

What's inside this month's issue?

Regular Features

Most of the regular features that you have grown to love and expect are still in this month's issue of **Velo SportZ ShortZ**. Bunch Gossip, News, Local News, Race Results, Letters to the editor, Ask the Coach.



Special Features

What you can learn! And the continuing saga of Geoff Gowans feature on **Touring Overseas** while on Holiday's. This month, Geoff takes a look at a new adventure

Velo SportZ ShortZ - The Hub of your Cycling Dietary Requirements

Please send all correspondence to velosportz@accsoft.com.au

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Bunch Gossip

Well, I must admit that I have lost contact with the bunch over the last few weeks as my attention has been elsewhere. We had the Bicycling Australia Bike Show and unfortunately I missed that also.

So it is with that point in mind that I invite all of our readers to submit something regarding their experience at the Bike Show for the next issue of **Velo SportZ ShortZ** VSS. I would love to here what it was like and I'm sure many of our readers would be interested in your perspective and what you liked and didn't like.

The next issue will be in your inbox on time and if you are able and willing to give us your thoughts on the bike show, I will need you work by the 25th of September.

Ed's Comments

You know, life doesn't get much better. We have had the Tour De France on the television for 3 weeks, we have just had the UCI World Track Cycling Championships, we are heading into the months where it's going to start warming up and the 2004 range of bikes will be coming out very soon.

As a cyclist what more could you ask for? Well I suppose it would be nice to win Lotto, ahhhhh what the hell.

Let's not go there. Read on and enjoy another action packed issue of **Velo SportZ ShortZ**.

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It's amazing what you can learn!

By Ross Harding

I must preface this article by saying that I am **not** an accredited coach, and you should always seek professional advice before adopting anything new and please make sure you spend the appropriate amount of time researching all matters yourself, however after spending approximately 8 - 9 hours a week on the ergo for the last 2 years, it is amazing what I have actually learnt from all that time.

Although I have the TV and Video, the fan, the walkman and a large supply of old nappies that are great for wiping the brow, you still have huge amounts of time on your hands to think. I have actually read that our minds are so quick that they are able to think approximately 100 times quicker than we can speak. That's why our minds tend to wonder when we are listening to other people, particularly if we are not interested in what's being said.

Well, when you have an hour or 2 to kill on the trainer and the TV doesn't have anything on, you occupy your mind by "analysing" everything about your cycling and pedal stroke that you can. And boy have I done a lot of analysing!!!!

I have a number of different sessions that I perform on the ergo and sometimes these sessions were easier than other times and I wanted to know why. Yes, I thought about what I had eaten, whether I was hydrated, had I slept enough, did I take my vitamins, was there any "EXTRA" stress in my life and so on. I spoke with my coach and said that sometimes I felt like I was in the "ZONE", but couldn't explain why and he couldn't quite latch onto where I was coming from.....

It all smacked of "Mate what planet did you say you were from?"

But after spending some 832 hours on the trainer at an average speed of not less than 35 kilometres per hour (and mostly over 40)Yes that works out to over 29,000 kilometres on an ergo (that's an accomplishment in itself) I think that I have finally worked it out.

Keep in mind that I have not been cycling all my life, like so many of our readers, however grew up a sprint swimmer and spent 15 kilometres a day in the pool, swam at a state and national level and at the age of 35, decided to take up competitive cycling. Yes it's taken me 2 years of ergo work to find the secret to pedalling.....I know, I'm a slow learner.

What I have finally learnt however, is the secret to efficient pedalling that makes cycling a whole lot more easy. I have found the "Zone", the thing that people who have been beating me since starting, have known all along. I have found that process that the monk never told the grasshopper in the TV show "Kung Fu", that thing that he had to go and find on his own.

**And if you spend over 800 hours on your ergo over the next 2 years.....
I'm sure you will find it also.**

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No, no, no.....I wouldn't do that to you, however I must say it is tempting. Pretty early on, I found out how my cadence was affected by spending a little effort pulling up on the pedal. If I spent a little time and actually concentrated on pulling up, my cadence would pick up by about 10 - 15 RPM and hence my speed would increase also. This also had the double effect of actually giving my Quads a bit of a rest, so that when I started pedalling the normal way, I had a little more energy. This enabled me to go faster for longer. I also learnt that my Hamstrings were by no means as strong as my Quads, so I was not able to continue pulling up on the pedal for more than about 30 seconds at a time. I also had to concentrate on pulling up....actually think about doing it as it was not natural. However on the flip side of that coin, I noticed that "PUSHING DOWN" on the pedals was absolutely AUTOMATIC.

Over the preceding months I spend time working on this technique more and more and when going to the gym, I also concentrated on improving the strength of my Hamstrings by doing leg curls. (Aren't they just the worst gym exercise?).

When I was trying to describe to my coach what I was feeling, this being in the "Zone", what I was actually beginning to experience was then first signs of having a correct pedal stroke. This was the point when I was actually pedalling the most efficiently for 10 - 15 minutes at a time and the entire process was feeling very easy. I was putting the muscle strength into action with little or no waste.

What I have now managed to train myself to do, is to utilise all parts of the pedal stroke with equal amounts of force from the muscle groups and this is what I call being in the "Zone". Pushing down on the pedal, pulling up on the pedal, having the heel and the toes in the correct position, so that you are actually starting your pedal stroke before 12.00 o'clock and driving past 6.00 o'clock. Doing all of this with equal effort from all muscle groups involved with the pedal stroke, making it feel as though you are not putting any effort into the pedal stroke at all.

This to me is pedalling efficiency. If you practice this and really understand your position, pedalling action and what really works for you, as we are all different, it is really amazing how your cycling can improve. I think the secret to achieving this for me was the spending of time and so much time on the ergo. When you are on the road, there is so much you need to think about.

What's for dinner? Those problems at work. The children. The wife/husband. The mortgage. The state of the roads. The idiot in the car next to you. The other 3 million idiot's in cars that you are going to come across while on this training ride. The coffee at Coluzzi's. aaaaaaaaand.....By the way, where the hell am I going?

As you can see, on a training ride on the road or your favourite bush track, there are so many other things to think about just to stay alive and your mind is well and truly occupied. Yes training on the ergo can be as boring as watching the grass grow, (my apologies to any green keepers out there) however if you put this time to good use, it truly is amazing what you can learn!

Pedal On!
Ross Harding

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Getting Down & Dirty

By Craig Duncan - Velo SportZ ShortZ Mountain Biking Correspondent

The Issue of Trail access.

Written By Craig Duncan - Velo SportZ ShortZ Mountain Biking Correspondent

As Mountain Bikers we all have a common need. Okay, there may be more than one, but there are some things Ross won't let me talk about. *(No, no that's O.K. with me Craig, I would like to see where this is going - Ed)*. We all need a place to ride. It is a little different and indeed somewhat more difficult for us than our road-faring cousins to find a place to let go. Sure we could choose to pedal amongst the Mum's and Dad's on the local cycle way or even, dare I say it, veer off onto the blacktop and wrestle with the traffic. These are options that we do use from time to time, but it is more out of necessity than for the love. The reason we chose to go with the fat tyre was to get in the dirt, plain and simple. The freedom of getting away from it all coupled with the extra challenge that varying terrain offers, provides us with the essence of Mountain Biking.

Getting to such a place is not always easy and indeed not always in keeping with the requirements of land managers. Much of the Bush land surrounding us is off limits to Mountain Bikers, with access usually only permissible on existing fire trails and unsealed roads. Now this is better than nothing but one of the most inviting temptations for us lies beyond the initial access point. We seek the challenge of the single-track with it's switch backs, downhill sections and a surface as unpredictable as Al Quiada.

This is all well and good but there is an issue of being granted access to use such trails and all too often we hear of Mountain Bikers riding illegally, causing unnecessary damage to trail surfaces and coming to grief with other trail users. We mustn't forget that walkers and in some places, horse riders, have as much right to use the bush as us.

There are a million arguments surrounding the use of trails by Mountain Bikers and many good studies have been done to determine just what sort of impact we do have on the environment. In some cases it has actually been shown that the damage under foot by bush walkers is actually the same or even greater than that of a rolling wheel. Now, I said *rolling* specifically because one of the real nasty habits of Mountain Bikers is to skid and slide their way through the bush. It isn't always possible to retain control without doing this, but it is far less necessary than most of us realise. Getting back to the walking thing, there are a number of very crucial points of impact when a boot traverses the dirt. The one thing that nearly always happens, unless you're Gumby, is your foot twists as your body adjusts its balance mechanisms. It is with this action in mind that has shown more damage *can* be done under foot than with a properly piloted Mountain Bike.

Other concerns tipping the scales away from us are the environmental impacts resulting from us leaving rubbish in the bush. At times we have been known to stuff half the weeks' school lunches in our packs before setting off on a ride. Sure, we can't do without the fuel and the overwhelming bliss that comes from parking your exhausted

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backside on the edge of a huge cliff face while stuffing your gob is truly unique. (Yet another buzz that the roadies tend to miss out on) But sometimes there are a few of us who either plain forget or just can't give a hoot about taking their rubbish back home. Plastic wrappers can easily choke birds or other curious critters and those Gatorade bottles left sitting in the blazing Sun amongst a pile of dried leaves...you figure it out. There is no reason for us to leave anything behind. Leave it as you found it, plain and simple.

In addition, the way in which we conduct ourselves on the trail also comes into play in a major way. The image of Mountain bikers is not the best, to say the least and every little action we do affects our chances of sustainable access in the long run. When we come across other trail users we need to be overly considerate. Slow down and pull to one side of the trail. Make sure you extend some niceties to passers by also. Belting down the track and taking walkers out like skittles may sound like fun, but put your self in their shoes. As I said, they have as much right to be there as us. As for those on horseback, it is imperative we be courteous and cautious when passing by. Those big lumps will get a fright from their own shadow let alone a multi coloured screaming dust bomb so your extreme care around them is crucial. If nothing else, think of how it might feel when Phar Lap decides to leave an iron tattoo on *your* forehead!

Now it's fine for us to yell and scream like a bunch of morons in an attempt to have our say. And that is only natural; after all, we are a passionate group. But it doesn't get us anywhere. The image we have created in the eyes of others is not one of peace and serenity, that's for certain. So in order for us to get our rightful access to trails we must conduct ourselves in a fashion that promotes positive consideration from land managers and other trail users. The only way we are going to be given the opportunity to fight for our slice of the pie is to act like human beings. Honour the current guidelines set in place and work with land managers in an effort to build long-term rapport.

There are many simple things that we can do to help the process. Importantly don't alter the terrain you ride on. By this I mean stick to existing paths and trails. Don't belt off the line just because you get a rush of adrenaline and feel the need to prove how stupid you can be. Those trails are built in the bush to use and top protect the surrounding eco system. You are not doing anyone any favours by ignoring this. As for stunts, Well that's a whole other topic that I will cover later, but while they can be fun, from an environmental perspective they can also be nasty. Especially when perfectly good sound trees are hacked up to make these obstacles. If you must use material like this, try using logs from the forest floor. Trees that have already toppled or seen their last day in a fire. If you apply yourself you will always find the right tools lying around. If you have to build from your own material don't leave rubbish lying all over the place. Take things home with you. Especially foreign wood that may contain bacteria harmful to our own native system. An above all don't leave Axes, Hammers and Saws anywhere. I don't need to go on about this one...

One of the best things we can all do is organize or take part in a working bee with land managers in an effort to preserve the bush land we use. If we can show that we are genuine in our concerns for the bush, we stand a far greater chance of riding it. Surely we can't expect to come in, tear it up and wait for others to tend to the damage just so we can go do it all over again. The bush is a fragile living thing and it's there for all of us. At the end of the day it belongs to the people but someone has to take responsibility for its survival. That's where organizations like Nation Parks and Wildlife come in to play. They are doing their job with a view to maintaining the bush for us all. If

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we can work along side them and others in their efforts the long-term outlook for Mountain Bikers is more positive. Join your local club and actively lobby council for action. Do it in a professional manner as an established body and you will see quite different results. One example is the efforts of my local club in Wollongong. While we all want to ride, the club is taking the right steps to hopefully secure sustainable long-term access to the wonderful paradise that surrounds us. For years many riders have been trashing the local runs and as a result we have been banned from many trails. While it could be argued that the trails are there for us all and we have a right to continue riding, the best way to go about it is to work with the land managers to formulate a plan to co-exist. I personally would much rather ride without the fear of being caught and fined while doing the thing I love most.

Mountain Biking is a soulful sport as I've touched on previously. We will all get more from it if we're out riding on legal trails with no fear of retribution. To just get out and ride without a care is one of the very reasons we got into this in the first place. By this I don't mean not caring about our actions, just about being able to connect with the environment in a way in which only Mountain Bikers can appreciate. Do things the right way now and the benefits will be recognized in years to come for us and our dirt-lovin' son's.

Happy trails!
Craig Duncan

Geoff's "BIG ONE"...Tour that is! (Part 2)

Fatigue! No, that wasn't going to stop me, I was on a mission.

By Geoff Gowan's - Freelance Journalist

It had been two months since leaving my friends near Vienna and I was about two days from friends in Cologne. I'd just cycled up a very steep hill to a youth hostel for the night, I was feeling tired and it didn't seem to matter how much food, coffee or Red Bull I consumed that day. After checking in, I thought I'd go for a walk. I got about 30 metres and had to sit down. I was 'knackered'. A tingling sensation passed through my whole body every time I made the effort to walk. Now I was worried, I'd never felt like that before. I went to bed early and thought, I'd be OK in the morning. Well, I still felt weird, but was lucky in having mostly downhill or flat riding to Cologne. I was so glad to get to my friends and rest up for a few days.

Well.....I did have quite a few days of headwinds (whatever direction I was heading in), undulating roads and climbed a small mountain range, with only a few days rest here and there. OK. I wasn't 20 anymore, no, I was double that, but surely I'd be super fit by now? Maybe the jump from 150 k's a week at home to 500 k's a week touring was taking it's toll. I suppose I should be a 'little' tired.

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Anyway, it was good timing. I had planned the next few weeks, to visit friends in different parts of Holland and England with just the odd day of riding here and there. The tingling sensation finally disappeared after two weeks and the energy came back too. Yee! Haa!

Now. I'm in France, it's July, it's Tour time, I've just spent the last two weeks cycling through the Loire region, where there is a fairytale chateaux every few kilometres, down to the Dordogne river lined with beautiful villages and with only a day before I was to see the Tour pass me by, I made it to Pau at the base of the Pyrenees mountains.

After my experience of 'le Tour' (see part one), it was now my turn to conquer the high cols of the Pyrenees. Day one - After a 35k gradual climb from Pau, I made a left hand turn and then it was.....Whoa! OK, it's up now!. It was 18 k's to the 1709m Col d'Aubisque, with an average gradient of 7.2%. One section was at 13%, ouch! And, as with most of the high mountain passes, a sign every kilometre to let you know how far you've got to go! I had perfect weather and it's a great feeling when you get to the café at the top. 'Virenque' was painted all over the road and somebody painted a syringe around one of them! After a coffee and a feed, it was down and a slight up to the 1475m Col du Soulor, then down to the campsite at Arrens-Marsous. I slept well that night.

Day two - I started with a 12k downhill, a 19k gradual climb to Luz-St. Sauvier and then it was the big one, the 2115m Col du Tourmalet. 18 k's at 7.4%, more perfect weather, more cyclists doing the same thing, more signs, 'Go Stevo' painted on the road, never flat, always up, a 13% section halfway up and a 13% just before the top. Ouch! I didn't need that. It was tough, but Oh! the views and the feeling of cycling to the top of the world.....well, you know what I mean. Two and a half hours from the bottom, at 7 - 7.5 k's an hour in granny gear. OK. Lance and the boys might sit on about 25 k's ph, but they aren't carrying an extra 30K's of extra gear, like 'Moi! Aussie Aussie Aussie and Sweet, Jonker, McEwen, Vogels and O'Grady painted on the road as I was going down. It took so long to get to the top, but, what seemed like only minutes, a 17k downhill to the campsite at St. Marie de Campan was fun.

Day three - Col d'Aspin and the Col de Peyresourde. Not as high, not as hard, but a challenge and beautiful scenery just the same.

Day four - The Col de Portet d'Aspet is only 1069m, BUT, cycling from west to east, the last 4.5 k's was the toughest day of my whole tour. Nothing under 8.3% and one section at 14.2%. Several times, I almost came to a dead stop. It was so steep, but I had to keep the pedals turning over or else I would have left some skin on the side of the road. I made it to the top, just, and spent a lot of time and money at the café before heading down to the campsite.

The following day, I decided not to do another col, I was wasted. I struggled to do 50 k's. That fatigue thing was back again, but after a couple of weeks cycling across southern France, I eventually made it to friends in Germany for a nine day rest. I should've stayed longer with them, but I had to keep moving on. I was still on that mission. I couldn't go home because I was a bit tired. C'mon!

In few days, I was due to meet up with a young and fit guy from my mtb club back home, for a few weeks riding together. With that on my mind and still a bit tired, I had my lowest day.

While riding along, out of nowhere, I started crying my eyes out. I had no control over my emotions. One minute I'm fine, the next minute,

'What the!' It happened a few times that day. While sitting in a restaurant, I worked up such a sweat trying to stop myself from crying in front of other patrons. 'C'mon Geoff, get a hold of yourself'. It was the weirdest feeling. (Post tour, my Doc told me that it was symptoms of chronic fatigue syndrome)

The next day, I was fine. 'Thank that's over!' I met up with my friend and 'Oh! it was good to talk Aussie again'. For the next five weeks, we cycled through southern Germany, Switzerland, Austria and Italy together. Some days I'd be tired, some days I'd be powering along and some days I'd be almost falling asleep at the 'wheel'. I'd read a story of a rider in the Tour of Italy, where, while nodding off in the saddle during a tough stage, he had a caffeine suppository to keep him going. Well, that was bad enough, but you should have seen his face when the coffeemate and the sugar lumps went in! Whoa!

Maybe next time I'll try that. I'm glad I don't have milk and sugar though!

After parting company with my friend in Rome, I made my way back to my friends near Vienna. I did it. Seven months and over 11,000 k's under my belt, or should that be 'arse'! I had a fantastic time and most days I felt great, but those few bad days are always locked in your memory. OK, it may have been a little ambitious, but, mission accomplished. For future reference, my next tour will be less k's and more rest days and well.....I'll be a little bit older too, but also wiser, I hope.

When they say, "Listen to your body", they mean it, and boy, did I find that out.

PS: Dear editor,

Me, a Freelance writer? Free...definitely, lance...well, I've lanced a saddle soar. Maybe, contributor, would be sufficient for this fine publication! It takes me an hour to write a postcard, so you can imagine how long it took to write this lot!

Stay tuned for the next exciting episode of Geoff's 'Big One'..... Tour, that is!

Geoff Gowan
Freelance Journalist

And you thought our sport was dangerous!

This amazing photo is out of South Africa. This guy saw a nice glassy 3 - 4 foot swell rolling through and thought he have a few waves.

On the way out to the "take off" zone, paddling through a wave, he was confronted with a 16 foot shark, literally just a few feet in front of his face.

I know we have cars and drivers who don't give a toss and there are all sorts of dangers in the bush, however I think I would need to buy a new wet suit if I was in this guy position.

It's a great incentive to learn how to walk on water, or would that be RUN!



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David Short Cycles was established over 17 years ago and has been one of the best Bike Shops in Sydney over that period.

David Short is a competitive cyclist himself and understands what being a bike rider is all about. David has competed on the world stage and even brought home medals from the World Track Cycling Championships.

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Ask "The Coach"



Growing Confidence

Sponsored by Strategic Coaching Concepts
Mr. John Crouchley



Growing confidence,

Real sustained self-confidence comes from knowing you can do it, and knowing you can do it comes from the experience of actually doing it. Just as strong muscles are built by lifting heavier and heavier weights, confidence is built by taking bigger and bigger challengers.

Even if your muscles are weak, there is some amount of weight you can lift, and as you regularly lift it, the muscles become stronger. In the same way, the confidence to take on major challengers is built through the experience of first taking on small challenges, and then working your way up.

Others may encourage you, yet no other person can actually give you your own confidence or talk you into it. Others may help you to believe you can do it, yet only by experience will you know without doubt that you can. The sooner you begin to accumulate that experience, the stronger and more quickly your confidence will grow. Where you are, right now is a great place to start building the solid and unshakeable confidence of achievement.

Start with what you have, with what you know you can do, and then add a little challenge to it. Soon you'll know without a doubt that you can do even more. As your confidence grows, so will your achievements, because the biggest achievements come to those who have the confidence to take on the most difficult challenges. Start small, continue to build a strong confidence based on experience, and you'll have something valuable indeed.

See you on the road.

John Crouchley

Competition Corner - August 2003

We have a different sort of competition this month and this will run for the next 8 weeks.

Up for grabs is an "Australian Skin Suit" with the signatures of some Australia's best cyclists. This would be great to have framed and then put up on your lounge room wall at home. It would be the envy of all your friends and myself....To be in the running for this fantastic prize, here's what you have to do.

You will receive one entry into the draw for every "NEW SUBSCRIBER" to **Velo SportZ ShortZ** that you introduce to the Reader Data Base. A new subscriber is someone who does not already exist on the data base and receive **Velo SportZ ShortZ**.

Each new subscriber that e-mails velosportz@accsoft.com.au and mentions your email address as the contact that introduced them, you will receive one entry. They must mention your e-mail address in the e-mail for you to get an entry.

10 referrals = 10 entries. It's that easy! On top of that....the new subscriber will also get an entry into the draw and if they introduce someone, they will receive additional entries.

So start telling your friends and spreading the word about **Velo SportZ ShortZ**.

Feedback from the Readers!

Correspondence No. 1

Dear Ed

The ICU made the wearing of helmets compulsory earlier this year. The regulation allows the cyclist to remove the helmet on the last climb if it is a mountain top finish.

Garry Doughty

Thanks for the additional information & feedback Garry. - Ed

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HILLBRICK RACING FRAMES

Hillbrick Racing Frames were established in 1988, manufacturing a range of handcrafted, made-to-measure bicycle frames designed perfectly to fit the rider. Hillbrick Racing Frames are also distributors for a range of quality track cycling equipment, parts and accessories.

Master Frame builder Paul Hillbrick was aircraft-industry trained. This training has given Paul the ability to work to closer tolerances to ensure the quality and accuracy of the finished product.

The appreciation for the ride of the bicycle comes from 6 years as a competitive cyclist with a top 10 placing in a National Road Title and other State Medals as a junior cyclist.

Many cyclists have shared that Hillbrick passion over the years, if you would like to be part of that passion, contact us.

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Facsimile (02) 9820 4018



Website: <http://www.hillbrick.com.au>

Correspondence No. 2.

G'day Ross

Thank you for the great newsletter this month. I enjoyed all of it, however I found the "Coaching" article really interesting even if I am only a MTB rider that does more km's on the road than on dirt.

Thanks again
Keep it up
Stuart

Glad you enjoyed it Stuart. I hope things just keep getting bigger and better. I might have some new sponsors shortly and more prizes to give away, so stay tuned. - Ed

Correspondence No. 3.

Hi there Ed

Do you know much about the recent Tour Of Romania? Jade Lean from Adelaide finished in 23rd place.

Troy Collett

G'Day Troy. I haven't any information on the Tour of Romania, however I will see if I can do a report on it for next month. - Ed.

Readers Results

Our beloved **John Crouchley** from St George Cycling Club (Also of "Ask the Coach" fame) became the NSW Road Time Trial Champions for 2003. On Sunday the 10th of August, Cycling NSW held the Individual Road Time Trial Championships at Calga on the Central Coast. John road a fantastic TT and was crowned the NSW Champion in the Master 7 division.

Michelle Duvall also competed in her first State Championship at Calga and placed 13th in the Elite Women's division with a time of 40.13. A little birdie also told me that this time could have been some 30 seconds quicker had Michelle not missed her start by 30 seconds and her time trial bars hadn't broken. Well Done Grasshopper!

Sarah Oakes from Southern Cross Cycling Club also performed very well and came second in the Masters 2 & 3 Women's division. Sarah also backed up at the NSW Road Championships and brought herself another silver medal home...WELL DONE SARAH.

Hey Gemma.....You better keep training for Nationals!!!! The NSW girls are coming after you. - Ed

David Short from St George Cycling Club travelled to Queensland to compete at the Australian Masters Track Championships and came home with a bag of medals including 3 Gold and 2 Silver medals.

Congratulations to all of you on your results. Send us your results!

Well guys and girls.....We all enjoy this sport of cycling, whether on the road or on the dirt. So if you have any results from your last road race, down hill run or even mountain bike race, e-mail the editor at:

velosportz@accsoft.com.au

We would love to hear from you and make mention of your achievements

Other News

Hillbrick Racing Frames Give-A-Way

Hillbrick Racing Frames will be coming on board with **Velo SportZ ShortZ** to assist with prizes for you the readers. Starting for the October issue, Paul Hillbrick from Hillbrick racing frame will be giving away one pair of cycling socks to be awarded to the letter of the month.

To be in the running for these fashionable and very comfortable socks, all you have to do is send in a letter to the editor to be included in **Velo SportZ ShortZ**. Each month one letter will be chosen as "Letter of the Month" and the writer will receive a pair of Cycling Socks.

Ed's Last Word

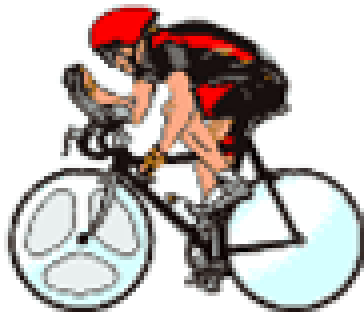
Guy's, that's another month for VSS and I hope you enjoyed the Bike Show and drooled over the nice new gear we would all love to have. If you are lucky enough to buy something new, please feel free to drop me a line and perhaps you could write a few words for the next edition of VSS.....a pseudo product review, perhaps.

Have a great time until the next issue of VSS, enjoy your riding on the road, track or in the bush.

Remember if you are after something new, please give our supporters the opportunity to help you out. John Crouchley for training advice, David Short Cycles for any and all bike gear, Hillbrick Raving Frames for that new and made to measure bike and Ernie Smith Photography for your entire cycling photo needs.

There guys help out allot and your support would be appreciated.

Pedal On!
Ed



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