

the Sydney Cyclist



NEWSLETTER OF THE SYDNEY CYCLISTS' CLUB AND THE SYDNEY CYCLING CLUB

APRIL '87

24th April 1987

(1)

To the Editor,

Dear Sir,

For those members who are still waiting for their new club jersey let me explain the saga so far.

At the AGM in November 1986 members were advised that the design had been finalised and orders were taken. This was also publicised in the newsletter. By December I had received 83 orders from members.

On 23rd December I wrote to the manufacturer with details of the design and sizes required and asked for a firm quotation on the basis of a order of 100 jerseys.

On 2nd February I received a quotation of \$48.00 per jersey plus approximately \$750.00 for artwork and transfers. I have negotiated a discount of approximately 15% provided the order is paid in full within 7 days. The Club has agreed to make the jerseys available to members who order in advance at \$40.00 per jersey and to meet the additional cost from Club funds. Any jerseys purchased after the order has been finalised will be at actual cost, that is approximately \$50 to \$55.00.

As the total cost of the order will be approximately \$5000.00 it will be appreciated that it was necessary for the Club to have funds in hand before proceeding further. Accordingly, on 11th February I arranged for each member to be forwarded confirmation of their order for completion and return together with a cheque. This has since been followed up in the newsletter and numerous personal and telephone reminders have also been made.

So far I have received payment for 57 orders, a total of \$2280.00. Many members who originally ordered have either reduced the number of jerseys ordered or failed to confirm their orders at all. Also 8 of the above orders are new orders which were not included in the original figures.

A lot of work by a number of members have gone into this project and we have been holding payment from some members since February. These people have a right to feel disappointed at the lack of response and delay by those members who have still not confirmed their orders. We have budgeted on a minimum of 75-80 orders. Unless we get this number we will have to make other arrangements. As a club we cannot expect to undertake such projects unless we get the support and co-operation of members.

If you are one of those members who have not yet ordered and you wish to do so, please contact me immediately and forward a cheque without delay. Michael Griffith - 699 9681 (H) - 223 1555 (W).

EDITORIAL COMMENTS

1. In this issue I have included an article reprinted from a Triathlon magazine which includes some logical sound advice for all manner of riders . These magazines are written for novices who want performance , not technical data and jargon . I intend to include other articles such as this one over the next months , and I hope that our newer riders (and vintage ones also) benefit from these .
2. The members of our Club must get more support from others if they are to continue volunteering to spend valuable time on club matters . Why does Michael Griffith have to beg people for a response to his efforts on the Jersey Saga , when he is doing them a favour ? Michael and The Committee have been working on this matter for about two years , and just when we have a resolution in sight
3. Our major event , The Sydney Criterium , is gaining all our attention at this time . June 21st is very close indeed . Volunteers are needed to help erect and organise the area of Botanical Gardens near Mrs Macquarie's Chair (the Art Gallery) , others to cook and sell on the food stall , still others to act as judges etc . In

the next Newsletter a list of tasks , and the Race Committee member to contact , will be published . Early confirmation of your availability will be most welcome . Contacts :

Robert Greig 5691736

Bruce Vote 3999452

Owen Lowe 7986160

Bruno Sibilis 3893144

We look forward to your support , and your company that day.

4. ROBERT GRIEG quietly took over the reins last month . Since Malcolm Hammond has been posted to New Guinea , by popular consensus Rob has agreed to act as PRESIDENT for the rest of the year . Every member should thank him for taking over this thankless and time-consuming task .
5. Membership to SCC continues to gain kudos , with two new members presenting themselves to the Committee this month . The two new members are Job Wallis and Brian McQuarrie . (Brian is the one who was first up the Cambawarra Mtn) Another new member is before the next Committee meeting . Apologies to John Beauchamp and Martin Hanley for a major mix-up over their membership . Remember , all payments must be remitted only to The Secretary , Rosemarie Peerenboom .
6. Further thanks go to Michael Griffith , Bruce Vote , Sp White , Rob Greig , for their contributions to News

DIET DID YOU KNOW ?

by Bruce Vote.

CARBOHYDRATES : Carbohydrates are the body's main source of energy supply.... the favourite fuel . If you wish to obtain optimum physical and mental performance you should feed the body with the right kind of carbohydrates , which are in a complex form and which have not been refined. Our diet should consist of about 70% of these complex carbohydrates .

Complex Carbo's

Fruit , dried fruit

Vegetables

Grains

Nuts , seeds

Legumes

Refined Carbo's

Canned foods

Frozen foods

Refined cereals

Sugars , brown , raw , white

Pasteurized honey

White flour products

Soft drinks , candy

- Fruit * should always be eaten raw and separately to other foods .
 * should be eaten about 2 hours after a protein meal or one hour before a major meal or one hour before a workout .

- Vegetables * should be eaten raw.
 * If preferred cooked , then STEAM rather than boil .
 * raw vegetables will improve the digestion of proteins.

- Grains * wholemeal bread , wholemeal pastas , rye bread .
 * Rice , preferably brown .
 * Oats , wheatgerm , raw unsweetened muesli .

- Nuts , Seeds * Raw , unbaked nuts .
 * Seeds, eg sesame .

- Legumes (beans) * Beans are best when combined with grains , vegetables , and protein foods .
 * Beans should always be eaten COOKED .

PROTEIN : Protein is an important element for the growth and repair of all body tissues .

Amino acids are the building blocks of protein . There are eight essential amino acids and these must come from our diet . Our diet should be made up of 20% protein .

Quality proteins

- Eggs
- Chicken
- Cottage cheese
- Raw goats milk
- Soya products
- Yogurt
- Seafoods and Tuna

Low quality proteins

- Red meat
- Organ meats
- Smoked foods
- Stale cheeses
- Pasteurized milk
- Charred proteins

FATS AND OILS : Fats act as carriers for the fat soluble vitamins (A D E K). There are three essential fatty acids which are needed for normal growth , healthy blood , arteries , nerves and skin .

Good fats

- Cold pressed oils - Veg
- Nut
- Seed
- Grain
- Fish
- Fresh unsalted butter

Fats to avoid

- Margarine
- Hydrogenated oils
- Rancid fats and oils

TIME TRIALS: Easter Show Obstacle Race 11/4/87

Mark Bonwick	5.46	5.52	11.38
Bruce Vote	5.51	6.04	11.55
Brian Macquarie	5.53	6.05	11.58
Owen Lowe ***!!!	6.15	6.24	12.39
Tony Bookes	6.08	6.35	12.43
Spencer White	6.12	6.32	12.44
Ian Hood	6.13	6.33	12.46
Rosemarie Peerenboom	6.18	6.28	12.46
Bill Clements	6.21	6.36	12.57
Juel Briggs	6.21	6.36	12.59
Michael	6.20	6.42	13.02
Jeff Page	6.29	6.40	13.09
Ken	6.33	6.56	13.29
Matt Marlow	6.46	6.59	13.45

IDEAS FOR CLUB TRAINING

Spencer White

- I am suggesting that the Thursday morning ride becomes a one hour INTERVAL and SPRINT session - 6.30 to 7.30 , Centennial Park .
The aim ? (a) To improve Team Time Trial techniques .
(b) To improve 'bunch' riding .
(c) To improve speed .
(d) To improve sprinting .
This would be a once per week session .
- The course shown on the map below can be included into the normal Watson's Bay ride to make it a complete training ride .
The idea behind this course is to provide a concentrated hill-climbing programme in a single area close to most club members . The intensity of the course is similar to some of the N.S.W. road races .
The programme , once again , occurs once per week .
This is my own training route , but other riders might wish to 'ad lib' with it , or ignore it altogether !
- One-Day Rides . These should occur on the 1st Sunday of each month , conditional on weather and N.S.W. Race Calendar .

- March : Kangaroo Valley
- April : Terrigal
- May : Albion Park (especially for the riders who missed the Kangaroo Valley Tour , using part of the K.V. route)
- June : Katoomba Alan Lumb to organise .
- July : Wyong

(ANY suggestions , modifications , assistance , on the above ideas please contact Spencer White A.S.A.P.....Ed.)

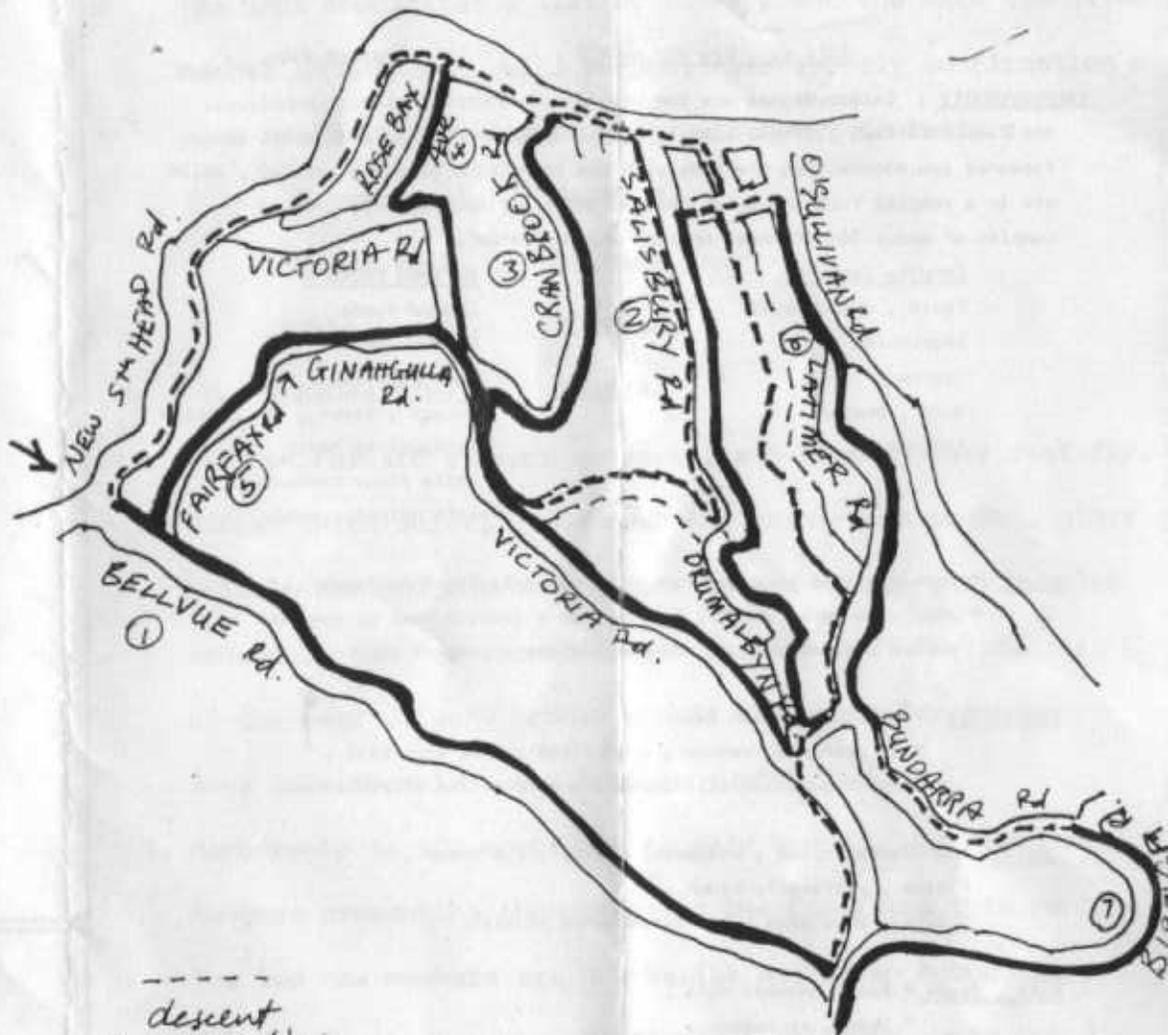
JUEL BRIGGS WANTS YOU!!!

(in fact, 8 of you):

for a SKI WEEKEND on Saturday 8 & Sunday 9 August - based at Berridale.

Contact Juel on ????

or better still, see her in the Park.



descent
& connections.

Spencer's Course

- There are SEVEN (7) climbs ...taking 45 Minutes .
- | | |
|-----------------------------------|---|
| 1. Bellvue Rd. | 5. Fairfax into Ginahgulla , Victoria Rd. |
| 2. Salisbury & Drumalbyn Rds. | 6. Letimer Rd, off O'Sullivan Rd. |
| 3. Cranbrook Rd. | 7. Birriga Rd |
| 4. Rose Bay Ave into Victoria Rd. | 8. ROBERTO'S ! |

(Gorys' Maps ... 149 , H-14 and 171 H-1)

CARDIO-PULMONARY RESUSCITATION (C.P.R.)

Many members now know about the events which led to our club members being involved in attempting to revive a collapsed man encountered on a recent Sunday morning ride. A group of about fifteen members were riding in the vicinity of Captain Cook bridge when they passed an apparently drunk and collapsed man . One rider was unconvinced , and on checking , found the man was not breathing and had no pulse.

Andy Doldissen and Owen Lowe commenced C.P.R. immediately and on two occasions the man's pulse and breathing seemed to respond . Yet when the Intensive Care unit arrived , the Ambulance men were unable to revive the person . They worked very efficiently , and all members watched a group of highly skilled men in action . Both the resuscitators were congratulated for the manner of their attempts to revive the victim (of an apparent heart attack) . Follow-up phone calls suggest that , unfortunately, the man did not respond to efforts either at the roadside or in hospital , and was declared dead that morning .

It is most important that every club member be aware that incidents like this DO occur . It really could be the case that you may encounter a friend , a relative , a loved one , in a state of distress that warrants swift and professional action . This being the case , the Committee intends to run a course on the methods of C.P.R. and that each participant gain a Senior Resuscitation Certificate . More information on same will be published in the next Newsletter .

The Committee .

WHICH HONDRARY SECRETARY OF WHAT CYCLE CLUB
WAS OBSERVED CONSUMING FOUR (4) SLICES OF
JANEEN GREIG'S CARROT CAKE ON A CERTAIN
KANGAROO VALLEY TOUR ?

*****) *****

reg. 109

MOTOR TRAFFIC REGULATIONS, 1935

[8544]

Noise

[8540]

See General Traffic Act, reg. s. LX (3); Regulations for Public Vehicles made under the Transport Act, reg. 82 (6).

107. No person shall upon any public street—

[8541]

- (a) make or cause or permit to be made any unnecessary noise with the horn or alarm attached to any motor vehicle; or
- (b) use or cause or permit to be used any such horn or alarm except as a warning of danger or as an indication that the driver of the motor vehicle desires to overtake a vehicle or horse which is in a position where it is likely to obstruct the progress of his vehicle.

Menacing driving.

[8041/1]

4AA. (1) Any person who drives a motor vehicle on a public street in a manner which is intended to menace another person shall be guilty of an offence against this Act.

(2) Subsection (1) applies—

- (a) whether the other person is menaced by a threat of personal injury or by a threat of damage to property; and
- (b) whether or not that person or that property is on a public street.

(3) A person is not liable to be convicted of both an offence under this section and an offence under section 4 arising out of a single incident.

(4) A person convicted of an offence under this section shall be liable—

- (a) in the case of a first offence—to a penalty not exceeding \$1,500 or to imprisonment for a period not exceeding 9 months or to both such penalty and imprisonment; or
- (b) in the case of a second or subsequent offence—to a penalty not exceeding \$2,000 or to imprisonment for a period not exceeding 12 months or to both such penalty and imprisonment.

(5) For the purposes of subsection (4), where a person is guilty of an offence under this section, that offence—

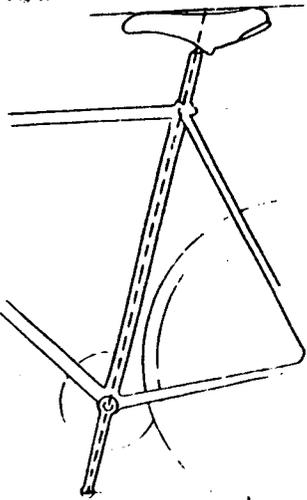
- (a) is a second or subsequent offence as referred to in that subsection if and only if, within the period of 5 years immediately before being convicted of that offence, the person was convicted of a major offence; and
- (b) otherwise shall be treated as a first offence.

BASICS FIRST

Despite the volume of information available to triathletes, it is amazing to see around 50 per cent of competitors incorrectly set up on their bikes. The upsurge in so called "funny bikes" has also added to the problem. Don't misunderstand this statement assuming that I am against the more aerodynamic funny bikes, I am not, funny bikes have a place. What I am against is people putting "funny bike" handlebars on a conventional bike, or the adoption of an unnatural position on a funny bike. There is only one position on a bike that allows you to transmit maximum power, regardless of the bike's configuration, conventional or other wise.

In order to clarify the correct position, let us re-examine the basic approach to obtaining the most efficient position on the bike. For the purpose of this article, I will skip over the frame geometry and assume you have a bike which permits between

Fig 1.



8-12cm of saddle pillar protruding from the seat tube, when the saddle is correctly adjusted.

1. Saddle height — The saddle is adjusted so that with your heel on the pedal your leg is fully extended when the pedal is at the bottom of the stroke. By pedalling backwards, you can check that your hips do not rock in order to allow you to reach the bottom of the stroke;

2. Saddle alignment — Adjust the saddle until an imaginary line, which touches the front and rear of the saddle, is parallel to the top bar (refer figure 1);

3. Saddle — fore and aft adjustment — With your feet securely fastened in the toe clips, adjust the fore/aft position of the saddle, so that a plumb line from the rear of the tibial tuberosity, (the bump at the top of your shinbone), falls directly through the centre of the pedal, when the crank is parallel to the ground (refer figure 2);

4. Handle bar stem length — This is one area that there is no one rule for as there are too many variables. A good starting point is to have the stem long enough to block out the front hub from eyesight, as the handlebars will cover it when you are down on the "drops" in a relaxed position. By all means feel free to experiment in this instance to obtain a comfortable relaxed position. By following this procedure you get yourself very close to the position that is ideal for your build.

And now for something different — In recent years, there have been a number of scientific approaches to try and establish the correct saddle height, with the most meaningful study being conducted by Mark Hodge, the National Junior Coach of the USA. The results of Hodge's study have resulted in the famed USA National Coach, Eddie 'B' adopting this method. The basis of the trials conducted by Hodge on the USA National team, was to have each rider

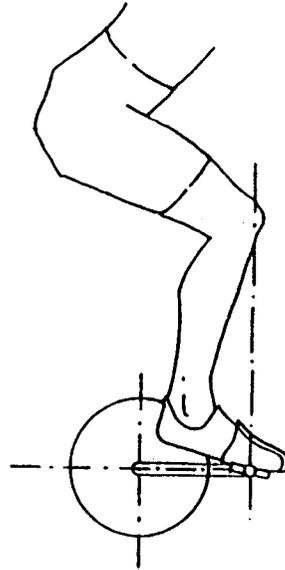


Fig 2.
This is the zero position. The plumb line from the knee bisects the pedal axle.

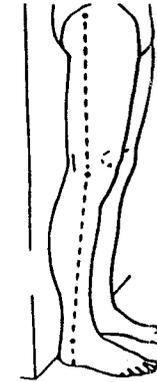
perform at 80 per cent of his maximum V02, using saddle heights ranging from 92 per cent to 100 per cent of the rider's leg length, whilst maintaining a steady cadence of 90. From these tests it was established that a saddle height of 96 per cent of the rider's leg length, resulted in the lowest oxygen consumption, hence less energy was consumed. It is significant that 96 per cent of leg length produces a higher saddle height than the traditional "heels on pedals" method. One word of warning though — Hodge's study revealed that people with knee problems would be better adopting the traditional "heels on pedals" method, as higher saddles tend to exaggerate knee injury problems.

The following is a summary of the Hodge method:

Experiment with the position to determine which feels the most comfortable and beneficial. Remember, you will need to conduct several trials at each position over a known distance in order to determine which position is right for you.

THE HODGE METHOD

1. Stand barefoot on a hard surface with your buttocks and heels against the wall. The balls of your feet should be 15cm apart.
2. Begin with the right leg. Have your helper put a mark on the centre of rotation of the greater trochanter of the femur. This is the most outward bump on the hip where the leg bone inserts into the hip socket. To make sure of the centre of rotation, lift your knee until your thigh is parallel to the floor. If the mark moves forward or up with the leg, the mark is not on the centre of rotation. Relocate the mark until it does not move.
3. Put a mark on the outside centre of



Hodge method for leg measurement.

your right knee over the iliotibial tendon. This is the prominent bulge about 2cm back from the centre of the kneecap. The mark will be about halfway between the front and back of the knee.

4. Put a mark on the centre of the large bone on the outside of your right ankle.
5. Repeat steps 2, 3 and 4 for your left leg.
6. Have your helper measure each leg three times, beginning from the hip mark, going through the knee mark, through the ankle mark, and to the floor. Do these and all other measurements in millimetres.
7. Average the three measurements of each leg, then find the average of both legs. Multiply the answer by 0.95.
8. Measure the thickness of the sole of the shoe at the cleat, and measure the height of the pedal cage above the top of the centre section that houses the axle. Add the total of these measurements to the number that resulted from step 7.

Now you are ready to set the saddle height. Here are the steps:

1. Remove the left pedal.
2. Place the left crank arm pointing downward in direct line with the seat tube.
3. Lay a straightedge on top of the saddle, from front to back.
4. Measure the distance from the centre of the hole in the crank arm to a point midway between the top of the saddle and the straightedge. Move the saddle up or down until this measurement equals the

number arrived at in step 8 above. When you are finished you will be very close to the 96 per cent saddle height that was determined to be most efficient. But remember that a change in pedals, shoes, crank length and even shorts (padded v unpadded) may make it necessary to repeat the whole measuring and adjustment process.

Now let's look at several key points Hodges makes in evaluating his study:

- Once past 96 per cent there is a rather sharp increase in oxygen consumption. A rider will be more efficient at 94, 95 and 96 per cent than he will at 97 per cent. This means it is better to have a saddle slightly lower than the optimum rather than slightly higher.
- A saddle higher than 96 per cent may produce even greater power, but the price is less efficient use of energy. This is why experienced riders move on the saddle. When they need more power for climbing or making a hard chase, they slide to the back. This can effectively increase saddle height by as much as 2cm. Once the effort is over, they move forward to their normal, efficient position.
- The findings of the study are applicable to time trialists in particular and road racers in general. They cannot be extended to track riders, even pursuiter.
- The study was done on men and does not apply to women because of the difference in pelvis width, crotch height, and foot length.
- For the male rider of average height, the difference between 94 per cent and 96 per cent of leg length equals 18mm of saddle height. So there is a rather large range for optimum position. The important thing is to arrive intelligently at a certain height and then keep it. Don't fool around making small changes, and don't raise or lower the saddle for different types of races. You must maintain a stable position so your body can adapt to it and develop maximum efficiency.
- It is impossible to give an exact formula that every rider should use to set his saddle. There are too many variables, such as saddle fore/aft position, pedalling style, foot length, shoe construction, pedal design, etc.

Congratulations
from

Balwyn Cycles,
268 Whitehorse Rd,
Balwyn, Victoria.

To Peter Beckerleg,
Greg Brown, Louise
Burke, John Siviour,
Brian Upton, Mike
McCoy, Roy Sudholtz
and all the other
Australians who
successfully completed
the

1986
Hawaii Ironman.

NEW SOUTH WALES CYCLING FEDERATION

1987 ROAD PROGRAMME

HOW TO ENTER

Race entries must be made on an official entry form (these are available from the N.S.W. C.F. office or your Club Race Secretary). A separate entry for each event, plus appropriate entry fee is required.

Send entries to:—

N.S.W. C.F.
Race Entries
Box No. 2343 Post Office
NORTH Parramatta, N.S.W. 2151

Entries will not be accepted at Sports House or by Race Promoters.

Sun 3
MAY
SUTHERLAND 1000
Sutherland District ACC

Warrick Park, Rawson Avenue, Sutherland.

CRITERIUM

8.30 a.m. Sen-Vet D Grade 20 mins plus 3 laps
8.50 a.m. Sen-Vet C Grade 30 mins plus 3 laps
9.25 a.m. Sen-Vet B Grade 45 mins plus 3 laps
10.15 a.m. Senior A Grade 1 hour plus 3 laps
11.30 a.m. Sub-Juv A Grade 5 laps (no 2)
11.40 a.m. Sib-Juv B Grade 6 laps (no 2)
11.50 a.m. Juv 2 B Grade 9 laps (no 2)
12.05 noon Juv 2 A Grade 10 laps (no 2)
12.20 p.m. Women 15 laps (no 2)
1.15 p.m. Juv 1 B Grade 7 laps (no 3)
1.35 p.m. Juv 1 A Grade 8 laps (no 3)
2.00 p.m. Junior B Grade 30 mins plus 3 laps
2.45 p.m. Junior A Grade 40 mins plus 3 laps

Prizes: \$1000.00

Entries Close 19th April, Box No. 2343 Post Office North Parramatta 2151

Information Only: Lesley Underhill (02) 520 0987

Sun 10
MAY
BATHURST 1 DAY TOUR
Bathurst Cycling Club
Farmers Arms Hotel
Coulburn Road Bathurst

9.30 a.m. Sen-Jun-Vet 130 K 3 stages
9.30 a.m. Women 80 K 3 stages
10.15 a.m. Juvenile 1 60 K 3 stages
Juvenile 2 40 K 3 stages
Sub-Juvenile 10 K 1 stage

Prizes: \$2000.00

Entries Close: 26th April, Box No. 2343 Post Office North Parramatta 2151

Information Only: Buddy Burke

Sun 17
MAY

ILLAWARRA WESTERN SUBURBS OPEN
Illawarra Western Suburbs CC

CRITERIUM

Marine & Endeavour Drive Wollongong

9.00 a.m. Sub/Juv Handicap
9.10 a.m. Juv 2 A & B Grades
9.40 a.m. Juv 1 A & B Grades
10.30 a.m. Women A & B Grades
11.15 a.m. Junior A & B Grades
11.50 a.m. Veteran A & B Grades
12.50 p.m. Senior A & B Grades

Prizes: \$750.00

Entries Close: 26th April, Box No. 2343 Post Office North Parramatta 2151

Sat 23
MAY

Club Day

Sat 23
MAY

MATTARA OPEN
Hunter District ACC

CRITERIUM

Kooragang Island Stockton Bridge

12.00 noon Sub/Juv 6 K
12.00 noon Juv 2 11 K
12.00 noon Juv 1 35 K
12.00 noon Veteran B Grade 35 K
12.00 noon Veteran A Grade 40 K
12.00 noon Women 35 K
2.15 p.m. Juniors 45 K
2.15 p.m. Senior B Grade 45 K
2.15 p.m. Senior A Grade 67 K

Prizes: \$1200.00

Entries Close: 3rd May, Box No. 2343 Post Office North Parramatta 2151

Information Only: Gary Burnes (049) 540112

Sun 24
MAY

MATTARA OPEN
Hunter District ACC
Kooragang Island Stockton Bridge

8.00 a.m. Sen-Jun-Vet 1
Kooragang Island -Cessnock Return 100 K
8.00 a.m. Sub/Juv-Juv 2-Juv 1-Women-Vet 2 Circuit racing Kooragang

Prizes: \$800.00

Entries Close May 3rd, Box No. 2343 Post Office, North Parramatta 2151

Information Only: Gary Burnes (049) 540112

Sat 30
MAY

NOWRA OPEN
Nowra CC
Hawke Street, Huskisson

12.00 noon Juvenile 1 20 mins plus 3 laps
12.30 p.m. Veteran B 20 mins plus 3 laps
1.00 p.m. Veteran A 30 mins plus 3 laps
1.45 p.m. Senior B 30 mins plus 3 laps
2.30 p.m. Junior 35 mins plus 3 laps
3.15 p.m. Senior A 40 mins plus 3 laps

Entries Close: 10th May, Box No. 2343 Post Office North Parramatta 2151

Information Only: Doug Holland (044) 217094 (b)
215597 (h)

Sun 31
MAY

ILLAWARRA MUTUAL BUILDING SOCIETY OPEN
Nowra CC
Plantation Point Road Vincentia

CRITERIUM

Sub Juvenile
8.20 a.m. Juvenile 2
8.45 a.m. Juvenile 1 B Grade
9.15 a.m. Juvenile 1 A Grade
9.45 a.m. Women B Grade
10.15 a.m. Women A Grade
11.00 a.m. Veteran B Grade
11.45 a.m. Veteran A Grade
12.30 p.m. Junior B Grade
1.00 p.m. Junior A Grade
1.45 p.m. Senior B Grade
2.00 p.m. Senior A Grade

Prizes for weekend: \$2000.00

Entries Close: 10th May, Box No. 2343 Post Office North Parramatta 2151

Information Only: Doug Holland (044) 217094 (b)
215597 (h)

Sat 6
SUN 7
JUNE

GRAFTON 2 DAY TOUR
Grafton ACC

Sen-Jun-Vet A & B Grade

Grafton Mall

Sat 9.00 a.m. Grafton to Casino
1.00 p.m. Casino to Grafton

Sun 9.00 a.m. Grafton/Glenroy return
12.00 noon Grafton/Jackadgery return

Prizes: \$1500.00

Entries Close: 17th May, Box No. 2343 Post Office North Parramatta 2151

Information Only: Mrs. Corcoran (066) 421083

... cont.

Mon 8
JUNE

BLACKTOWN CITY ACC
Blacktown Showground
Richmond Road Blacktown

RACE ENTRY FEES

Senior	\$ 6.00
Junior	\$ 5.00
Veteran	\$ 6.00
Women	\$ 5.00
Juvenile 1	\$ 2.00
Juvenile 2	\$ 1.00
Sub-Juvenile	\$ 1.00
Classics	\$12.00
Premierships	\$12.00
2 Day Tours	Double Entry Fee

CRITERIUM

8.00 a.m.	Sub Juvenile	7 laps
8.25 a.m.	Juvenile 2	15 laps
8.55 a.m.	Juvenile 1 B Grade	17 laps
9.25 a.m.	Juvenile 1 A Grade	20 laps
10.00 a.m.	Women	20 laps
10.35 a.m.	Veteran B	40 min plus 3 laps
11.25 a.m.	Veteran A	45 min plus 3 laps
12.15 p.m.	Senior C	35 min plus 3 laps
1.10 p.m.	Senior B	40 min plus 3 laps
2.05 p.m.	Junior	50 min plus 3 laps
3.05 p.m.	Senior A	50 K (60 laps)

Prizes: \$1000.00

Entries Close 17th May, Box No. 2343 Post Office North Parramatta 2151

Information Only: Mr. Scheerhoorn (02) 621 4056

JUNE 21..... SCC CRITERIUM

ROYAL BOTANICAL GARDENS , SYDNEY

TOUR DE WALCHA

Riders ! You don't have to go all the way to Hawaii for the BEST downhill . The Tour De Walcha is being staged again this year over the June Long Weekend (6th - 8th) If you wouldlike to test your skills on 30 km descents contact Michael Griffith for more information (6999681)

