

the Sydney Cyclist



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

AUGUST 1983

SUNDOWNER and Beyond

The weekend of July 9 and 10 saw a rather large contingent of Sydney riders make the long journey to Coonabarabran for the 1983 "Sundowner" race. This event runs from C'bran to Gunnedah, a distance of 107 kilometres. Alan Revel, Perc Carter, Alan Smith, Bruce Vote and John Burraston made a fine display of Sydney jerseys at the starting line. They all started off with a 23 minute handicap, after some fast-talking with the officials to get 'Tunnelrock's' handicap revised...

Before the race, all the riders spent much time talking about the previous evenings Chinese meal taken at a local pub. Bad food appears to be a hazard of the country road racer in N.S.W.... The race finally got under way about 11:00 and the bunch was quickly brought into order by the commands of our 'leader' Bruce. The overwhelming number of red/white/blue jerseys soon had the bunch working to Bruce's satisfaction. Then Alan Revel took over to set a 'brisk' pace for the boys to follow. The pace continued with very few of the 'faster' bunches catching until just before the finish. No one stopped at Mullaley for a beer! As they approached Gunnedah, the chopping block bunch caught up and it was on for one and all. The finish was very close with a slight altercation seeing one of the riders 'removed' from his machine by a rather dissatisfied fellow rider... One month suspensions for each rider was the order. Unfortunately, Sydney riders missed out on the large prize list; however, Alan Revel and John Burraston were very close behind the main finishing bunch putting up a very respectable finish.

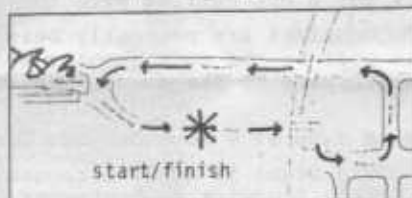
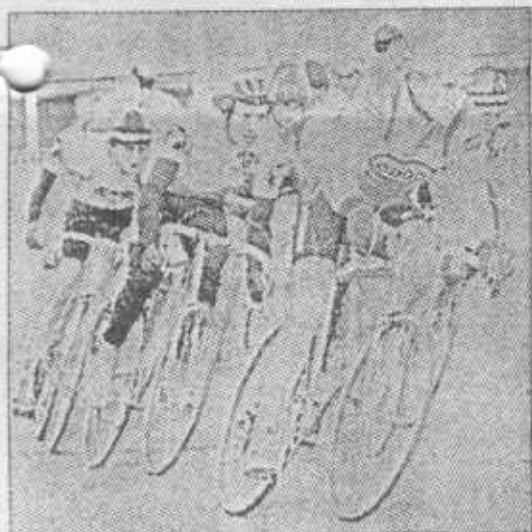
Off to the motel, where the 'host' was rather perturbed to see all our machines going into the rooms. After showers, it was off to the pub for the prize-giving and a video of last years Grafton to Inverell Classic. A few of the boys were nearly enticed to sign up ...

After a good nights sleep, it was up and out into the brisk morning air for the start of the 75 km. run to Tamworth. Once again the jerseys commanded respect in the bunch. Bruce knocked the boys into shape and Alan set a blistering pace - he was in a hurry to get to his steak dinner in Tamworth. A big bunch came past just as we started a long hill climb, and our attempts to attack put me out the back door.

It was interesting to watch Perc Carter, as he became much stronger during the event - as did Alan Smith. Perc would pull up beside a rider from another club and carry on a conversation, completely demoralizing a very puffed rider. A very effective technique - if you have the durability.... Everyone rolled into Tamworth, without any very spectacular results, only to find that the steak dinners were not on.

Owen and Desma must be thanked for their patience in putting up with our every whim, and being there with the vehicles just when they were needed. They are both very proficient at this thankless task. It was then time to pack up the gear and make the long trip back to Sydney, stopping at most of the country cafes along the way for snacks.

1983 OPERA HOUSE CRITERIUMS SUNDAY 11th SEPTEMBER



★ SENIOR INVITATION RACE

To feature the country's top road riders from the National Amateur Championships

★ BIG PRIZES

Including Sprint Prizes and 1st, 2nd, 3rd in all grades

★ FULL PROGRAMME OF RACING

For Seniors, Juniors, Veterans, Juvenile 1
Start time: 8.00 am

★ ENTRIES CLOSE

21 AUGUST

Race Secretary, NSWACU, Sports Hse,
Gloucester St, Sydney 2000

Promoted by Sydney Cycling Club Secretary: Clay Kesting (02) 389 7526

Carnivale 83

As you will note from the notice adjacent, the CARNIVALE RACE is well advanced in planning and promotion.

The OPERA HOUSE CIRCUIT has been approved by the U.T.A. and the Police.

The main sponsor will once again be AIR NEW SOUTH WALES, and we hope to have several others by the end of the month.

Invitations have been sent out to the various state racing groups to have their national teams stay and compete in the special ACES INVITATIONAL RACE, as they will have completed their race for the national title on the previous day.

If any members have prospects for sponsors, please contact Bruce Vote.

Also mark September 11 as a day to be on hand, to lend assistance. There will be plenty of work to do on the day, setting up the barricades, marshalling, etc.

Remember, It's OUR race....

Next Meeting

The next Club meeting will be held at the Royal Hotel, Randwick and will be a VIDEO MOVIE NIGHT. Arrangements are being made to view films of the 1983 Tour de France and other events. Hopefully, the Merckx and Sean Kelly films will also be available. 7:30 P.M. on SEPTEMBER 6 (Tuesday) - come early for a meal at Quack's Restaurant.

July meeting

A business meeting was held at the Royal Hotel, Randwick on 5 July 1983, with the following matters being discussed.

- + New members: Andrew Downie, Greg Clarke and Gary Jennings.
- + Veterans Cycling Events: The N.S.W. Veteran Cyclists Club Ltd. will be holding the following events open to veteran cyclists (over 35).
 - * Veteran Mini-Goulburn (Picton-Liverpool) 10 September
 - * Southern Hemisphere Cup Series at Homebush 2 October
- + N.S.W.A.C.U. News: Concern was expressed at the last Council meeting about events which are undertaken by the Union. The same few volunteer officials are required to do all the work, and continue to come under criticism by riders and their parties. Maybe it's about time some others volunteered to help with these events...
- + Video movies: John Beauchamp tabled some information on videos of cycling races available from a shop in the U.S.A. It was decided that there might be too much risk involved in obtaining. John Sunde mentioned that videos were available from a group in Melbourne. It was resolved that he should arrange to purchase cassettes on "Eddy Merckx" and "Sean Kelly" for the sum of \$90.00. In addition he volunteered to organise a library of video films for the Club.
- + Fitness Testing: The 'return visit' to the Cumberland College for a fitness test is to be arranged prior to the Muswellbrook-Tamworth Classic race.
- + "CYCLING AUSTRALIA": A new tabloid format newspaper type of cycling magazine is being produced and will be on the newsstands shortly for \$1.60 per issue, or at \$20 per year for a subscription. John Sunde is the advertising manager of the publication.
- + CARNIVALE 83 Criteriums: The proposed 'Opera House Circuit' has been approved by the police and Urban Transport Authority. Bruce Vote has assumed the organisation responsibility, and John Sunde is arranging for publication artwork.
- + State Premierships: Perc Carter is to draft a letter to the A.C.U. pointing out some areas of liability with the running of the event.
- + Dr. Michael Nicholson has been asked to make arrangements for stocking a first aid kit for the Club to use during its events.
- + SLOPPY JOES: An order is to be placed based on orders received at this meeting.
- + Cycling Caps: The caps have been landed in Aust. and should be available after John Sunde's return from N.Z.
- + KANGAROO VALLEY TOUR: Appear to be fifteen participants, on-site vans have been arranged.
- + Festival of Sydney: The Carnivale Criteriums were originally part of this festival, Don Beavis is to investigate potential for arranging an event for the 1984 Festival.
- + Time trials and Picnic: The Social and Racing Secretaries are to investigate such an event for October or early November.

August meeting

A business meeting was held at the Royal Hotel, Randwick on 2 August 1983, with the following matters being discussed.

- + Letter from the N.S.W. Police Department: During a running event held on Anzac Parade, some Club riders were told to get off the road by the Police; a letter was sent to the Commissioner and an investigation was made. It was found that instructions were sent out to the police on duty to remove some cyclists who were hindering the event, and they apparently got a bit carried with their duty, removing all cyclists in sight.
- + CARNIVALE 83: Promotion leaflets are presently being distributed to potential sponsors, Air New South Wales will be the main sponsor again this year. All state squads have been invited to participate in the event, and circulars have been distributed to all clubs in N.S.W.
- + Time Trials and Picnic: A date of 6 November has been set.
- + Next Meeting: A VIDEO MOVIE night is to be arranged showing cycling movies. It is to be held at the Royal Hotel, Randwick on September 5 starting at 7:30 P.M.

(NOTE: CLUB MEMBERS RIDING TO THE MEETINGS AT THE ROYAL HOTEL, RANDWICK SHOULD TAKE THEIR MACHINES IN THROUGH THE BACK DOOR OF THE PUB.....)

SUPPLEMENTAL MEMBERSHIP LIST (1983)

CLARKE, Greg	12/44 Landers Road, Lane Cove	
DOWNIE, Andrew	6 White Street, Artarmon 2065	
JENNINGS, Gary	25 Mill Hill Road, Bondi Junction 2022	387-6529
Kitteridge, Mark	4/38 St. Georges Cr., Drummoyne 2047	819-7107
Lafferty, Peter	14/452 Edgecliff Road, Edgecliff	
NICHOLSON, Michael	c/ Basser College, U.N.S.W., Randwick 2033	
SALOMON, Warren	c/ FREEWHEELING Magazine, P.O. Box 57, Broadway 2007	
Sunde, John and Christine	2/1 Balfour Road, Rose Bay	371-8926
TAYLOR, John	20 Cordeaux Cr., Sylvania Waters 2224	522-9858
WEIGHTON, Jan	(where are you ???)	

KANGAROO VALLEY 83

Saturday morning, 23 July dawned (I think, I slept in!) bright but not too sunny. Brisk was the condition in Centennial Park when Alan Smith, Bruce Vote, Perc Carter, Albert Guerreiro, John Burraston, John Beauchamp, Michael Griffith and Peter Lafferty set out for the 160 km. ride to Kangaroo Valley. A finer group of tourists you would never see, resplendent on some of the most expensive road racing machinery to be seen anywhere. As this bunch made their way through the early morning traffic out to Liverpool, I dragged myself out of bed, wound up the sawgon and collected the crew - Elaine Vote (Mom) and Desma Carter (Aunty). After packing the baggage - except a cake - and leaving messages for the milk men, etc; off we went. We didn't intercept the bunch until after we had the opportunity to research a coffee shop - which made great fresh donuts - in Campbelltown. The boys shed some of their clothing and spare bits, as the sun had now begun to shine.

The boys then set off through the hills around Menangle for Picton and the lunch break at Bargo. Burraston and Guerreiro made a breakaway from the bunch - *don't ask how you breakaway from a touring bunch !!!* The sawgon went ahead to Bargo to discover that Bimbo's truck stop was closed. I unpacked by machine and set out, back to intercept the bunch, while the ladies forewarned a new milk bar of the impending hoard of ravished invaders. I met the bunch - less John and Albert - between Picton and Tahmoor, and rode back to the cafe in Bargo. On the way, we passed (opposite direction) several bunches racing in the State Selection Trails and we received several shouts of 'encouragement' such as "piss of you geriatrics".

Cathy Fry and our new member Gary Jennings joined us at Bargo, but elected to leave their machines on the bike break until later in the day - weather permitting. It was beginning to get very grey. During lunch we got rather concerned over our breakaways! Just as we were about to send out a search party, in they came (from the opposite direction!) having ridden over most of the Picton township looking for the main bunch... after having made a few wrong turns during their breakaway.

Following lunch the bunch headed for the lovely ride to Alpine, the Old South Road and the Range Road through the Southern Highlands, with Albert and John a bit in arrears. I dropped back to bring them back to the bunch, by taking the freeway to Alpine; however as we powered along the freeway, John began to fade and turned a most peculiar shade of green! Fortunately, the sawgon was nearby and we packed him plus DeRosa in the vehicle... This left Albert and I behind the bunch in pursuit, but I had to walk up the Mittagong Range hill, while Albert went on ahead next to be heard about when a motorist stopped the main bunch to state that "one of your group stopped us to ask directions, and is now riding in the other direction - he had big upper legs!"

Eventually everyone made the long sweep down into the valley with a very heavy mist setting in. Hot showers for all, then a hike to the pub for some rather weak local hospitality. We made the best of it though by creating a hamburger eating contest - preceeded by steak dinners. John Beauchamp won the contest and received an ultra-heavy duty type hamburger from the kitchen staff.

Sunday brought a glimpse of clear weather, soon to change to mist with some showers. Cathy and Gary decided to ride around the valley, while the rest of the bunch set off for the climb up Cambewarra Mountain (I have discovered that the best way to climb this, is to remain in the sawgon). Tunnlerock, having made a remarkable recovery from his earlier 'green' period was King of the Mountain. The descent was very dicey, as the showers had lubricated the roadway, thankfully there were no spills and the boys rolled on into Bombaderry. I rejoined the bunch and we rolled along the picturesque country along the Shoalhaven delta into Gerringong. A few brisk hills on the Princess Hwy. brought us into Kiama, where the ladies had arranged for a large supply of fish and chips and lamingtons to sustain us.

More fun and games on the hills of the crowded Princes Highway, until we turned off at Dunmore for Shellharbour. Out of the country and into the steel mills, with a rather rapid pace along the road through Warilla, Warrawong, Cringila and up into the Gong to the railway station. Bruce went off to acquire a carton of victory beer to keep the boys occupied on the train back to Sydney, while gear was rearranged in the sawgon to make room for Perc and I. Perc showed us a shortcut out of Wollongong (good view from the top of Mt. Keira) and when we got back to Votes, we discovered the cake which hadn't been packed. It sure tasted good - no one has yet enquired as to its whereabouts...

A very pleasant weekend, vigorous and interesting with a bit of respect gained for hypothermia! Many thanks to Elaine and Desma for their constant attention and patience in looking after Flock.

Here's looking to Kangaroo Valley '84.....



For Sale:

KESTING road frame, 58 cm., Reynolds 531 DB.
with headset, stem and handlebars.

SUNTOUR 'Superbe' cranksets (170mm) (175mm)
chainwheels: 42,44,52 and 54 teeth

CONTACT: Clay Kesting 389-7526

MARK YOUR CALENDAR!

National Road Championships - Sydney

+ Teams Time Trials (Castlereagh)	5th	} September
+ Veterans (Centennial Park, 9:30)	6th	
+ Womens (Mulgool, 10:00)	9th	
+ Seniors/Juniors (Cent. Park)	10th	

2nd Southern Highlands Tour

October 29-30: A weekend at Bundanoon

Plans are currently being made for this event, which proved to be a great success last year. If you have any preferences for rides, contact Bruce Vote with your ideas.

Time trials & Picnic

November 6: Individual Time Trialling on the Royal National Park Circuit, followed by a picnic at one of the very pleasant Picnic Areas in the Park. Bring the family. More details in a later issue.....

GREEN VALLEY TWIN CENTURY October 19

Rides of 50, 100 or 200 km. to test your endurance, sponsored by the Green Valley Cycle Touring Club. Come along to see if Bruce Vote can improve on his famous Camden sprint finish !!!

ZINC MEANS POWER

The muscle mineral

ZINC can increase muscular strength! This conclusion is the result of an interesting trial conducted at the University of Goteborg (Sweden).

We already know that vitamin B1 and vitamin B3 play an important role in the efficiency of muscles.

We also know that minerals are essential for good health and that zinc is probably one of the most important ones.

Because of zinc's involvement with the breakdown of sugar, which is the main "fuel" for muscles, scientists decided to measure the effects of zinc supplements on other-

wise healthy and well-fed people.

Half a group of volunteers were given a daily dose of 135mg of zinc, while the others were given an inert (placebo) pill.

No of the volunteers knew who took which pill and the muscular strength of each participant was carefully measured before and after the two-week program, which lasted two weeks.

At the end of the period, all those who had received the zinc supplement had increased their muscular strength while those on the placebo showed no improvement.

The scientists involved explain that

skeletal muscles (those involved in motion and physical effort) improved most and hinted this may be a way to improve an athlete's performance and retard the inevitable muscular fatigue that accompanies most forms of strenuous exercise.

The authors recommended that people who live in hot and humid climates, and are therefore prone to copious sweating, would benefit greatly from zinc supplements.

They also add that taking oral contraceptives and drinking alcohol regularly can increase the body's requirements for this essential mineral.

★ ★ ★
LECITHIN may have little effect on blood cholesterol levels, according to one experiment, but can be useful in lowering the levels of triglycerides, another fat implicated in the etiology of heart disease and regarded by some as more important than cholesterol. Some of the efficacy of lecithin seems to depend on its CHOLINE content.

GOOD NEWS: Michael Nicholson now rides a new VITUS 979, Campagnolo equipped machine in metallic blue. He has improved markedly at Heffron Park and is now the driving force in C grade.

BAD NEWS: After brilliant performances on the Sundowner races, Alan Revell went to Thredbo for a skiing holiday. On his first day on the slopes, he managed to break his right wrist. Unfortunately, this will keep him from contesting the Veteran Championships, the Mattara and The Goulburn-Liverpool Classic.

Maybe the next Club Tour should be supplied with bags of Alfalfa (that's yer actual Lucerne) and dandelion greens !!!

MAN, 73, A 'YOUTH' AGAIN

AVIS (California, Saturday)—A 73-year-old man has "rejuvenated himself" with proper eating, drinking and exercise and can run a 6 1/2 minute mile.

Noel Johnson's formula is "stop eating and get out and run."

Dr. Jack Wilmore, a physiologist, recently completed a series of physical fitness tests on the retired aerospace worker at the University of California.

Dr. Wilmore reported: "This man is a superman for his age."

Mr. Johnson began a weight-reducing program three years ago because he felt "generally lousy."

He lost 40lb and started serious training last year.

Now he runs 100 miles a week and eats a dozen times a day but never very much and seldom naps.

"I might have a handful of dandelion greens, alfalfa, lemon leaves, raisins or dates," he said. "These are endurance foods—never a large meal."

During the tests, Mr. Johnson ran briskly on a treadmill for nine minutes, and hardly panted afterwards.

(AAP)

**RIDERS: REMEMBER TO
USE THE BACK DOOR IF
BRINGING YOUR MACHINE
INTO THE ROYAL HOTEL
AT RANDWICK...**

**NEXT ISSUE: a recipe
for rum-soaked Spicy
Fruit Rolls from
Paul Montesin....**

HORSE RADISH may be useful to increase fluid losses and open up airways passages in congested people, according to the United States Dispensary.

★ ★ ★

Questions

In an attempt to increase my overall muscular strength for next year, I started my winter weight training program about four weeks ago (lifting three times per week). Since I've started I've felt weak on the bike and my weekly TT times have gone up. Do you think I should not worry about it and just ride easy when lifting? Should I do workouts on the bike that increase strength and lift only when the weather keeps me off the bike? I'm 21 years old and in my third year of racing; I weigh 163 pounds and stand 6-foot-3. I need more horsepower for the hills!

Cyclists involved in any activity in which they are trying to improve their level of fitness should investigate the concept of quality vs. quantity. It is my contention that most cyclists could decrease their quantity of work considerably and continue to produce the same results. The implication is that many athletes perform too much exercise and don't allow their bodies to fully recover.

The body is only capable of recovering from a certain amount of exercise. Too much expenditure of energy will not allow full recuperation, and if such over-expenditure continues then the cyclist's level of fitness will gradually decrease. If the body is not allowed to complete the rebuilding phase of train-

"Inside the Cyclist"

ing due to lack of rest or nutrition, then the destruction will eventually exceed the body's ability to repair itself.

I recommend that you continue the strength training, but re-evaluate your program. Are you expending too much energy in this program, which ultimately will affect your riding? You need to find the right balance between strength training on the bike training, and rest!

After a hard training session, things like light stretching, meditation, sauna, a nap, or massage will aid the regeneration process. Liberal doses of these activities can quicken healing and rebuilding.

Postcard from Allan Griffiths on the "Bikecentennial Trail"

Dear John. Many thanks for your letter. I received mail at Sinclair on the day of my birthday for the past week we have been travelling in a group of ten having picked up pairs on the same route. My abundant mail was a source of great envy. Today Hoover pass was climbed with ease by hyn and I and the remaining pair left in our group who ride a tandem. We found Sanjaos host trail + Tagwoitce harder. All agree with your Wyoming observations but everyday brings new experiences and we look forward now to Kansas. Hope you are all well. I will write in detail furtheron. Your itinerary is extremely helpful. Lots of love Allen Griffiths
A magnificent animal, the Bull Elk, is the most of the Rockies' large elk herd. Big game hunters are attracted to the Rockies from throughout the nation.
Photo by Ray Richardson.



Mr J. Beauchamp
41 Byron St
Coogee, N.S.W.
2034
AUSTRALIA

Stamps wanted

Jack Browne and his wife are asking for members to save their cancelled postage stamps to assist the PRESBYTERIAN WOMEN'S MISSIONARY UNION. Stamps should be left on the envelope paper, trimmed without cutting the stamps.

Stamps suitable for use must be:

- + have the complete serrated edge.
- + without fault -
 - no tears, creases or bends.
 - no holes caused by pins or staples.
- + stamps should not be dirty, marked with BIRO or heavily cancelled.

Members having access to large quantities of stamps may wish to contact Jack (387-3412) for further details, in support of this very worthy cause.



RACING

TOUR DE FRANCE 83



The 1983 Tour de France does not appear to be going to be recorded as one of the most exciting or spectacular. Our local boy, Phil did not live up to earlier expectations - although a ninth placing from 140 starters can only be seen as brilliant...

The winner is a young (23) member of the Renault-Gitane squad, gaining the advantage of having his captain (Hinault) absent from the starters.

SOME RESULTS:

1. Laurent Fignon - France (Renault-Gitane) 105 h. 0:52
 2. Angel Arroyo - Spain (Reynolds-Aluminio) -4:04
 3. Peter Winnen - Holl. (TI Raleigh - Campag.) -4:09
 4. Lucien Van Impe - Belg. -4:16 (Metauro-Mobil-Pinarelli)
 5. Robert Alban - Fr. (La Redoute-Motobecane) -7:53
 9. Phil Anderson (Peugeot-Shell)-16:56
- 140 starters / 88 finishers —

Points Winner: Sean Kelly (Sem France-Loire)

Team Prize: TI Raleigh

K.O.M.: Lucien Van Impe

Rush Sprints: Sean Kelly

Photo at right shows Laurent Fignon in a less happy situation. He is contemplating his crank and pedal which separated from his machine during the 1982 Blois-Chaville one-day classic, while he had a 40 second lead.

The Campagnolo (titanium) axle broke; however when the engineers sent from the Campagnolo factory especially to investigate the failure arrived, the axle was not produced !!! Some say the 'event' was used as an excuse for the team to change to French-made Simplex/Stronglight components

Veterans Races

The N.S.W. Veteran Cyclists Club has two events forthcoming for members over 35 years of age. On 10 September, the VETERAN MINI-GOULBURN will be held, running from Picton to Liverpool. This race consists of four grades leaving Picton at four minute intervals with the first away at 12:00 noon. The finish is at the Liverpool Memorial Swimming Pool. Distance: about 60 km.

SOUTHERN HEMISPHERE CUP SERIES (Homebush Bay): consists of six age group races over varying distances commencing at 8:30 A.M. on October 2.

Entry closing dates:

MINI-GOULBURN: (\$5.00) 27 August

STH. HEMISPHERE CUP: (\$5.00) 17 September

Send entries to: Mr. A.R. Shephard, 101 Harris St., Merrylands 2160

ST. JOHN AMBULANCE BRIGADE CENTENARY HANDICAP Race (Homebush) - 3 October entry fee \$3.00



GOULBURN-LIVERPOOL et al

THE CLOSING DATE FOR THE GOULBURN TO LIVERPOOL CLASSIC IS SUNDAY, AUGUST 7 AND THE SAME CLOSING DATE IS SET FOR THE HUNTER DISTRICTS OPEN (MATTARA) AND THE CANBERRA OLD BOYS WEEKEND. ALL THREE EVENTS ARE VERY PLEASANT (!), UNFORTUNATELY, IT IS NOT TO PARTICIPATE IN THE MATTARA AND THE C.O.B. BOTH, AS THEY ARE SCHEDULED FOR THE SAME WEEKEND. MANY CLUB MEMBERS HAVE SIGNED UP FOR THE MATTARA AND THE GOULBURN THIS YEAR, AND THE CLUB COLOURS SHOULD, ONCE AGAIN PUT UP A RESPECTABLE APPEARANCE IN THESE EVENTS. THE MATTARA RUNS FROM MAYFIELD (NEWCASTLE SUBURB) OUT TO MAITLAND AND BACK, OFFERING LOTS OF POTENTIAL FOR GETTING LOST IF YOU FALL OFF THE BUNCH. IT'S 100 KM IN LENGTH AND STARTS AT 8:00 A.M. ON SUNDAY, 28 SEPTEMBER.

THE GOULBURN STARTS AT 7:45 A.M. ON SATURDAY, SEPTEMBER 3 RUNNING FOR 200 KMS BACK TO LIVERPOOL TO FINISH AT THE WESTFIELD SHOPPING CENTRE. IT'LL BE INTERESTING TO SEE IF RIDERS WILL BE ABLE TO IMPROVE ON FAST TIMES RECORDED LAST YEAR.

- + GRAFTON TO INVERELL CLASSIC (CLOSING DATE: 21 AUGUST)
- + ORANGE BLOSSOM RACE (CASTLE HILL) (CLOSING DATE: 28 AUGUST)
- + CARNIVALE CRITERIUMS (CLOSING DATE: 21 AUGUST)

Your Captain Speaking....

AUDAX

bound for Paris/Roubaix !

By air mail Par avion

WHO SAYS ENOUGH
WEATHER IS AWFUL 27c ROR
LAST 3 DAYS. CANT LAST.
DOUBLE 700 A DAY OVER
HILL WALKS HILL. JUST FORGET
WON WALK IT WAS. TELL
PARENTS WERE CRUEL AND
TAT AS GOOD AS DEAD. BARE
A FAT HEART. + WARM
REGARDS TO ALL PASS THE
CARO FRIEND

David

POST CARD

TO MR CLAY KESTING
WOOLYS WHEELS
OXFORD ST
PADDDINGTON
SYDNEY NSW
AUSTRALIA.

Printed by A. F. W. Edwards & Sons Ltd. Sydney

The Sun Ring
Parcel Shipping Area

Down Court and County Hall
The Cathedral

Photocopy
W 6



ONE of the more surprising developments in cycling during the past ten years has been the huge increase in popularity of long-distance rides for cycle tourists. These semi-competitive events, known as *randonnées*, are not races, although they are strictly controlled, and each finisher is credited with a precise time. The only awards are trophies, medals, a certificate for completing the distance in a set time, and a great sense of achievement.

Every fourth year sees the grand-daddy of all *randonnées*, the 1200-kilometre (750-mile) Paris-Brest-Paris, which will be held this September. This is the successor to a classic race of the same name, first held in 1891, and then every ten years, until the last one in 1951.

What the French call *cyclo-sportifs* or *randonneurs* complete the journey, alone, or in a group, under the rules of the Audax Club Parisien. Bikes have to be fitted with full mudguards, a luggage carrier and lights. And no rider who has held a racing licence in the previous three years is allowed to take part.

In 1971, the P-B-P for *randonneurs* had 130 starters; this year's event is expected to have a field of around 3,000. That is how rapidly this side of the sport has developed.

The first large contingent of British cyclists took part in the P-B-P. of 1975, as a result of which Audax United Kingdom was established. This organisation now sanctions a growing list of British *randonnées* from February to October.

The events are over nominal standard distances, usually 100, 200, 300 and 400 kilometres. The three longest are the 600 kilometres Windsor-Chester-Windsor (the first held in this country), the 600 kilometres Strathpeffer-John O'Groats-Ullapool-Strathpeffer and the 1,000 kilometres Chertswold-Cornwall-Chertswold.

Besides the organised events, AUK members can also test their ability alone on *diagonals*, such as Aberystwyth-Great Yarmouth or Land's End-John O'Groats.

For such a trip, a rider has to submit a schedule (whether for a gold, silver, or bronze award, depending on the average speed), and then has to confirm that the route is correctly followed by having a *brevet* (certificate) book signed at points along the route and by postcards from places at approximately 80-kilometre intervals.

There is a complex set of such *diagonals* in France, such as Dunkirk to Hendaye. On the following pages you will see a description of one of these rides, the *Raid Pyrénéen*, which is a coast-to-coast run across the Pyrenees mountains from Hendaye to Cerdère.

The other event described in this issue is a more formal type of competition, in which the whole of a route has to be covered in a group, riding at an agreed average speed under the guidance of a leader. This is known as an *audax* event.

In between the *diagonal* and the *audax* come a range of more common *randonnées*, *flèches* and *brevets*. Some of the more famous events are the *Flèche Velocio*, the *Paris-Roubaix randonnée* and the *Brevet de Randonneur des Alpes*.

The *Velocio* is an annual event, held at Easter, in which teams of four (or five) riders set out from various starting points to complete a minimum of 350 kilometres to a meeting point in the south of France.

Paris-Roubaix covers a 240 kilometre route similar to that of the professional classic race, including many kilometres of cobbled tracks. No special restrictions are placed on machines ridden in this annual event.

The Alpine *brevet* is also informal, held every two years. It covers a 245 kilometre route, including climbs of the Galibier and Croix-de-Fer passes.

The attraction of this high-powered touring is hard to define. There is the challenge of completing a long ride; the camaraderie of fellow tourists; and the overall sense of achievement. Whatever the attraction, the world of the *randonneur* is here to stay.

THE AC Boudonnais 200km *audax* at the end of April is not a *randonnée*. There seems to be some confusion over the term *audax*, not surprising seeing that some of the organisations associated with *randonnées* (events where the riders are free to ride at their own pace) have Audax in their title: Audax Club Parisien, Audax UK and les Audax Européens.

Alain Cordier had set up office in a room at the Town Hall and was busy issuing check cards to the riders. Cards safely pocketed, some of the riders stacked spare clothing and food into the waiting Range Rover, which was to act as a lead vehicle.

The lead vehicle was well ahead to warn traffic of our coming, mobile marshals on motor cycles were everywhere, and we were followed by a station wagon with spares and a mechanic to deal with any breakdowns. All these vehicles carried flashing amber beacons, those on the motor cycles perched on poles behind the pillion passengers. It was like a neutralised start to a road race.

Sounds like a Sydney Cyclists Club tour!

An *audax* is an event ridden under the auspices of (in France) the Union des Audax Français, with a timetable and regulated stops. The riders travel in groups under the control of *Capitaines de la Route*, who set out to average 22.5 km/hr (14 mph).

The Union des Audax Français is affiliated to the official touring body, the Fédération Française de CycloTourisme. Audax rides are popular in France and successful completion of a series of rides from 200 to 1000 kilometres in a season is qualification for the Union des Audax *Aigle d'Argent* (Silver Eagle). The addition of a Paris-Brest-Paris (Audax) plus another brevet of at least 1000 kilometres raises this to an *Aigle d'Or* (Golden Eagle).

Such is the growing popularity of these awards that more than 15 of the 1000 kilometre rides are scheduled each year. The Paris-Brest-Paris (Audax) alternates with the better known P-B-P (Randonneur) in the odd years of the calendar. This year it is the turn of P-B-P (R) and then P-B-P (A) in 1985.

The scheduled time for the *audax* is 85 hours, which includes all sleeping and eating. All riders finishing within 90 hours receive awards. For the less ambitious, there are many rides listed at 100 kilometres (more than 70) and 200 kilometres (more than 100), as well as plenty of events at the other recognised distances of 300, 400, and 600 kilometres.

Also growing in popularity are the *randonneur* events that retrace the courses of the classic road races. Most of the cyclists in our *audax* were looking forward to the Paris-Roubaix *randonnée*, and tended to treat our 200 kilometres as a training jaunt.

CYCLIST MONTHLY, SEPTEMBER 1984

Club members Frank (Ironman) Brandon and Stepph Poole will be in Europe to enter the famous Paris-Brest-Paris AUDAX ride, along with Russel Moore from the Green Valley Club.

Stephen and Russel 'warmed up' by riding across the U.S.A. earlier this year...

Time Trials & Picnic

Remember to mark the date of November 6 on your calendar. The Club will hold an individual TIME TRIAL event in the Royal National Park followed by a family picnic and bar-b-que at one of the picnic grounds.

The actual course has yet to be selected; but it is hoped to have a 25 km. circuit, which would entail the full circuit of the Park. Some members may wish to opt for a shorter run, and a 10 km. course is to be investigated.

Plan to be there, our President Don Beavis has assured us that he will be competing, and expects to set a new record on the 25 km. course.

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By the time you read this, the second issue of this new tabloid format magazine will be available on the newsstands.

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