

G'day to all and a very Merry Christmas and holiday period to everyone. The only tip I can offer is not to make New Year's resolutions that you can't keep. This newsletter is short and sweet and so firstly to social matters. If anyone is interested in a pre Christmas drink, pop to Red Oak [www.redoak.com.au](http://www.redoak.com.au) on **Saturday December 22<sup>nd</sup> at 7pm** or thereabouts Red Oak is at 201 Clarence St City and is a beer café cum restaurant. They brew their own beer in 30 odd varieties of which 10 – 12 are on tap at any one time. For those that want to sample the lot but not get blind in the process, 100ml tasting glasses are available and the food is basic but good. If you decide to come, let me know so that I can arrange enough tables and chairs there.

### **Closing and reopening over Christmas**

We are **closing at 1.30 pm on Saturday December 22** and will **re open at 10 am on Thursday January 3**. We would like to thank everyone for their help, humour and understanding throughout the year and trust everyone has a happy, healthy and safe holiday period. Thank you to all.

### **Hour Record Attempt**

Many of you know past World Masters champ, **Jayson Austin**. Jays is making an attempt on the World Masters Hour record on **Feb 2<sup>nd</sup>**. He has already broken the record unofficially in training, so all going well, the challenge will be as to how much he can officially break the record by. Making an attempt like this is expensive. There is track hire, the payment of UCI Commissaires, sanctioning fees and so on. Jays needs about \$3500-. That could be 35 people contributing \$100 each or 70 people contributing \$50 each. If anyone is interested in donating towards Jayson's attempt, please contact him on 0438 557 874 or at [austlee6@bigpond.net.au](mailto:austlee6@bigpond.net.au) We'll kick things off by donating the first \$100-

Either way, if you are free on **Feb 2<sup>nd</sup>**, come out to Dunc Gray for an interesting night of watching Jayson hurt himself (and he knows how to) for 60minutes.

### **Thor Hushovd bar**

All you crit riding super sprinters take note; I have finally found a deep drop round bar that I am happy with. The bar is the Pro Vibe Thor Hushovd model and is used by and named after the beefcake Europro sprinter himself. They are available in 40, 42 and 44cm measured centre to centre in 31.8 mm bar clamp diameter. The drop is 140mm and the reach is 83mm. The bar has two features that stand out. Firstly it is STIFF! This is achieved by having the oversize centre section extend further out than on other bars and in this case it only swages down as the bar projects forward.

Secondly it is very square in the upper drop slope. That means that brake hoods can be mounted quite high while still allowing short fingered riders to reach the brakes. Lastly, they cost less than \$100- and have a quality finish



### **Frame Naming Competition**

I need a name for a line of frames. These will be custom carbon, high quality and **Australian made**. Margaret wants to call them Steve Hogg but my feeling is that I don't own an evocative name.

So if you are imaginative and can come up with a name that we like, you win **\$100 voucher**.  
.. **Send those entries in!**

### **Tyres**

Well known bar and stem manufacturer **Deda** have entered the tyre market and we are stocking two of them. The first is the hand made **Deda Corsa** 199gm 700c x 23mm which is a competitor for the Veloflex Pave' and Vittoria Corsa Evo and the other is the **Deda HST** 160 gm 700c x 23 mm machine made tyre which is designed as an out and out performance tyre suitable for surfaces that are relatively glass free. Both are super fast and grippy

## Beer Reviews:

There are no beer reviews this month because I thought you could do a few of your own over the break. I have had a bit of mail asking for list of quality beers to try out and my recommendations appear below. Most of these are available from **Liquor On Parade** which is on the corner of Anzac Pde and Bass St Kingsford.

**Tripel Karmaliet** – strong, sublime Belgian Trappist ale

**Trois Monts** – strong French very pale ale with remarkable depth of flavour

**La Chouffe** – strong Belgian pale ale

**McChouffe** – sublime, strong Belgian 'Scotch' ale. Scotch ale was brought from Scotland to Flanders in WW1 for Scots troops. The style has since died out in Scotland but lives on in Belgium.

**Boucanier Golden** – very strong (and by strong I mean alcohol content which you won't notice until you stand up as there is so much flavour) Belgian blonde ale that is as close as you can get to the liqueur tokay in a beer.

**Boucanier Dark** – strong Belgian dark ale. As close as you can get to Liqueur Muscat in a beer.

**Kasteel** – strong Belgian brown ale, similat to Boucanier.

**Murrays Anniversary Ale** – brilliant Australian copy of Belgian strong ale.

**Murrays Icon IPA** – Aussie and best India Pale Ale on the planet.

**Murrays Grand Cru** – Murrays version of Belgian strong farmhouse ale.

**Hoegarden Wit** – the definitive Belgian White beer



**Matilda Bay Barking Duck** - a Western Australian fair copy of a Belgian farmhouse ale. This style of ale has fruit peel and various seeds added for a refreshing summer drink.

**Wiehanstephaner Pilsener** - worlds' best Pilsener

**Schofferhofer Hefeweizen** - one of the worlds best wheat beers

**Orval** - For Belgian Trappist ale, not overly strong but the one beer on the planet that you will never mistake for anything else

**Samuel Adams Boston Lager** - proof that amongst all the crap, Americans can make world class beer

**La Fin du Monde (translation: End of the world)** - Canadian Belgian style blonde ale that is as good as anything the Belgians do.

**Rodenbach** - an acquired taste, a lambic beer, sour, winy but immensely refreshing on a hot day.

**HY Zago Superbeer** - an 11.5% Italian strong ale made under license in Belgium and special, though quality varies from bottle to bottle

**Les Trolls**- high quality Belgian ale

**Deus** - uncategorisable; share a bottle between 6 people, serve in champagne flutes and drink instead of a dessert wine

**Chimay Blue** (called **Chimay Grande Reserve** in 750ml bottles) - definitive Trappist brown ale. The 750ml bottles are vintage dated and improve with cellaring for up to 10 years

### **16. Pepsi, Diet Pepsi, Brendan and the semi trailer.**

Brendan and Pepsi were childhood best friends and inseparable. They both took up cycling at the same time and started coming out in the morning bunch. Brendan was 6' tall and weighed about 80 kg. Pepsi was the same height and weighed more like 130 kg.

I would liken him to a sumo wrestler. He carried plenty of ballast but turned out to be remarkably strong and quick. When you meet a group in semi darkness at most times of the year and go for a hard ride, with everyone rushing from ride's end to get home and get ready for work, it takes a while to get to know any newcomers. Everyone picked up Brendan's name quickly but Pepsi stayed Pepsi because on every single ride, he showed up wearing the same Pepsi Fanini jersey.

One day I commented to Pepsi that I hoped that he washed his jersey every night as it seemed to be the only one he owned. He replied that he had 5 identical jerseys. I asked was he a fan of the Pepsi Fanini team who were an Italian pro outfit of the time. He said that no he wasn't; that the answer was simpler than that. Pepsi jerseys were the only ones available in XXXXL. Brendan progressed swiftly and became a fast and gutsy bike rider who seemed to get faster every month. Pepsi was a big gear monster and the recurring comment from all was "he rides really well for a fat bloke". He had plenty of go in him but couldn't last long enough, so many of us encouraged him to lose weight.

Pepsi had an extreme method of dieting. This consisted of training hard for a week at a time while ingesting nothing but water. How he did it I don't know. He would then go on a two day eating binge and eat back on about 2/3 of the weight he'd lost usually leaving him with a nett weight loss of 3 kg or so. This satisfied both his masochistic streak and his need to lay waste to any kind of foodstuff.

In those days a group of us would race locally on Saturday afternoons and then meet again early on Sunday mornings to ride the 40 kms to the Lansdowne circuit to race again. The route that we took went along the Hume Highway through Yagoona. We would be riding along at 6.30 a.m and at Yagoona there was always wonderful baking smells wafting from a pastry shop that wasn't open for business that early, but had the front door open anyway. One Sunday there were about 15 of us in the bunch including Pepsi when we got to Yagoona riding at a steady 32 – 35 km/h. Pepsi was 5 or 6 days into one of his starvation episodes and as we came into smell range of the Yagoona pastry shop, Pepsi's self control cracked wide open. He shouldered his way out of the bunch; bunny hopped onto the foot path, threw his bike carelessly onto the pavement and stormed into the pastry shop.

We all kept riding and had a laugh about Pepsi and his 'diets'. About 20 minutes later he caught up again with cream and jam smeared all over his face from the frantic stuff his face and ride that he'd just performed.

The footnote to that is that he didn't finish in his grade that day and looked pretty sick afterwards. Half a dozen cream buns are not the ideal pre race meal. The weekday morning ride was really hard. Harder in parts than many races, though there were always slower sections to enable anyone tailed off to get back on. The 3 main contenders in the sprints were Brendan, Tasmanian Dave and me. I had the whip hand but Brendan was continually improving while I wasn't going to get any faster. Tasmanian Dave was an ex elite track rider who had re entered the sport after 10 years off the bike and was starting to hit his straps as well. Brendan had the terrible habit of sprinting with his head down and not looking where he was going. A number of us warned him about it and he agreed that

it wasn't a good idea but seemed powerless to break the habit. I have seen him crash in the finishing straight at Heffron Park simply because he sprinted into the back wheel of a slower rider.

On this particular day there was a strong southerly blowing which meant a tailwind back from the turnaround at La Perouse. Coming up to Beauchamp Road a kilometer before the Fitzgerald Ave sprint finish, the bunch speed was over 50 km/h. From Beauchamp Rd the road drops slightly for 6 or 700 hundred metres then flattens before a final slight rise to the top of the low hill before Fitzgerald Ave. It is the top of this pimple that is the sprint finish line. Someone led out from 400 out and I came off the wheel early and hit the front. Almost immediately Brendan came up on my inside and it became a drag race. Half way up the small hill there was a parked semi trailer. It is near impossible not to see a vehicle that is probably 12 feet high and fifty feet long. I was starting to inch ahead and Brendan dug deep, gave it everything and was creeping back up when THUNK, Clatter, clatter, clatter!

I looked over my shoulder to see 5 or 6 bikes and riders tumbling over the road after hitting Brendan. **BRENDAN HAD HIT THE SEMI TRAILER!** It was 30 metres or so before I braked and turned around to go back, thinking the whole time "He's dead, he's got to be dead, how could he survive that?" When I got back it was carnage, with 6 or 7 down and bent and broken bikes. My speedo told me that I had maxed out at 72 km/h on the downhill part of the sprint so we would have been traveling at better than 60 km/h when he hit the truck. I thought at first that I had crowded Brendan and not given him enough room but the others said that from behind he appeared to have plenty of room; that he didn't look up at all apart from sneaking a few quick sideways glances at me and then dropping his head again. In a flat out sprint, the bike swings from side to side quite a bit. Brendan was lucky enough to hit the outer edge of the top of the tray of the truck on the outward swing. If he had hit it squarely on the inward swing he would have been dead. He broke his cheek, jaw, shattered his collarbone and pushed it down so far that his shoulder blade and upper ribs were broken. The arm on the same side was broken in two places as well. There was enough blood leaking from him to run across two lanes of road. It wasn't pretty and this is without mentioning the others that came off when they hit him and each other. Luckily no one else was seriously injured, but there was plenty of missing bark and bruises.

Brendan recovered from this but eventually had to have the remains of his collar bone removed and while he rode again, within a year he had to give up the sport. A pity, because he was terrific bloke and tenacious rider. The message to anyone reading this is whenever you are sprinting, please, please, **LOOK WHERE YOU ARE GOING.**

Pepsi's drastic diets had an effect over time and he got as low as 83 kg and had to abandon his XXXXL jerseys. A new name was called for and what else but Diet Pepsi. Diet Pepsi kept racing for a while but Brendan's giving up cycling dented his enthusiasm and he threw it in as well. Both of them have left me many fond memories and I hope where ever they are now that they are healthy and happy and perhaps thinking about getting back on the bike.

NB: I've had more than a few queries about 'fit' stories. That is, the sort of problems people present with on their bikes and the general solutions. I'll start those in the New Year.

Stay safe, stay upright and as well as indulging over the break, get a few kms in. . . **Margaret and Steve**