

SEPTEMBER 1989

the SYDNEY CYCLIST

NEWSLETTER OF THE
SYDNEY CYCLING CLUB

Video Night:

Video Night:

WHEN: Tuesday 5 September 1989, 7.30 pm

WHERE: Bronte Surf Club, Bronte Beach

WHAT'S ON: 1989 Paris-Roubaix, 1989 World Championships,
SBS' film of Sydney City Criterium,
1989 Tour de France

EXPRESSIONS OF INTEREST, PLEASE:

- 1) Michael Griffith wants to hold another club race on the 50km Hilltop circuit near Mittagong, probably in October or November. All interested parties either phone Michael on 699-9681 or contact any member of the executive. The subject will be open for discussion at the General Meeting on 5 September.
- 2) Tour to New Zealand: see page 7

A number of members are interested in a 2-week tour of the South Island of New Zealand next year, probably in late Feb/early March. Robyn van Nooten, who hasn't been a member of the SCC long enough to know better, has made enquiries re fares etc. Janeen Greig, who should know better, has drawn up a draft itinerary. Please phone Janeen on 569-1736 if you're interested, and a meeting will be convened shortly.

WYONG

17 SEPTEMBER -

SEE PAGE 5



SPRING TIME TRIALS

The drought-breakers are back!! It hadn't rained in Sydney for 6 weeks but on the morning of 12 August there they were, all sheltering huddled under the pimple on the backside of the Centennial Park Kiosk. Luckily the rain cleared long enough for a start. Clay Kesting stripped off to reveal his Spiderman skinsuit, and Brian just wanted to handle people & didn't ride. Results were (short course):

Clay Kesting	12.04	Frank Murray	12.09
Michael Cleary	12.33	Frank Milner	12.40
Mark Meltzer	12.43	David Bullock	13.31
Robyn van Nooten	13.48	Bob Greig	13.50
Alan Lumb	13.54	Kerrie Eaton	13.56
Ruth Darling	14.57		

Spiderman rules, OK!!

The first running of a long course time trial had to be held a week later on 19 August because the State Championships were being held on 26 August. On another gloomy morning, results were:

Brian McQuarrie	15.53	Clay Kesting	16.11
Hugh Milner	16.13	Gavin Clark	17.19
Ruth Darling	18.25	Mark Metzler	18.26
Alan Lumb	18.38	Kerrie Eaton	18.40
Robyn van Nooten	19.10	Sue McAviney	21.01

As you can see, Clay is a force to be reckoned with, and we await future trials with interest. Bill Clements will be setting projected times for participants and is open to receipt of brown paper bags full of folding money.



WOOLY'S WHEELS

WOMEN'S TEAM:

from left -

Melinda McLeod

Ruth Darling

Tanya Bosch

Kerrie Eaton

NSW TEAM TIME TRIAL CHAMPIONSHIPS

- Calga 29 July 1989

This year's championships were held at Calga north of Sydney because the usual course near Nowra had deteriorated due to the recent wet weather. It was quite a difficult course, starting and finishing at the old "Oak" milk bar at Peat's Ridge. The route followed the old Pacific Highway south to the Calga interchange 12.5 km away. Teams did a U-turn here and headed back to the start, which was uphill most of the way. A strong head wind on the return leg didn't help, either. The club entered two teams again this year, in the Veterans' and Women's categories.

Veterans: The team comprised Brian McQuarrie, Walter Rolli, Hugh Milner and Bruce Lamb, with Bruce Vote as reserve, ably assisted by coach Michael Griffith and Frank Milner. Bruce Lamb was late arriving and Bruce Vote looked worried for a while. Against a much stronger field than last year, SCC finished an excellent 10th. Bruce Lamb punctured on the last lap, and let's face it, St George don't blow it and get disqualified two years in a row. Full results were:

Parramatta/Holroyd	1.13.13	St George	1.14.41
Canberra	1.15.27	Cumberland	1.17.36
Northern Suburbs	1.17.58	Illawarra-Wests	1.18.37
Penrith Panthers	1.18.47	Bankstown Sports	1.19.13
Coffs Harbour	1.20.08	<u>SYDNEY CC</u>	<u>1.20.34**</u>
Central Division	1.20.35	Sutherland	1.20.47
Hunter District	1.21.07	Macarthur	1.21.23
Central Coast	1.22.15		

Women: The women's event was a demonstration again this year. Our two flying females Ruth Darling and Kerrie Eaton joined up with Tanya Bosch and Melinda McLeod from Randwick/Botany to form a composite team sponsored by Wooly's Wheels. Paul Montesin was enlisted as coach and the girls trained hard for several months before the event.

Reconnoitring the course the week before brought consternation when the hills were experienced for the first time. On race day Melinda was feeling weak after being sick for several days. However they got off to a good start with all the girls pulling well including Melinda who was feeling much better. They looked great on the road due to their precision team work and smart black and white Wooly's Wheels jerseys and knicks.

The team finished the 25 km in 45 minutes 18 seconds to place third behind a strong Parramatta/Holroyd team and the Suntour team from St George. Many thanks to Paul for his hard work coaching, to Clay for driving the support car and to Michael Kamahl for his much appreciated sponsorship. Full results:

Parramatta/Holroyd	39.44	Suntour St George	41.52
Wooly's Wheels SCC	45.18	Coffs Harbour	51.49

ALBION PARK OR BUST!!

(in this case, Bust!)

The day didn't exactly dawn bright & clear but at least it was only a bit foggy, that is until we got to Penrith to start the ride. There, it was so thick in patches that you couldn't see across the road, not the best way to start one of our favourite short tours, but we set off regardless (we being Clay, Kerrie, Brian, Ruth, Michael Cleary, Alan Smith, Bob Greig, Alan Lumb, Spencer the Maestro, Steve White and the recently returned Mark Meltzer).

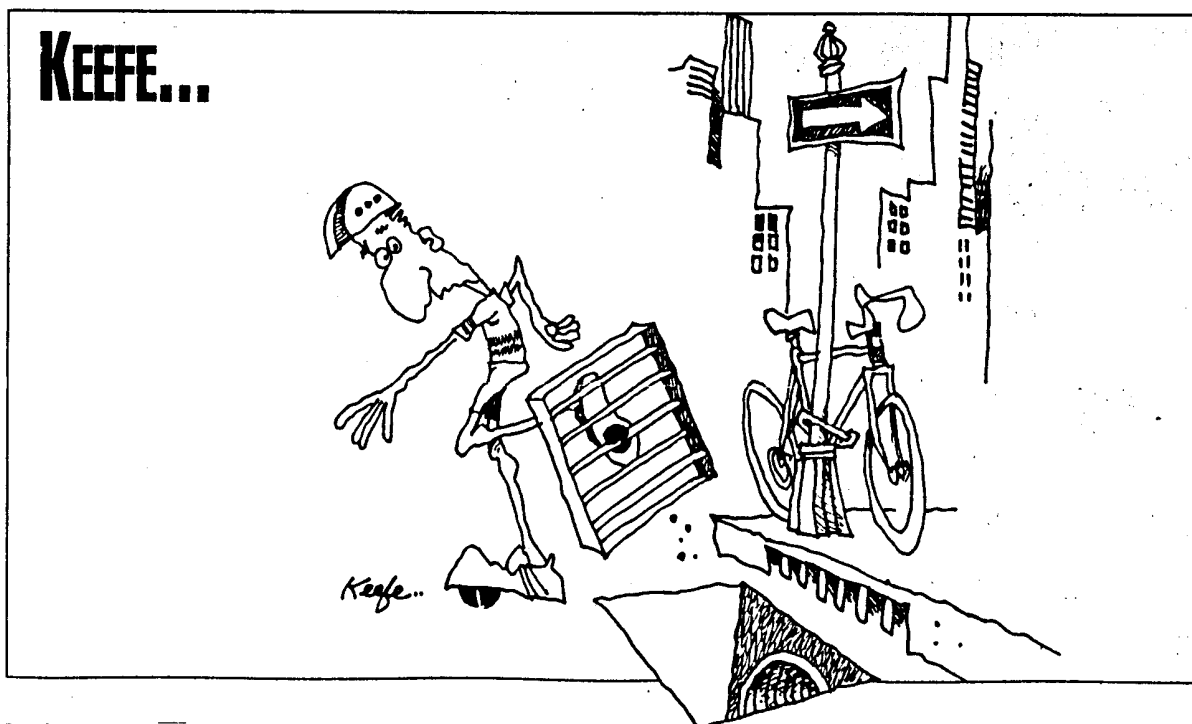
Luckily after 2 km we rode out of the fog into a glorious sunny day. There was a quick pit stop at Wallacia to get rid of longs, armwarmers and other surplus clothing, then it was up the Silverdale hill and on to the Oaks for morning tea. Some older less fit legs were feeling a little tired, but all carried on to Thirlmere where Bob and Alan Lumb sagged gratefully into the Saab.

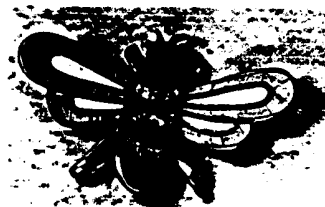
This was their lucky day, for the sky rapidly clouded over, and a few drops of rain were felt before Hilltop. The rest of the trip into Mittagong was a sprint, with Alan Smith & Spencer bringing up the rear. A rumour had been circulated that the cafe had changed hands, but alas it wasn't so. The same old faces shuffled out to serve us, but there were few complaints as it was definitely better than being out in the rain.

Meanwhile, a cold front had passed through, with a strong southerly wind & a temperature drop of 10°. As the weather looked threatening everyone changed into dry clothes and made a dash for Mittagong Station and the pub during a sunny break. Bob Greig, having a prior arrangement with the sagwagon driver, got a lift home. Everyone else caught a very crowded train from Mittagong, travelling in style on the floor of the guard's van. A few beers were consumed, some dreadful jokes were told and everyone made it back to Sydney in one piece.

Best trick of the day: Alan Lumb & Bob Greig, riding at the front, splitting up & each going down a different fork in the road, leaving confusion and a distressed Maestro in their wake. What a way to get to the back.

From May '89 "Bicycling"





Reprise of an Old Favourite

RIDE OF THE HUMBLE B*!@#* CYCLIST

(otherwise known as Wyong via Wiseman's) by Knickerless Ripyer-Corsetso

Last year's rehearsal of this event started 15 minutes early & was a great success, so the details are:

RHONDO-VOUS: Centennial Park, 6 am for 6.15 departure, Sunday 17 September.

ROUTTI-TUTTI: Up the Pacific Highway to Hornsby, then via Galston Gorge & Arcadia to Wiseman's Ferry for morning tea. After refreshments, across the Hawkesbury by ferry, ride along the river to Spencer (named for our illustrious Maestro - a bit backward & strange), then up Mangrove Mountain. After lunch, through quiet country roads to Yarramalong, then east to Wyong for the train.

Length of Performance: 180 km

INTERMEZZO: Lunch will once again be under the trees at the top of Mangrove Mountain. Make-your-own sambos for vegies & carnivores + fruit, cake and hot & cold drinks will be provided at a cost of \$5/head.

FINAL MOVEMENT: The return trip is by train from Wyong, leaving at 3.47 (or 3.12 or 4.32). ETA Sydney Terminal (country trains) is 5.31 pm.

INSTRUMENTS: One playable bike in good order, money for morning tea, lunch & a couple of beers at Wyong, + the train fare Wyong/Sydney. Change of clothing for trip home.

ACCOMPANIST: A sagwagon will be needed: volunteers including those willing to share driving please contact Maestro Bianco. Petrol money included in lunch cost.

LATECOMERS: Will be admitted at a suitable break in the program i.e. anyone from up north who wants to join in along the way, please do so BUT let the Maestro know, please, so that the Orchestra can keep an eye out for you.

All instrumentalists interested in trying out for this performance - contact Maestro Bianco alias Spencer White on 76-0525.

**Who's Who
in BINSW**

Hugh Milner,
Safety and Education Co-ordinator
— Co-ordinates research and policy and
speaks for BINSW on safety and educa-
tion issues.

DON'T LET THE RAIN STOP YOU

In this week's column **LES WOODLAND** has a message for fair weather cyclists. If you want to succeed you will need to train whatever the conditions outside.

Do you race in the rain? I suppose a few members of the Armchair Wheelers give it a miss when the weather turns bad, but do you?

But do you TRAIN in the rain? You'd be surprised how many people don't. They should be taken by the shoulders and shaken. Think of it this way. Training is conditioning for what's going to happen in a race. By training harder than you've raced, you make sure that anything that a race throws at you won't faze you. So what's different about the rain?

Time trialists go faster in the rain. Wet roads are lubricated and tyres roll easier. Winds drop during showers (although they often blow furiously just before one). And your chance of slipping up the result sheet is better because so many people lose time on corners, roundabouts and with spray in their eyes. Capitalise on it.

In a road race, you've got a dozen

different advantages. It's miserable in the bunch and the blokes at the back are so busy grimacing at back wheels that they might never know you've got away. Early breaks succeed because everyone's cheesed off. Get out of sight and persuade them that the cause is hopeless and half of them will climb off and go back to the changing room.

Whether you're a roadman or a time trialist, you'll gain valuable seconds by haring round corners and down hills faster than the rest. You'll never enjoy the rain but at least you won't be afraid of it. So train in the rain. The only time to stay at home is in ice or fog, for obvious reasons.

You won't damage your health in the rain. All you have to do is maintain your body heat. As you hammer yourself, your temperature goes up to around fever pitch. That's fine because you can maintain that and it'll keep you warm in the rain. But the essential word is MAINTAIN.

The only time it's risky to be out in the rain is when you get shattered or maybe take a long time repairing a puncture.

Then your temperature falls because you've slowed down, the rain makes you colder, the energy you should be putting into riding goes in making you warm, so you have less



West Germany's Rolf Gölz is well-protected against the rain with racing cap and warm gloves.

energy for cycling and you go slower... and colder... and wetter... and colder. You're in a wet-cold chill cycle.

Remedy: the usual rules. Don't train miles from home; use a small, local circuit. Make yourself tired but never fatigued. And if at any time you can't get both warm and fast again, go home.

In the old days, when training meant a sociable ride to a distant cafe, two Tizers, a bun and a ride home again, people wore those big yellow capes. I suppose there's a case for training in one at the start of the year if you're just knocking off the edges by gentle riding. But never for your actual training.

The best things to wear in the rain

are those faced nylon training jackets (a thin nylon front and, sometimes, shoulders, and the rest thick, warm material), or several layers of thin jerseys or tee-shirts, or normal clothing with a racing cape on top.

Racing capes are a mixed blessing. Remember that once you've put one on, it's almost impossible to take it off. They're sweatboxes, which is fine because sweat is warm. You just have to drink more than usual. But sweat cools down fast if you take off the jacket - so don't.

However you do it, do train in the rain. For all that we joke, this is actually quite a dry country. But it's not so dry that you'll never race in the rain.

LAST MEETING - 8 August 1989

The last general meeting was a very civilised dinner at the White Horse Hotel in Surry Hills, attended by 20 or so members and friends. It was a pleasant evening in front of a lovely warm fire, so much so that the one item on the agenda wasn't reached till late. This was Ruth's suggestion re changing the format of awarding points in the Spring Time Trials.

The meeting decided that no points would be awarded for the first two trials, a short and a long, to enable realistic handicaps to be established for the first points scoring day, i.e. 9 September 1989.

There was no executive meeting prior to the general meeting due to late arrival of a quorum, and the early arrival of other members.

NEW ZEALAND SOUTH ISLAND

EARLY-DAYS VIEW OF KIWI TOUR

" There was a young(ish) group from Syd's East
Who dream about pedallin' e'en *more* East
Through a land not too far
For Downunder's own Stars
So, come on now, who'll sign up for *this* FEAST? "

	FARE	MIN/MAX DAYS	BOOK & PAY WHEN	BIKE
APEX	\$544	6/120	book and pay min. 7 days before; or book now and pay in 2 weeks.	part of 20 kg. allowed
GROUP	\$510	?/120	book and pay min. 35 days before dep.; or book now with 10% dep. and bal. 2 mths before.	part of 20 kg. allowed

OTHER POINTS

1. Bike: QANTAS may give a better deal to compete with possible better fares quoted by other airlines.
2. APEX Fare: This is the same as the standard economy fare for both QANTAS and Air NZ.
3. Group Fare: This is based on a minimum group size of 15 which means the 16th goes free. Spreading \$544 amongst 15 gives a final lower fare of \$510.
4. Arrival/departure points can be any of Auckland, Wellington, or Christchurch with no fare change between 16 Jan. and 31 May 1990.
5. Accommodation: Hotel/motel chain passes available (minimum 4 nights). Examples: (1) Motel room for 2 (3?)
\$NZ75; \$A58 per room.
(2) Hotel room for 2
\$NZ81; \$A63 per room.
6. Departure tax: Aust. \$10
NZ \$15
7. Insurance: ?
8. How many days?
9. What questions do you have?

Higher Education

As well as stretching the muscles, other parts of the body need protection when cycling.

Much has been written on helmets and there are many different types and brands. Suffice to say, a good helmet has an Australian Standard and/or Snell rating, so the right helmet for you simply becomes an issue of fit, weight and comfort. Not so well known, however, is that the soft shell and some hard shell models can sustain only one hard knock for them to end their effective protective life. Dropping one of these on a hard surface from head height is sufficient to reduce or eliminate the protection.

Most people scoff at those who wear glasses or shades. Apart from protecting against glare, shades will protect against irritations sustained from hours of exposure during cycling to wind, sun, dust bugs and rain, and the infections which may result. For adequate protection against ultra-violet radiation, the glasses should be selected for their ability to protect rather than high fashion. Whether they have glass or plastic lenses, it is important that the glasses can, at least, filter 95% UV radiation. The only plastic lenses that can offer such protection are those coated with or made of polycarbonate, regardless of whether they are tinted or not.

Most cyclists already wear a glove but most do not offer enough protection. Most gloves help in falls or provide a comfortable ride on bumpy roads. Wearing a glove with sufficient padding will minimise compression of nerves and blood vessels that leads to numbness and/or pain in the fingers. When riding in winter, try a full glove that gives protection against the wind yet allows maximum flexibility of the fingers. When combined with a snug silk glove underneath, cold numb fingers are a thing of the past. Try the ski shops.

Prevention of saddle soreness and irritations is a must. Whilst the cut of knicks is a personal choice, choosing those that have adequate and genuine chamois in the crutch with no or minimum seams across the bum goes a long way toward offering protection and comfort for those thousands of kilometres. Long knicks will help in cold to mild weather especially when warming up before a race. Many physiologists believe they should be worn in temperatures below 17° Celsius.

The right shoes and position of the cleats are extremely important. When choosing shoes, ensure the fit is snug all round the foot but not tight. Shoes need to stretch when the feet warm up and you need to be able to wiggle the toes especially when cold. It is also important to keep the interior of the shoes clean and free of mould to prevent foot infection. Stuff wet shoes (particularly leather) with newspaper and dry over a period of 12-18 hours to prevent cracking. Clean dry shoes will eliminate growths & minimise feet problems.

Further information is available from the editor.



SNOW COMPLICATIONS



Bruce Vote is holding a cross country ski weekend for beginners and advanced skiers and everyone in between, on the October long weekend. He has arranged accommodation through Brian McQuarrie. All welcome, phone Bruce for further details on 344-8156.

New Briefs

Robyn van Nooten's crew which represented Australia in the world dragon boat championships in Canada recently, came second to a Canadian crew. Well done!!

Mark Meltzer is back from South Africa looking trim taut & terrific - he has been riding frequently in the Park and participating regularly in club events.

For those who don't already know, new member "Spot" Anderson is a champion triathlete. He has been overseas competing in the World Championships in France. He is sponsored by Bondi Junction Cycles, among others.

QUOTABLE QUOTES

CAY: (at Mittagong)

We want 6 coffees at this table, please.

WAITRESS: (with tray of 6 coffees)

Now, who wants coffee?

MARK MELTZER: (to Robyn)

Are you in the club?

FRANK MILNER:

If I wear a Bondi Junction Cycles T-shirt in the City to Surf tomorrow, what will you do for me?

ALAN LUMB:

When your Reeboks get a puncture, we'll fix it for you immediately.

Michael Griffith had a very nasty fall while riding up the freeway from the Hawkesbury River bridge on the way back from the Teams Time Trials - he took a dive into the stone wall of the cutting, but was picked up shortly afterwards by Walter Rolli in his van. Michael was very sore for a few days, his bike had bent front forks and wheels. Glad you're OK, Michael.

NEW ADDRESSES:

Mark Meltzer,
91/141-147 Cook Road,
Centennial Park 2021
Phone: 360-3660

Tony Bookes,
61 Osborne Road,
Lane Cove 2066
Phone: 427-1771

Tom Wilhelm,
21/30 Blues Point Road,
McMahons Point 2060

MARK MELTZER: (at Coluzzi's)

This parrot is extinct.

STEVE WHITE:

It's pushing up the daisies.

DAVID BULLOCK:

It has ceased to be.

BOB GREIG:

It's shuffled off this mortal coil and joined the choir invisibule.

JANEEN:

For god's sake, be QUIET!!

They then proceeded to recite "Alice's Restaurant" in its entirety, including the 27 8 x 10 colour glossy photographs with the circles & arrows and a paragraph on the back of each one explaining what each one was.

THE WOODSTOCK GENERATION LIVES!!

CALENDAR OF EVENTS

- SEPTEMBER
- 2 Racing: Muswellbrook to Tamworth
 - 5 General Meeting - Bronte Surf Club 7.30 - VIDEOS
 - 9 Time Trial - Centennial Park 7 am.
 - 10 Racing: Goulburn to Liverpool + NSWCF Criteriums
 - 10/15 Racing: Aust. Veterans Road Championships
 - 17 TOUR - one day to Wyong via Wiseman's Ferry 180 km
 - 16/20 Racing: Aust. Road Championships - Canberra
 - 23 Time Trial - Centennial Park, 7 am.
 - 30/OCT2 Cross Country Ski Weekend
- OCTOBER
- 3 General Meeting - Bronte Surf Club 7.30 pm
 - 7 Time Trial - Centennial Park 7 am
 - 7 Racing: Grafton to Inverell
 - 14/15 TOUR - Weekend tour to Rockley
 - 15/22 Racing: Commonwealth Cycle Classic
 - 21 Time Trial - Centennial Park 7 am
 - 28 Club Hill Climb, Eastern Suburbs (Tentative date)
- NOVEMBER
- 4 Time Trial - Centennial Park 7 am
 - 4 Racing: Jacaranda Criteriums, Grafton
 - 7 ** ANNUAL GENERAL MEETING ** Bronte Surf Club
 - 12 Racing: Fishers' Ghost Criteriums, C'belltown
 - 18 Time Trial - Centennial Park 7 am
 - 19 EITHER day tour, perhaps repeat of Castlereagh
OR club race on Hilltop circuit
 - 28 or 29 CLUB ANNUAL DINNER - venue to be advised
- DECEMBER
- 3 Club Christmas Picnic (Tentative date)

ROCKLEY --- IT'S ON AGAIN!!!

The next weekend tour is on October 14 & 15. The route is Lithgow/Rockley/Lithgow, with an overnight stop at the Club Hotel, Rockley. The ride is a difficult one, but will be fully supported. We expect to arrange dinner, bed and breakfast in Rockley for a reasonable cost.

We need some idea of numbers to arrange preliminary accommodation, so please phone Spencer White on 76-0525 by 24 September.