

## Llewellyn Family Newsletter #5

**Giddy Gladdies, I have finally slept off the buzz and long hours of the Commonwealth games gig in Melbourne.**

**What a great result for the men's and women's road team.**

**The Aussies only missed three road medals on offer and one of those was because we only had two starters in the men's TT. The trackies had a big haul of medals as well, only missing medals in one event. These results are reflective of the great programs for rider development put in place by a terrific squad of hard working skilled people, supported by a great group of skilled, dedicated and enthusiastic army of staff. I was very fortunate to be involved as a team mechanic again with the roadies along side my good friend Greg the "big fella" Boorer. However not all went smoothly for us mecanicos before the events.**

**Oenone's special TT bike had it's special Swiss made custom stem fracture on the Saturday training session before Tuesday's time trial. This gave us a worry. The stem is a specially made item that clamps to the fork and fits through a hole in the frame's head tube. Greg and I inspected the failed stem and I was stunned that it is was constructed by fabricating parts from a stem that was cut up, shortened and bonded together by plastic metal. Crikey! A failure designed to happen! So much for fancy high tech equipment. I was driving a Van loaded with Equipment from Canberra to Melbourne when the failure occurred so Greg started the process of lining up some one to possibly make a replacement in the 24 hours before the race. On Sunday we autopsied the stem, shocked at how it was made considering the effort put into this special Swiss made carbon aerodynamic time trail bike. Monday morning Greg took the stem to a machine shop that makes aircraft parts. They did not want to interrupt their production that day but after some skill full sweet talking by Greg they made it. {quite reasonable price as well} Greg is good at getting things underway in tight situations. We asked the machine shop to machine this special stem from a single block of alloy. {The way it should have been done in the first place} They got the stem to us late Monday afternoon. Finishing late Monday night fuelled by Pizzas, chocolate and iced tea, both Greg and I were rushing to get all done. Worrying things also appeared like a badly fitted and designed front derailleur mount on Ben Day's brand new TT bike. It was held on by three or four pop rivets. Yes Gladdies, aluminium pop rivets. No surprise of course that it was coming loose on this less than two week old new bike. We had to shim the derailleur up with a piece of aluminium cut off from a lid that I scrounged from a tin of grease. This was so the front derailleur was angled enough on the ever loosening derailleur mount to clear the chain ring! In this situation it would be useful for the maker of this brand of bike to be present at big events to fully understand and appreciate the importance of functioning equipment. In order to finish with a win, one must first finish. Nothing is slower than a broken bike. We were two mechanics who were imagining the TV cameras on us as we leap from the following car for a bike change during the race and the headlines in the next day's newspapers. 'Medal lost due to mishap', 'Rider's day of woe' etc.**

**On the day Benissimo did a brilliant ride on the bike to get himself a silver medal but we were two very nervous mechanics as we watched him change between chain rings during his warm up, expecting the derailleur to jam the whole works any time. We had emergency plan 'A' if the derailleur mount pulled off the frame before the race. This was to remove the front derailleur completely and hope during the race the**

chain did not feed off the big chaining onto the inner ring or worse over the outside. Remember David Millar's ride in a TDF prologue a few years back when he was up on everyone and then &\$(^&^#! and Bradley McGee got the jersey!

Any how, it held. Yippee. But it is going to give problems the next time it is used. The bike was packed and who knows who will encounter it next in Europe. I know mishaps happen and mistakes occur, but what annoys me is that this exact problem with the same brand of bike occurred with me back in 2000 with a half dozen bikes and the builder was aware of the problem then. We were fixing them in my workshop a couple of days before I took all the TT bikes to Europe. Stress and no sleep! One even failed in the Australian Championships a few years ago, which meant for one top rider, a DNF to her name. The problem seems to have been ignored, for lack of investing time and money into seeking and manufacturing a correct solution?? Why??? A proper stainless steel casting should be designed and made, and a proper plate welded to the aluminium frame for it to screw into. Thus giving rigidity and strength to the derailleur mount. All it takes the effort to do it right.



Greg and I back at the apartments, vans unloaded after the races and reflecting on a good day at the TT. Five medals, each rider grabbing a medal. Two wins included.



**Fitting the new properly made stem and it went in smoothly. This was very pleasing. {Fuji team decals, privately made Swiss bike.}**



**Working well into the dark hours and then we still had to pack for an early departure in the wee dark hours before the TT to set up camp.**



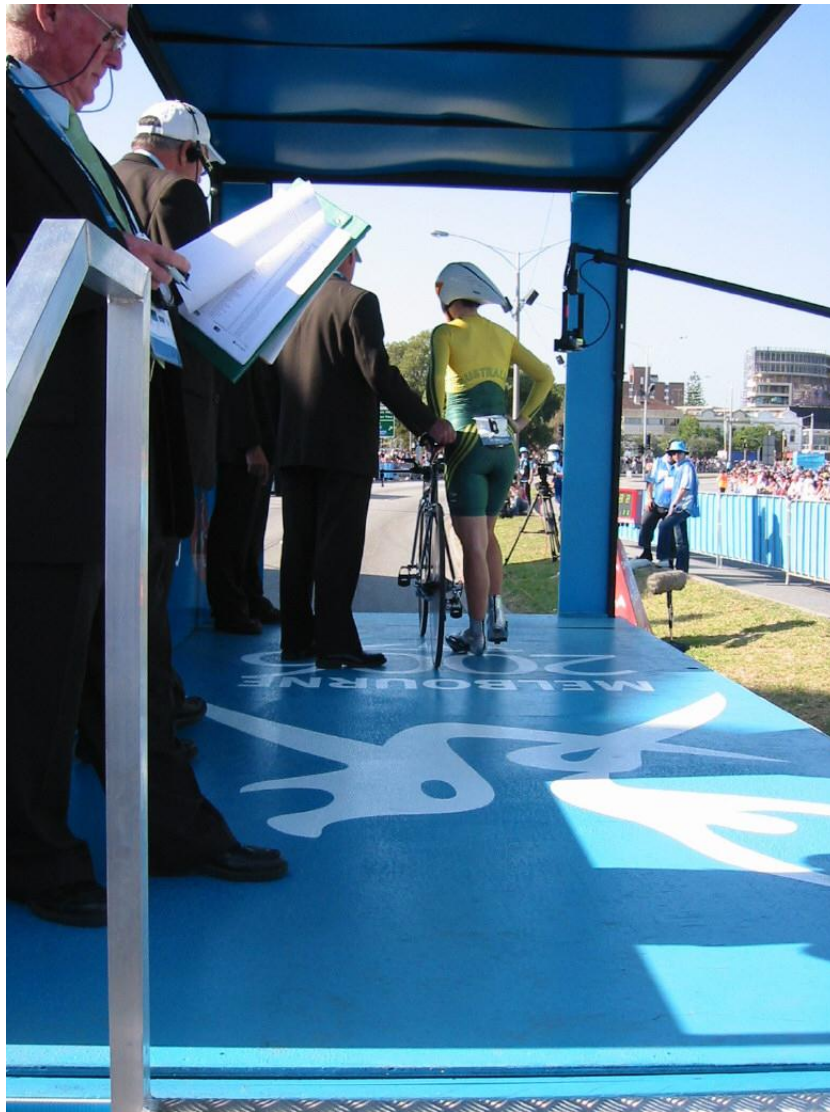
**Current world #1 for two years running. Always smiling Oenone Wood and soon to be the 2006 Commonwealth Games TT Champ. Sara Carrigan in the back ground warming up with James Victor {QAS coach} helping out with Wazza {national coach}, watching all is going to plan.**

**Crass commercial plug follows.**

**Check out the Ergos being used for the time trial warm up!**

**Boys and girls, you know where to get yours from eh!**

**I actually have the one and only 2007 batch of ergos under construction at this time, reserve yours as they go quick and most get pre sold before completion. The state and national cycling programs grab quite a few. Simple tough design. Designed to be hauled around the world, so tough you can stand on the fan cage. All steel welded construction. Stainless steel parts and bolts. No plastic fans that break. Plenty of inertia in the drive to give that smooth on the road feel. Exponential resistance increase, just like on the road feel. You can do SE efforts, normal intervals, high rpm efforts, sprints, roll downs. No tyre shredding! Price looks like it will be \$1850.00 inc gst . Cassette cogs is extra, price pending Campy or Shimano.**



**Sara up on the ramp, about to launch off for a bronze medal ride. The Aussie girls came home one, two {Kathy Watt} and three.**

**I hang at the start ramp, for the UCI bike checks and ensure her feet go in properly and then dash to the following car with my first reserve spare wheels.**

**Sara got to the turn level with Oenone and up on Kathy by 20 seconds but lost a bit on the way home. Kathy was riding in front of her local crowd and did a great ride to finish second to Oenone who was on a flyer!**

**Sara was disappointed but it was by no means a disgraceful ride. The Olympic champion rode like a champ, finishing close to former Barcelona Olympic champion Kathy Watt and the winner on the day is the current world number one! Classy team mates eh!**



**Stevo {Neil the living legend Stevens} over looks proceedings as Nathan O'Neil warms up in the shade of the Jayco VIS Camper van, which the VIS loaned to the Aussie team.**

**The solid warm up goes for more than an hour!**

**We set up the camper away from all the other teams and media and thus have uninterrupted preparation. One reason why we have such an early start and get the best possible.**

**Spares are ready, spare bikes on the cars and we all work to a schedule to the start time. Time goes slow then suddenly time flies while the start time approaches. Strange feeling.**



**Nathan at full steam after the halfway turn. He drank once in the ride, just as he got through the halfway turn and then he threw the bidon. He was catching riders all through the ride.**

**James Victor is driving, speaking to Nathan on the radio, commissaire in the front seat, Dazza in the back with a time sheet split and doing the calculations from time calls phoned in from Ben Day's following car every 5 kms. Stevo was driving with Greg as mechanico behind Ben. I have never got out of the car for any mishaps/punctures in two Olympics, two Commonwealth games and five world Championships, unblemished record in time trails which I hope to keep.**

**{I was not following Nathan in Sydney 2000 when he dropped it} Queenslander Ben Day did a good ride and came back at Nathan during the run back along Beach road to the finish. In one 5km stretch he pulled back 16 seconds. Ben rode a very well paced race.**

**Nathan grunted the 11, 12, 13, all the way home! Nathan has a SRM fitted up to his bike so all his power is recorded. Power is very important. Heart rates do not tell you much! Heart rate is just a tacho. Power, measured in watts is telling the rider, coaches, physiologists what really is going on and is all analysed later. Apparently, Nathan's power was down a bit! Crikey!**

**James also did some live crosses on his telephone to a local radio station. Things are full on in the car and time goes quick.**



**The Squadra on Llewellyn Ergos . Ben Day is absent as he was doing less as he rode the TT earlier in the week. Ben also did a great ride setting tempo all day and then Matt Hayman finished off the day with a win.**



**The afternoon before the road race, bikes are washed, final preps and checks. We shifted hotels the day before.**



**Grego is working on Allan Davis's machine and it's almost ready. The last time Grego and I worked together was in Manchester 2002. His wife was in the Aussie team then and made selection for the games. Margie, had dumped the bunch and was well clear on her own, steaming along for what appeared to be solo win. But then tragedy struck in the Manchester road race when she fell hard on a wet descent with a lap to go and broke her collarbone. She remounted and finished. Tough stuff. Terrible thing to happen, it was going to be her day of her racing career! Total bummer!**

**<http://www.llewellynbikes.com/thegallery/My-work-with-the-AIS-and-National-teams/aab> for a pic of us in Manchester.**

**Greg is terrific to work with, great chap. He moonlights on these trips as his day job is working for a Computer soft ware company in Germany where he now lives with Margie. He comes in to work the team for all the big events for the last six years. This reflects his value to the team and it's successes.**

**All the Aussie bikes get fresh white tape for the race, with the tape ends finished off with green and yellow banded tape. The girls all had Llewellyn Eco Gel tape. The guys got some cheap soft stuff! {Grin}**



**The staff draw around for the battle plans to be received, such as the van packing and schedules etc for Sunday's road races. The riders are in the village. Head coach, team director, head physiotherapist, head physiologist, QAS head coach {former National coach}, masseur, current National women's coach and the legs belong to his wife. The ugly sod wrapping Oenone's handle bar tape does a bit of brazing and filing. Can you pick the former TDF stage winner?**



**James zip ties the flags up, the fantastic Dave Martin is flapping his gums as usual, Greg is in the cabin downing yet another can of coke while other staff go about preparing for the day's races. Oh and the rider, Natalie Bates, she is about to sign on and warm up. Then off she went on a good ride around the course for a number of laps being chased by the rest of the bunch, but they failed to run her down.**

**One of those flags was handed up as she came down the finish straight for the last time for the solo win. It is the win of career so far. More great things to come! I was with the team in 1998 living in Germany when Natalie and Sara Carrigan came over for their first European stint as juniors for three months, preparing for the World Championships in the Netherlands.**

**Natalie got a bronze in 1998 and now is Commonwealth games road race champion. Sara went on to become Athens Olympic champion. Wow!**

**Finally, some websites that I found interesting.**

**<http://www.oenonewood.com/default.aspx>**

**Check the metal work out on this and imagine the din when it fires up!**

**<http://archive.dstc.edu.au/BDU/staff/ron/gallery/croft/eagle/>**

**Have fun and stay safe over Easter!  
Cheers Dazza**

**PS. Llewellyn Clothing arrives next week**