

G'day to all, So Landis' B sample was positive and post Tour turmoil continues which is sad. Watching stage 17 at the time, I remember thinking 'this is too good; no one puts in a ride like this in the third week' but hoping that I was wrong. Despite that it appeared to be the cleanest Tour in years as we saw the frailties and strengths of riders on a daily basis. Many looked too shattered at the end of each mountain stage to be getting 'help'.

Speaking of help, maybe Lotto Davitamon could hire a climber or two for next year to give Cadel Evans a hand. McEwen seems to be able to do his thing more or less solo and congratulations to him on another green jersey, but Evans was up against multiple Team Mobiles and Phonaks when it mattered. Tim Williams spoke to him at the airport several days after the Tour and says that he looked like death. So he didn't leave any petrol in the tank.

I hope the UCI get fair dinkum. Of last years' top 5, 4 are under investigation as part of the Fuentes scandal and the other beat these 'enhanced' riders comfortably by 10 minutes. You can make your own judgements about that. Instead of testing the stage winner and two other riders at random every day, test 20 at random. More resources required sure, but a cleaner sport beckons. At the moment with approximately 180 riders, a Tour rider has a 1 in 90 chance of being tested if he doesn't win the stage. Up that to 1 in 9 and see what happens. If they can do it on that scale for the Olympics, they can do it for the biggest annual sporting event in the world.

Quiz question

What length was the longest ever Tour stage? (answer at the end)



On a Brighter Note

Congratulations to **Tanya Bosch** on her continuing and speedy recovery from major health problems.

Congratulations to **James Yip** for the new addition to the family. Paternity is in doubt as there is no family resemblance, but at 6.33kg with 110 psi in the tyres, he isn't complaining. This is the lightest bike to have left the shop.

Thank you to U.S. based Wenzel Coaching for declaring our humble website "**Cycling Resource of the Month**" in their monthly newsletter. www.wenzelcoaching.com

Commiserations to **Wayne Wheatley** on his accident. It is a pity that all those who have wished they could find his 'power off' switch in the past now get their wish, if only temporarily.

Grant Hansen gets the jersey for quote of the month when speaking about his Baum titanium – "Familiarity has bred contempt as the bike has moved from the bedroom to the lounge room. However it will never see the inside of a garage unless that garage is fleecy lined and centrally heated."

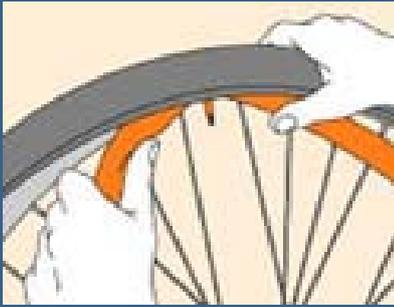
Gerard Hilford goes close with his quote about his new **Leggera Piuma**. "I'm getting a lot of complaints about the new bike. The others don't like me overtaking them on the inside of corners when descending to Bobbin Head".



Mechanic of the Month

Award goes to the local rider (who shall remain nameless) who found a largish slash on the tread of their tyre and thought that putting a patch over it on the **outside** of the tyre would solve the problem. This patch trapped the offending piece of glass in the tyre causing slow and not so slow leaks in all of the tubes they subsequently fitted. Yes I know I promised I wouldn't tell anyone your name but that doesn't mean that I can't relate the story.

How to avoid most punctures



I am happy to sell tubes but when some people buy them in 6's and 10's every month, a change in their tyre (non) maintenance procedures may be necessary. Nothing will stop a puncture caused by riding over something large and sharp but this isn't how most punctures occur. Most flats are caused by small, sometimes very small sharp objects that are slowly pushed through the tread by the weight on the tyres contact patch at every wheel revolution. Many punctures are the result of rubbish embedded in the tyre from the ride yesterday or the week before and may have taken many kilometers to work their way through the tyre.

With the aid of a screw driver blade or even an old dinner

fork, pry open any cut, large or small on a tyre after each ride. While you are at it, take a close look at the sidewalls. It takes 2 minutes or less to examine both tyres. When you pry open the small cuts you will find that a percentage of them contain a small piece of glass or small stones or other stuff. Flick the rubbish out with your tool and you will find that your incidence of punctures will drop dramatically. This 2 minute 'chore' after every ride will save you and those you ride with plenty of time out on the road.

For those who don't want to try this or can't find the time, then we have the ongoing tube specials of 10 Clement short valve tubes for \$70- or 10 Michelin Airstop tubes in short or long valve for \$80-

Tales from the bike shop

The Day We Beat The Champs

A while ago Derek and I were racing at the crit circuit at Lansdowne. For those that don't know it, it is a twisty bushland circuit of 2kms per lap with a poor surface, a bit of a hill (big ring), banked corners and a downhill sprint that is preceded by a rise with a bend in it. The bend is made interesting by having steel bollards on the edge of the track at the narrowest part of the bend where it crosses a drainage ditch. Just as interesting are two large eucalypts; one either side of the finish line. To win you have to make sure that you don't bash a bollard attacking up the inside of the corner on the hill; and that you don't get squeezed wide near the finish in the sprint.

We lined up in a large A grade bunch and amongst the field were World Champion and -Tour de France stage winner Brad Magee, his National and Commonwealth Games champion brother Rodney, AIS rider Tony Morphet and National Sprint champ Chris Unicombe.

To cut to the chase, after some pain and suffering Derek and I found ourselves in the final 6 man break with the four listed above. I didn't fancy my chances against a sprinter of Unicombe's calibre in a drag race sprint, so I jumped him early on the rise before the sprint and pedaled my legs off. My vision started to go about 30 metres out (oxygen debt) so I coasted in to be pipped for the win by Unicombe and was lucky to hold off a fast finishing Derek who streeted the Magee brothers and Morphet for third.

LB's still on hold

I have recovered well from the back injury that I had but am struggling to find time to seriously get back on the bike. I hope to sort that out this month and there will be an LB's ride next month. Time and route to be advised.

Campagnolo 2007

I have been to a few product launches recently and in Shimano road equipment, the only changes will be some new wheels. Campag are making some big changes though. If you haven't seen the new cranks, wheels and 'Skeleton' brakes yet, have a look at this link:

<http://www.cyclingnews.com/tech.php?id=tech/2006/features/campaggroups2007>

Campag tell me that I will be doing a review on the first Record group into the country so I will keep you posted.

Tales from the Bike Shop . . . continued

One to tell the grandchildren about?

No, not really. The key to this story is that the first 3 words were "A while ago". "Quite a while ago" would have spoiled the story. It was quite a while ago and Tony Morphett and Brad Magee were 14 years old at the time and Rod Magee was about 16. The limited gears Juniors are required to ride certainly didn't help them in the sprint.

Unicombe was an adult though!

I know you are all wondering if the champs will tell their grandkids about the day they rode with Hemsworth and Hogg?

Don't hold your breath!

Late winter training

The weather should start improving from here on. To get the legs in shape for summer, here is an indoor trainer routine to blow your socks off

TRAINING PROGRAM for Crits and Road Race efforts

This was given to me by Carl Paton who is Sports Science Director of Cycling New Zealand. It works if you can see it through!

Set 1: 12 x 5 sec sprints with 30 secs recovery between efforts

3 minutes easy pedaling

Set 2: 6 x 10 sec sprints with 60 secs recovery " "

3 minutes easy pedaling

Set 3: 4 x 15 sec sprints with 90 secs recovery " "

5 – 10 mins easy pedaling

Set 4: 12 x 5 sec sprints with 15 secs recovery " "

3 minutes easy pedaling

Set 5: 6 x 10 sec sprints with 30 secs recovery " "

3 minutes easy pedaling

Set 6: 4 x 15 sec sprints with 45 secs recovery " "

5 – 10 mins easy pedaling

Set 7: 12 x 5 sec sprints with 30 secs recovery " "

3 mins easy pedaling

Set 8: 6 x 10 sec sprints with 60 secs recovery " "

3 mins easy pedaling

Set 9: 4 x 15 sec sprints with 90 secs recovery " "

Total session time should be 75 – 90 mins depending how long the recovery periods are between set groups. Generally, there should be no need for warm up or warm down but this may vary depending on time of year and athlete involved.

Interesting bikes

We have 2 interesting projects on the go at the moment, both belonging to collector **Warwick Fair**. One is an unused but 18 year old Record OR group with twist grip shifters from the period in the late '80's when Campag were making mtb equipment. This is being fitted to a Cinelli mtb frame in Columbus Genius tubing of the same period. Warwick intends this to be his 'shopping' bike.

The second is **Cinelli Lazer TT** frame bike of the type Moser used in his heyday. It has one of the very early Cinelli carbon disc rear wheels and the hunt is on for a 24" (no misprint) front aero singles rim and tyre to suit from that time.

Closing

We will be closed on **Thursday August 16 and Monday August 28**. In conjunction with Bicycling Australia we will be filming a DVD in the shop about rider positioning and need to keep interruptions to a minimum. We apologise in advance for the inconvenience.

Quiz Answer

In 1919 Firmin Lambot won an epic 475 kilometer stage from Metz to Dunkirk. Apart from the length, this stage is chiefly remembered as the day GC leader Eugene Christophe, lost the maillot jaune after breaking his fork in a fall. No outside assistance was allowed under the rules of the time, so shouldering his bike, Christophe ran to the nearest village, lit the forge at the village smithy and rebrazed his fork. This was to no avail as he lost 3 hours to Lambot in the process but finished the Tour on his self repaired fork.

If you think that 475 kilometers is a long way to race a bike, consider that at the time, all the bikes were single speeds!

Links:

www.brightbootcamp.com
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I feel that attention span reaching its' limits so we will sign off until next month.