

many lately

the Sydney Cyclist



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

FEBRUARY 1983

Beware, the Ides of March !

At the February Club meeting, the Touring Committee announced a series of tours for the 1983 season, including a Tour of the Bathurst District which was to be held on 5 & 6 March. The Prime Minister has more recently decided that this would be a good time to hold another Federal election.... To save Club members the hassle of postal or absentee voting, the date of the proposed Tour has been changed to the following weekend. We will then all be able to commiserate/celebrate together in Bathurst.

Post-election Tour of Bathurst District All members should by now have received their notice of this, the first tour of the season. Bruce Vote and Paul Montesin have organised a series of rides throughout the Bathurst District, with accommodation at our Central Tablelands representative's home - Owen Lowe - at Evans Plains, a village just west of Bathurst on the Blayney Road. Rides are planned to suit all categories of riders, with long rides going out to Carcoar and returning through Bathurst. Shorter rides will be available to Blayney, Millthorpe and in the Bathurst environs. An ultra-special gourmet, multi-course meal is being prepared for Saturday night, to spare exhausted riders the need to cook. This meal will be included in the all-inclusive package.

Please return your REGISTRATION APPLICATION to Bruce Vote as soon as possible so that detailed plans can be made for transportation, camping or house accommodation, caterers for the gourmet meal, sag-wagons, etc. DON'T LEAVE IT TO THE LAST MINUTE....

Assessment Centre

The N.S.W. Sports Sciences and Research Centre has been established by Cumberland College to provide a variety of programmes in predictive and preventative health. The Assessment can provide accurate information to athletes, who want scientific evaluation on their present fitness level and advice on how to optimise their training programmes. Based on these assessments, guidance is offered on training programmes or lifestyle modification.

The Assessment involves a thorough evaluation of your physical health, including: details of your medical history, and EKG, blood pressure tests and a complete physical examination. You are then tested for: Lung functions, strength, flexibility, & body fat, endurance and stress testing. Evaluation of these tests, leads to guidance on your future training and living needs.

The Club is making arrangements for competitive members to undertake these tests at the Cumberland College. The price will be \$85.00 for the complete testing programme, as well as, a follow-up test after a period of training to check on improvement.

Contact the Secretary, Clay Kesting (389-7526) as soon as possible so that a specific date can be arranged for the testing to take place.

New Caledonia Tour

Preliminary investigations into tour packages has indicated that all-inclusive rates of approximately A\$450.00 to \$500.00 would provide a week to ten day tour of New Caledonia, based on a group of about fifteen persons. It may also be possible to get a less expensive airfare rate, and arrange for the provincial accommodation as the group travels along. Further studies are being undertaken...

A specific date cannot be made at this time, as two very important road races are also to be held in October, and their dates have yet to be fixed.

Next Meeting:

Unfortunately, we were unable to arrange to have Warren Salomon address the Club for the next meeting. A regular meeting will be held at the Royal Hotel, Randwick on 1 March at 7:30 P.M.

P.S.: try the meals in the Fernery Restaurant at the Royal, they are reasonably priced and very good...

Our European reporter has recently been able to file this report on The world classic:

Tour de France ,82

The Tour has its own very precise vocabulary. Certain sections of the race are known as 'transitional stages' which are not so much contests as journeys, taking the riders from one point of difficulty to the next, say from one range of mountains to another, or from a nasty day on the cobbles to a critical time trial.

The leaders, wanting to recuperate from their last effort and conserve their energy for the more important struggle to come, do their best to neutralise these stages. And generally the other riders are happy enough to fall in with them. They pedal along chatting and larking about, drop back to the convoy for cold drinks and sometimes fall off because they are not really paying attention.

Then one of two things happens. Either the riders leave it until the last 30 kms (the point at which the race appears live on French television) before jostling, sprueting and sprinting for the finish like a class let out of school; or else one man of no great consequence is released like, steam through a safety valve, and given a sometimes absurdly generous start to see if he can get home first.

VAN H - There was one typical transitional stage this year. The campaign in the Alps had just been fought to a hot, weary stalemate; the final time trial of the Tour was shortly to follow. Meanwhile there was a 233 kms trek across country from Morzine to Saint-Preist to link the two. The leaders were prepared to declare a truce, and most of the minor riders to accept it. There was just one Dutchman, more than an hour down in the race, who had the initiative to dissent. He was one of the lesser-known, if also one of the longest, names in the peloton: Adrie Van Houwelingen. At 161 kms he went off on his own, and 72 kms later he was standing on the platform receiving his winner's bouquet while the pick of the world's professional cyclists passed in front of him with 4 kms of the finishing circuit still to cover. Without in the least discomforting the leaders, Van H had taken the stage by 10½ minutes. In the same sort of way, and in some others, this year's Tour itself could be called transitional. It had an acknowledged champion, **B HINAULT**, three times winner. And since he had already won the Giro, it would make him only the fourth man to bring off the double in one season. When the race starting in Switzerland for the first time, opened at Basle on 2 July, scarcely anyone believed that he wouldn't succeed.

A CALCULATING GAME - Hinault obviously shared their confidence, though he was prepared to bide his time. At a younger, more impetuous stage, he would have wanted to impose himself from start to finish. Certainly he would have done his best to wear the yellow jersey through his native Brittany at the end of the first week, and also to win a stage there. But at 27, although he has the same dashing good looks and strong physical presence, he plays a more calculating game, balancing what he can count on winning in the time trials against what he can afford to lose in the mountains. It is not, he argues, for him to keep asserting his authority, but for others to challenge it if they think they are able. What he did, in effect, was to treat the race as if it were one long transitional stage. He gave riders their head - but just so long as they didn't to after his.

Those who benefited, of course, were in a very different class from Van H. The little Swiss, **BEAT BREU**, who always looked like a schoolboy who had borrowed his father's bicycle, and the freckled, red-haired **PETER WINNEN** of the Netherlands were demonstrably better high mountaineers than **HINAULT**. The only reason Hinault wasn't over anxious as he trailed them across the cols and up the ski resorts, riding at his own steady pace, was that he knew he could beat them even more decisively riding against the clock.

But to go back to the beginning.... Hinault won the time trial prologue at Basle, beating **Gerrie KNETEMANN**, his long-time rival at the highly refined game, by seven seconds. But he felt no urge to defend the yellow jersey at all cost. It passed next day to **Ludo PEETERS**, Knetemann's team-mate in the Dutch **TI-Raleigh** team, after a breakaway by a small group of riders in a circuit race outside Basle. A day later it rested on the shoulders of the big Australian **PHIL ANDERSON**. **ANDERSON** had worn it the year before for a single day after shadowing Hinault up the ascent to **Pla d'Adet** in the Pyrenees. This time he took it by striking out alone on the flat, 11 kms before the stage finish at Nanch - winning by 4 seconds from another of those intrusive Raleigh riders, **Benk LUBBERDING**, and by 1 min 20 sec from **PEETERS** and **HINAULT**. Nor was he the only English-speaker on the platform that afternoon. The Irishman, **SEAN KELLY**, followed him up the stairs having led in the bunch to take the green jersey as leader of the points competition.

What was even more remarkable - and another excuse for calling this a transitional Tour - was that these riders from what Jacques Goddet, the elder of the race directors, likes to call "the new cycling nations", held the centre of the stage for the next ten days...

DAILY SPECTACLE - This might have been a fairly tedious section, taking the riders north through Belgium, over the cobbles of the Nord, west (by plane) to two days racing in Brittany, and then south (largely by train) to the critical 57.3 kms time trial at Valence d'Agen and the first high mountain stage in the Pyrenees. Instead it offered the daily spectacle of the two men not only defending their respective jerseys, but of **KELLY** challenging **ANDERSON** for the yellow.

The struggle was fought out at the stage finishes and in the rush sprints (hot spots as they used to be called), both of which carried crucial time bonuses to the first three riders placed. Though this diversion suited the strategy of Hinault, the Tour seemed to carry on regardless of him. In the end he had to engage in the rushes himself, not only to make sure that he lost no further time in the race but to show the public that he was still there! The two anglophones didn't appear in the least miscast. **KELLY**, at 27 leads the Sem-France-Loire team; and seemed to thrive on the responsibility and freedom of action it gave him. Day after day he entered five or six sprints in a row, and although his team wasn't always strong enough to control them, he established himself as the quickest, strongest and most persistent in the race over a flying km.

THE WARRIOR - Anderson, only just 24 and therefore eligible for the young riders competition, had also matured in his approach, though without losing his short-fused Aussie competitiveness. With his openness and his invariable wide grin, to the public **ANDERSON** was **SKIPPY**; to **HINAULT**, more used to another side of his character, he became "the Warrior".

KELLY's challenge for the yellow jersey ended on stage 9a, a 69 km team time trial from Lorient to Plumelec held in place of another on stage 5 which had to be abandoned after industrial demonstrators blocked the course at Denain. Kelly's team failed and he dropped from second place overall to eighth. **ANDERSON**'s own lease on the yellow jersey ran out two days later in the Valence d'Agen time trial where **HINAULT**, though just beaten by **KNETEMANN**, took command by 14 sec. over the Dutchman, and by 2 min 3 sec over **ANDERSON**. He was not to be in any serious trouble again...

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Over the next five racing days - with a rest day and another time trial at Martigues as intermission - the final dispositions were made in the Pyrenees and Alps. BREU and WINNEN, the Frenchman Pascal SIMON, and the Dutch national champion, Johan Van Der VELDE, were to display their special skills. But not before KELLY had secured his only stage win of this Tour (his fifth since 1978) when the first Pyrenean crossing finished on the flat at Pau. Kelly, in fact, was to have no real trouble in the mountains, and although he gained no places at uphill finishes, he invariably arrived in the top half of the field. By the time the race left the Alps, only an accident could have cost him the green jersey and his lead in the rush sprints contest.

Also at Pau, ANDERSON, though resigned to losing his race lead for good, decided to pack his regular Peugeot racing jerseys in the back of the team bus. He was not in the white jersey as leader of the young riders, saying: "and I have decided that I will stay in the white jersey to the finish." So he did, losing time to HINAULT but gradually gaining confidence in the mountains to finish the Tour in fifth place overall compared with tenth the year before.

Winning the 48 km time trial at Saing-Priest, Hinault set the final margin of victory at 6 min 1 sec. He had done more than enough to win though still too little to satisfy his public. All his stage wins had been against the clock, and so in effect had been his entire campaign. Without question he was the strongest all-rounder in the race, but he had never sought to demonstrate it in direct shoulder-to-shoulder combat.

His moment, however, came on the Champs-Élysées on the final Sunday. All 125 remaining riders massed together in the last kilometre. An attack in the right gutter by Pol VERSCHUERE, a counter attack by the other indignant sprinters, a sudden surge and HINAULT was through to impose himself at the line before all Paris. At last the French had what they wanted; not a winner by calculation but a champion with panache.

FINAL PLACINGS:

1. HINAULT 92 hrs 8 min 46 sec; 2. ZOETEMELK; 3. VAN DER VELDE; 4. WINNEN; 5. ANDERSON at 12'16".

POINTS:

1. KELLY 429 points; 2. HINAULT 152 points; 3. ANDERSON 149 points

THE 1983 TOUR

Whether or not Hinault can now go on to join ANQUETIL and MERCKX with a fifth Tour win will depend not only on his continuing form (and there were many people to say that he was losing his strength as a climber), but also on the nature of next year's race. For in yet another sense this was a transitional Tour.

Both co-directors of the Tour, Jacques Goddet and Felix Levitan, each in his seventies, want to see the race broadened to include other nations, even those that have no professional class. And the fact that they disagree on how to do it makes them no less adamant that it must be done.

At the start of the '82 Tour Goddet, inspired by the success of the World Cup, floated the idea in Basle that the Tour should be 'mondialised'. What he meant by this was that every fourth year it should become a World Tour with stages in various countries on either side of the Atlantic, and with equal numbers of national teams drawn from the traditional cycle-racing areas of Western Europe, and from the 'new' countries of the Americas, eastern Europe and Africa. Amateurs would qualify, and to meet their needs the total racing distance would be kept down to 3,000 kms.

Midway through the Tour, however, Levitan unveiled his specific plans for the 1983 Tour. The race would take place entirely in France, and would be open to equal numbers of professionals and amateurs. The professionals, though, would ride in trade teams as at present, and only the amateurs would represent nations. The course would be of the normal length: around 4,000 kms.

The whole notion appears fantastical. Probably only Russia, East Germany, Czechoslovakia and Colombia have amateurs capable of keeping on terms with the professionals. Yet Levitan seems determined to press ahead, and if this really was a transitional Tour ('82) it will be fascinating to discover its destination.

COORS CLASSIC '82

When the snow starts to melt off the Rocky Mountains, the Yanks put away their skis and begin to think of other activities to fill their time in the mountain paradise of Colorado. One of these activities has been a bicycle stage race, run around the roads of the ski resorts. It began some years ago as the "RED ZINGER" and is now sponsored by a major brewery - COORS. Hearing of the direction of the Tour de France, it is interesting to note that the COORS CLASSIC is comprised of 'professional' teams and national teams. The professionals, tend not to be the well-known European teams though. This race has been a very good training ground for many of the national teams, such as Russia, Canada, East Germany, Colombia, Peru and the U.S.A. The Russian Team won in 1981, being very powerful and disciplined; although Johathon Boyer (USA) won the individual race. In 1982 a team from Colombia proved that this little nation perched on the Andes Mountains in South America produces mountain climbers equal to its cousins in Spain. Watch for further results from the "BOGOTA EXPRESS"

SYDNEY CYCLING CLUB

Within the structure of the Sydney Cyclists' Club is another club. That club is the Sydney Cycling and is affiliated with the N.S.W. Amateur Cyclists' Union, and caters for the racing membership of the Sydney club riders. At the present time, there are 19 members who have affiliated with the N.S.W.A.C.U. in either Non-Competitive, Womens, Senior or Veteran categories. These members are automatically members of the Cyclists' Club - by virtue of paying the annual subscription - and additionally pay the appropriate Union Affiliation Fees.

Cycling Club members met at Don's Derailleur Den to discuss the forthcoming racing programme for the 1983 road season. The N.S.W.A.C.U. has yet to finalize the Road Programme; however, special interest has been shown in a number of the proposed events, including:

- + Premierships (the team time trials)
- + Hunter District 2 day tour
- + Sundowner and Gunnedah - Tamworth races
- + St. George 2 day tour
- + Mattara Open - everyone will study the route map this year!
- + Goulburn - Liverpool Classic

and, the Blue Mountains Race and The Canberra Old Boys Weekend - if the dates don't conflict with other Club events...

Preliminary discussions centered around the need to organise transportation and accommodation for the out-of-town meetings.

All riders are advised to enter at least one of the early Opens to establish a handicap rating, so that the Union, and the club handicapper (John Sunde) can establish a record of members category/handicap rating for the events.

John Sunde will also be investigating the possibilities of obtaining racing tires in bulk quantities, at bargain-basement prices. Members were also asked to give some thought to obtaining sponsorship for the cycling club - within provisions of the Union's Sponsorship Rules, especially the new part-sponsorship rule. Any member knowing of a possible sponsor should contact John Sunde.

Several members have indicated an interest to participate in the N.S.W. Sports and Research Centre's Assessment programme. The two part programme will be arranged in the near future at Cumberland College and interested persons should contact Clay Kesting. (see front page for further detail.....)

TRAINING: Get some lights and reflective clothing, as training rides will begin at 6:15 A.M. in Centennial Park, possibly going out onto the road once the change back to Eastern Standard Time is implemented.

Time Trials

Individual time trials will be recorded at Centennial Park, after the 'usual' training sessions on Tuesday and Thursday nights (about 6:00 P.M.). These will be based on two laps of the Bike Route Circuit. Try for a new PERSONAL BEST.....

Membership Profile

Following a lively discussion at the Annual General Meeting, it was decided to attempt to obtain a bit of data on our members. A questionnaire "MEMBERSHIP INFORMATION" was circulated to all existing and new joining members. The response has been very interesting; however, it doesn't tell anything particularly new.

There was about an 85% response to the questionnaire, which should give a fairly reasonable "profile" of the membership. It was interesting to note that several members appear to have forgotten how many bicycles they own!

Herein, some results:

1. Sixteen members own one bicycle, eighteen own two and (at least) four own three or more bicycles. (Can you ride more than one at a time ???)
2. Fifteen members claimed to own a Touring Bike, only four claimed to have a Commuter; while at least thirty-four members have at least one Road Bike. Nobody claimed to own a Track Bike (since changed), while one trendy member has a 'Cruiser'.
3. Twenty-eight members expressed interest in weekend touring, while twenty-two were interested in long-distance tours. These were not always the same people for both categories of touring.
4. Accommodation preferences were as follows:
Hotels (11) Motels (6) On-site Vans (17) Camping (18) Youth Hostels (14)
5. Fifteen members have been affiliated racing members at some time.

This does seem to substantiate that we are providing activities desired (weekend tours and relatively hard road rides) OR does it mean that the questionnaire was rigged ???

REMEMBER: SAVE UP YOUR GOODIES FOR THE PROPOSED CLUB AUCTION SALE

Details to be announced in the next issue of the Newsletter.

SORRY - Ran out of space to include "Monty's Touring Mix" recipe, it will also be in the next Newsletter..

SEE YOU AT BATHURST !!!