasure. Roads weaving through fields of wheat that you could almost touch from the bike, interspersed with cosy villages, with no frontages, brown-grey / grey brick buildings with pitched roofs all at least 150 years old, narrow windy streets and little idea of how to escape them, save for the 'routes direction' sign, which I have discovered to mean, 'follow this way if you want any hope of leaving'

The day concluded with camping at a farmhouse with a family who spoke no English whatsoever. Despite this, I understood completely when the wife went on and on about 'the English' who travel to France yet cannot speak French. At one stage, the husband said to me, 'le mere cest la fiest!' (the old girl is pretty feisty!) I stood my ground and won her over, and in the morning used the 'language barrier' as a means to avoid paying for staying there.

Burning ring of fire

Day 2 started well, with the rear pack better secured. Although the first day's discomfort had meant sitting far too forward, which resulted in some serious arse discomfort. To relieve the pain I was singing 'Burning ring of fire' at the top of my voice as I cruised into Mauperthus, an intermediary sprint point on Stage 1. I heard a strange low humming noise, and suddenly I was swamped by 10-12 pink and black men - Thomas the tank and friends. It was the entire Team

Telekom out on a training ride, followed by their team car (they are a team riding in the tour de France, including Eric Zabel (sprint king) and Cadel Evans (Aussie) who is injured). The shock of the sight momentarily removed the devastation that they had witnessed me singing about my arse at full volume. As we were on a downhill and nearing 60k/h I was unable to pull the camera out - I needed a spare hand in case i hit a bump and lost the rear load again.

After a long day, which included an afternoon of rain, I was pretty keen for an indoor stay. The last 50km had been traveling along the Marne River in the Champagne region, splendid views along the valley with the river surrounded by fields and fields of vineyards, which in turn were filled with hundreds of workers in full wet weather gear trimming the vines. Despite the tourist flavour, there was no accommodation apparent. Each village I passed left me more and more frustrated, and when the rain finally set in fully at Port a Binson I had had enough. I pulled into a pub, asked if anyone spoke English, and then asked for directions for accommodation. One guy in the pub



could help me out with communication, and after a beer and a bit of a chat, offered his 'spare house' for the night. The 'spare house' was a magnifique three storey, four bedroom home at least 100 years old, complete with two cellars underneath. Great view of the Marnie valley and surrounding vineyards. It was unfurnished, so I stayed in the kitchen with my bike and had water and light, so I couldn't complain - Fantastique! We shared some champagne home-brew which every local dabbles in with him and his girlfriend, Du Du. It was terrific to hear how things are from a local: 'this region is shit. The people are shit, the weather is shit, it is nothing'. and I in turn taught them important things about Australia 'no, its not 'a'ku'bre', its 'ArrrkuuuBraaaa'!

I am now in Epernay, home to Moet Chandon and all the big name Champagne labels. Was heading onto St Dizier tonight, but Kirsten isn't coming over to meet me now so I think I might start heading south towards Troyes and Nevers."

10th July 2003

"Somewhat disjointed update due to a continuation of an update begun in Lyon:

After traveling around 930km over the past six days, it was time for a bit of a rest day for Harry (my velo) and I in Lyon (pronounced Leeyonne in case you were wondering). Lyon is the gateway to the Alpes, of similar stature to Yarragon, gateway to the Latrobe Valley.

The most unfortunate thing of all the past few days was that I had been missing what was happening with the Tour, apart from receiving updates from my brother back in Australia and from reading the local news paper the following day (and I use the term 'reading' very loosely).

Despite this, the last few days have seen the temperature soar out on the road as I traveled from St Dizier to Troyes, and then south onto a tiny village called Anton where I camped in the backyard of a B&B before continuing onto Nevers (pronounced Nev-yair). Nevers has had a busy week, it hosted the France Grand Prix the Sunday (6th) I arrived, as well as a world Triathlon championship of some sort, and of course with it about to host the arrival and departure of the Tour this Thursday (10th).

Of course arriving on a fully-loaded-and-very-hot-and-tired bicycle into a city full of drunken rev-heads was not looking rosy for an evening camped out beside the road, and after some absolute fully-loaded-with-bourbon-or-whatever-drunken-Italians-at-GPs-drink wanka tried to run over my legs as I sat sprawled out at a petrol station guzzling another couple of liters of water, I thought it best I move on. Got another century in (100 miles, or 160km) and landed at the campground in Decize. This left me with the possibility of making it to Lyon in one day - around 200km.

It would always be a long haul, but you notice that the haul gets larger (and longer) with a few variables thrown in:

- *no breakfast (campground only, no food)
- *hot-o heat
- *headwind
- *dead bitumen (the type of road that slugs all your effort onto getting over those chunky bits of stone that lay clumsily amongst the bitumen)
- *a very dirty Harry (what IS the French word for WD40??)

But when broken into smaller, bite size pieces, 200km-odd days become a possibility. Getting the target under 100km is the key for mental sanity, although I didn't actually believe I would make it myself until about 6.15pm, when stopped for a pic and met some locals who said it was only 72km to Lyon. A grand 40km section was basically all downhill, along the Beaujolais valley which I shared with many a log truck and with the enjoyment of waving to the bewildered old coots perched outside their local Bars for an evening biere.

I also had my first bit of decent cycling company - a guy out on an evening training ride, who took me the 'back way' into Lyon, which included a couple of 5km hills. I arrived at the river Soane at around 10pm where it was just getting dark, with the speedo at around 205km. Exhaustion had well set in, but all I needed to do was find the hostel. It was somewhere in old Lyon, according to the LP map.

In short, the LP map was shithouse, and suddenly I am on cobbled roads (try that fully loaded) and looking at a ridiculously steep climb - way too steep for Harry and me at this hour. Off comes the riding shoes, and I push Harry up the street, turn the corner to find the street gets steeper, and continue onwards, disenchanted.

Expecting to find an intersection of the street with the hostel on it, I was devastated to find at the top of this very long and steep street - 200+ steps leading into the abyss of old Lyon!

It may be the old part of Lyon, and it may be where people find it easier to use Funiculars to get around, but one thing is for sure: the acoustics in this part of the city are a treat. I sat at the bottom of the steps, too exhausted to think of anything else, and just howled. People up the alley peered out windows, doors closed, cats ran off. And I howled more. It kind of felt good, although it didn't actually assist in the predicament.

I considered setting up my tent right there and then, but a local walked past, and was able to confirm that the hostel was at the top of the stairs. I pulled myself together, ate the remaining chocolate I had on me, and still in my socks, began the haul up those f'n steps. The local returned, and like a true host was happy to help out and take the back half of Harry. I am not sure he realised just how heavy Harry was, but there was no way I was letting him leave until I got to the top.

Checked into the hostel at 11pm, and was so happy to find people to speak English with - for the first time in a week. So happy that, I got a second (or fourteenth) wind and ended up staying up till 4am to do washing and chat to some cute French Canadian fellas. Phwoarr.

10th July 2003

Am now in Annecy, having completed my second Col/cote of the Alpes this morning - Les Cotes, which is part of le Tour Stage 7 - Lyon to Morzine. Have now diverted off route to Annecy, which is 50km from Albertville where I will rejoin the route, on part of the Stage 8 course.

Yesterday I completed Col de Portes ('the Gateway hill'), which nearly killed me - and it was only a cat 2. About 15km of climbing but I did it in the hottest part of the day, which was probably the major killer. This morning's climb was steeper, but shorter, only 6km or so. Not sure of the cat for that one. It should be fairly flat to Albertville, and then flat again with some slow climbing to St Jean de Maurienne. And then, tomorrow I will tackle Col du Telegraphe (Cat 2) and Col du Galibier (Beyond cat classification, i.e., too bloody steep!) before meeting up with Caro and Marc at the base of Alpe d'Huez.

Hope all is well. Au revoir!

Monas" <http://moniquehanley.com>