

The Sydney Cyclist



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

JULY - AUGUST 1984

K.V.III (The Hamburger Tour)

A crisp morning, 6:29 A.M. in Centennial Park and Desma Carter is sitting alone in the Land Cruiser. And then from all directions riders converge on the spot. Riders with pockets packed, being very punctual arrive exactly at 6:30. Mark Bonwick, Dave Stakes, Perc Carter, Bruce Vote, Walter Rolli, Peter Lafferty, Caroline Chapman, Paul Montesin and Don Sigsby set out to the southwest. Once on Cleveland Street we soon discover that the new street sweeping program concentrates all the debris just where it shouldn't be! Walter has to change a brand new single. It was then on to the suburbs to meet Tunnlerock, and then through Liverpool for a quick stop at the Europa shop and on to Campbelltown. Donuts were mentioned, and the hunt was on for the freshly made donut shop. Twenty minutes later with donuts devoured, we were on the back road to Picton and up the Hume Highway towards Bargo for the lunch stop. Our first hamburgers backed by chips... Where would country take-aways be without the Sydney Cyclists Club? Elaine Vote met us here, and great debate followed over just how much clothing should be stripped off and left in the sag wagon. Pleasant country followed as we gently climbed into the Southern Highlands. At Bowral a further stop for hamburgers to fill the stomach and put on clothes for the descent into Fitzroy Falls and Kangaroo Valley down Barrengarry Mountain. What a ride down the twists and turns, with perturbing corrugations on the approaches to the hairpin bends. Across the suspension bridge and into the caravan park for hot showers, and a meal at the pub. Alas! The pub wasn't serving meals, so across the road for some more take-away hamburgers!!! Monty provided a surprise fireworks display thankfully without burning down the park or getting us kicked out. Hugh Milner and daughter joined us at Kangaroo Valley, they had earlier ridden out from Bowral, and descended the Mountain themselves... Sunday morning was cold, but clear as we set off for Camberwarra Mountain. Another puncture was repaired and then the long grind up the mountain. Monty was at the top to take pulses, etc and some interesting comparisons were made. Another exhilarating descent and on into Bombaderry (no hamburgers) but another take-away raid. The long grind along the coast led us to Kiama and to the feature meal of the day - you guessed it HAMBURGERS, with chips! After lunch, we had to run the gauntlet up to the 'Gong, only to discover that the trains weren't running. Bikes were packed into the luggage bay of a coach which took us to Waterfall, past the railway electrification diversion. 'Other' coach passengers were rather aghast at the sweaty collection of riders that flopped into the seats. The train ride to Central was rather quiet, as the riders were tired to say the least.

Dave Stakes

*Why did one caravan contain five persons, when the others only had two or three ???
Who won, Caroline, John or Paul ??? Will these questions ever be answered; or does anyone really want to know ?*

Penrith - Waterfall

Sunday, 24 June saw eight riders participate in the "Imperial Century" which started at Central Station. Perc Carter, Michael Griffith, Alan Smith, Clay Kesting, Walter Rolli and Don Sigsby slowly froze on the train to Penrith, while Bruce Vote and John Beauchamp went to look for others. At Penrith John and Bruce were waiting for the others, having caught the warm, country express! Out into the cold on the very scenic Mulgoa Road, down to Wallacia for coffee and munchies. Out towards Warrangamba and on to The Oaks, along the ridges past Mowbray Park and into Thirlmere for a hearty lunch of pea and ham soup and Devonshire Tea. Carter gave a demonstration on changing singles, and we went on towards Appin. Then down the Cataract Gorge, and up the other side wheeling along to the coast at the top of Bulli, with a tea stop at Sublime Point. On to Sutherland for the train home, as the traffic was getting a bit agro and darkness was approaching. Everyone slept well that night.

Next meeting:

The next Club Meeting will be held in a Lebanese restaurant on 7 August. Check with Bruce Vote or Perc Carter for details....

Revised GOULBURN to LIVERPOOL race map on page 4... New Sponsor...



PREMIERSHIPS REPORT

The N.S.W. Club Premierships for 1984 were held at Castlereagh on Saturday 30 June. The Premierships take the form of a team time trial in which teams of four riders entered by various regional clubs race against the clock. There are separate categories for Juniors, Juveniles, Seniors and Veterans. Within each category teams are seeded from slowest to fastest, with the slowest leaving first and the remaining teams following at 4 minute intervals. The Course and distance covered varies depending on the category. This year S.C.C. was represented by teams in the Veterans and Senior categories. *(The ladies team appears to have fizzled, after the lack of enthusiasm by the Union).*

The senior team was comprised of Michael Griffith, John Burraston, Peter Lafferty and Mark Bonwick, and their course covered two laps of a 43 km circuit. The circuit started at Castlereagh for a total distance of 86 km. On the previous Saturday the team, minus Peter had covered the circuit in 68 minutes and were confident of making 65 minutes on each lap on race day for a total elapsed time of 2:10 for the two laps.. Unfortunately, this was not to be as the still conditions of the previous week were replaced on race day by strong SW winds gusting from 30-40 kph.

Our seniors were seeded 16th in a field of 17 and were therefore second to start, four minutes behind the Hills Wheelers who were the first team to leave. From the start the race heads south along Castlereagh Road, before swinging east along Andrews Rd. to Gt. Northern Road, a distance of 11.5 kms. This part of the circuit is almost flat and very exposed, and on the first lap our team found it difficult adjusting to the strong headwinds and a number of riders actually ran off or were blown off the road. By the second lap however, the team had settled down and the riders were in echelon across the road and no further mishaps occurred.

From Andrews Road, the course turns left and runs north along the Gt. Northern Rd. for 13.5 km through undulating country. This was the fastest section of the course with tail winds all the way and our team was clocked at 50 kph by its following vehicle. At the end of the Gt. Northern Rd., the course turns left along Richmond Road, a distance of 6 kms before the final left hand turn into Castlereagh Rd and back to the start/finish line. Despite the strong winds it was BIG chainwheel all the way!

Once our riders got used to the wind they were able to settle down and concentrate on riding as a team. The race plan was for each rider to do short turns of about a minute at the front before rolling to the back, with Mark Bonwick who is stronger than the others, doing longer turns. The final result in an event such as this, depends on the contribution of each rider and while Mark's efforts at the front of the bunch deserve special recognition, each member of the team did his turn and rode very well. In fact, they were one of the few teams in which all members finished together (or almost together). *(Burraston sprinted at the finish!!!) hands in the air at the finish!* Each rider is to be congratulated on all the hard work and effort they put into representing their club.

Thanks to Frank Conceicao, Bruce Vote and Alan Revell for their help during the months of training, and especially in the last couple of weeks when it looked as if the team might not make it to the starting line. Thanks also to Perc and Desma Carter who provided the following vehicle and hot tea etc. afterwards. Also thanks to the other Club members who provided transport. Some of the results:

| | | | | |
|------|-----------------|---------|--------|------|
| 1st | St. George | 1:55.08 | seeded | 1st |
| 2nd | Cabramatta | 1:58.06 | | 3rd |
| 3rd | Clarence St. | 1:58.51 | | 5th |
| 4th | Parramatta | 1:59.59 | | 2nd |
| 11th | N. Suburbs | 2:13.28 | | 4th |
| 12th | SYDNEY C.C. | 2:21.07 | | 16th |
| 13th | Lidcombe/Auburn | 2:23.43 | | 12th |
| 14th | UNIVERSITY | 2:36.00 | | 15th |

(NB: University crashed, bringing down three riders, but still managed to improve their placing in this their first attempt.)

Michael Griffith

Dear Members:

Both Chris & I would like to thank you all for a wonderful send off at the Cock & Bull Tavern. It was a very pleasant evening and good to see so many members turn up.

The flight with Phillipine Airlines was very pleasant although Manila was very smelly & dirty. We will never complain about Sydney roads being rough or the drivers being bad after being terrorised by taxi drivers. We did see a few cyclists on the road but would hate to pay for the wheel repairs.

Hong Kong is fabulous, its a shoppers paradise. Most things are half price compared to Sydney. We visited the Wings Co. Bike Shop in Bute Street. Here are a couple of prices: Campagnolo cluster tool set in box - \$230. Campag SR brakes \$115, SR Chainwheel set \$58, Cinelli frame \$584.00, Colnago Mexico frame \$400. These are all Australian \$ prices we've quoted...

When we arrived in London we visited F.W. Evans Bike Shop and also Holdsworths. We were very disappointed, although prices are cheaper, they don't have the selection of either Clarence St. or Abeni's. There were plenty of cyclists in London, both clubbies and commuters, the traffic seems very sedate compared to Sydney. No one seems to blow horns and everyone gives way.

We are now staying at Morley in Yorkshire and have begun the search for second hand bikes. The weather is about the same as it is in Sydney at the moment, but without the sun. It gets down to 5C. at night and up to 17-18C. during the day. Who said it was summer!

That's about all we have to tell you for the moment, we will write later as more news comes to hand.

Best Wishes, Alan and Chris.

VETERANS AT THE PREMIERSHIPS

Michael Griffith wrote an article about the Senior squad for the Premierships. The Veteran squad which was comprised of Albert Guerreiro, Alan Revell, Paul Montesin, Bruce Vote and Hugh Milner began their training back in the wee hours of early March. A great deal of dedication saw the squad learn to ride together in championship fashion. Bruce bounced back after a bad crash at Heffron Park to be ready for race day. On the day, Hugh was selected as the 'odd man out' and the remainder fronted for the 43 km circuit. No one is quite certain, but they were thought to be seeded ninth. Around they went to and an eighth (8th) placing, thus improving their standing in this years event, and over the past year. Good work lads.

NEW MEMBERS

The following persons have been added to the membership roll during the past few weeks, and are welcomed:

| | | | |
|------------------|--------------------------------------|----------|-----------|
| BLACK, Gena | 62 Military Road, Dover Heights 2030 | 371-8349 | |
| HATELY, Margaret | 2a/10 Bligh Place, Randwick 2031 | 398-4383 | 269-8411w |
| CASEY, Anthony | 10 Middle Street, Kingsford 2032 | | |

WONDERFUL LIGHTS !!!

Bruno Sibille has developed a system of avoiding the expensive replacements for the WONDERLITE battery. All the parts can be purchased at a Dick Smiths Electronic shop...

MATERIAL

- 1 - plastic penlight battery holder for 8 batteries (90¢)
- 3 - penlight batteries, 1.5v
- 1 - connector (20¢)

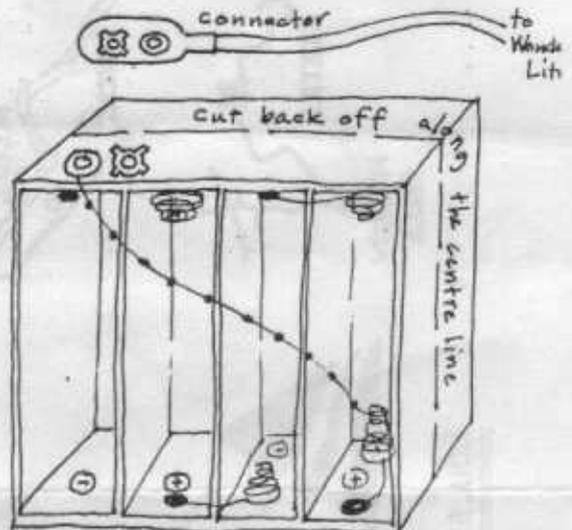
Cut off back of battery holder to fit within the Wonderlight body.

Connect the back spring (-) to the top (+) as shown by  to complete the circuit.

Note: the width of the plastic holder may require trimming to fit inside the Wonderlite body. A wide rubber band (cut from an inner tube) can be wrapped around the holder & batteries to prevent any rattling.

The wires from the connector are to be soldered to the battery contact points in the Wonderlight.

Saves hoops on Wonderlight batteries....



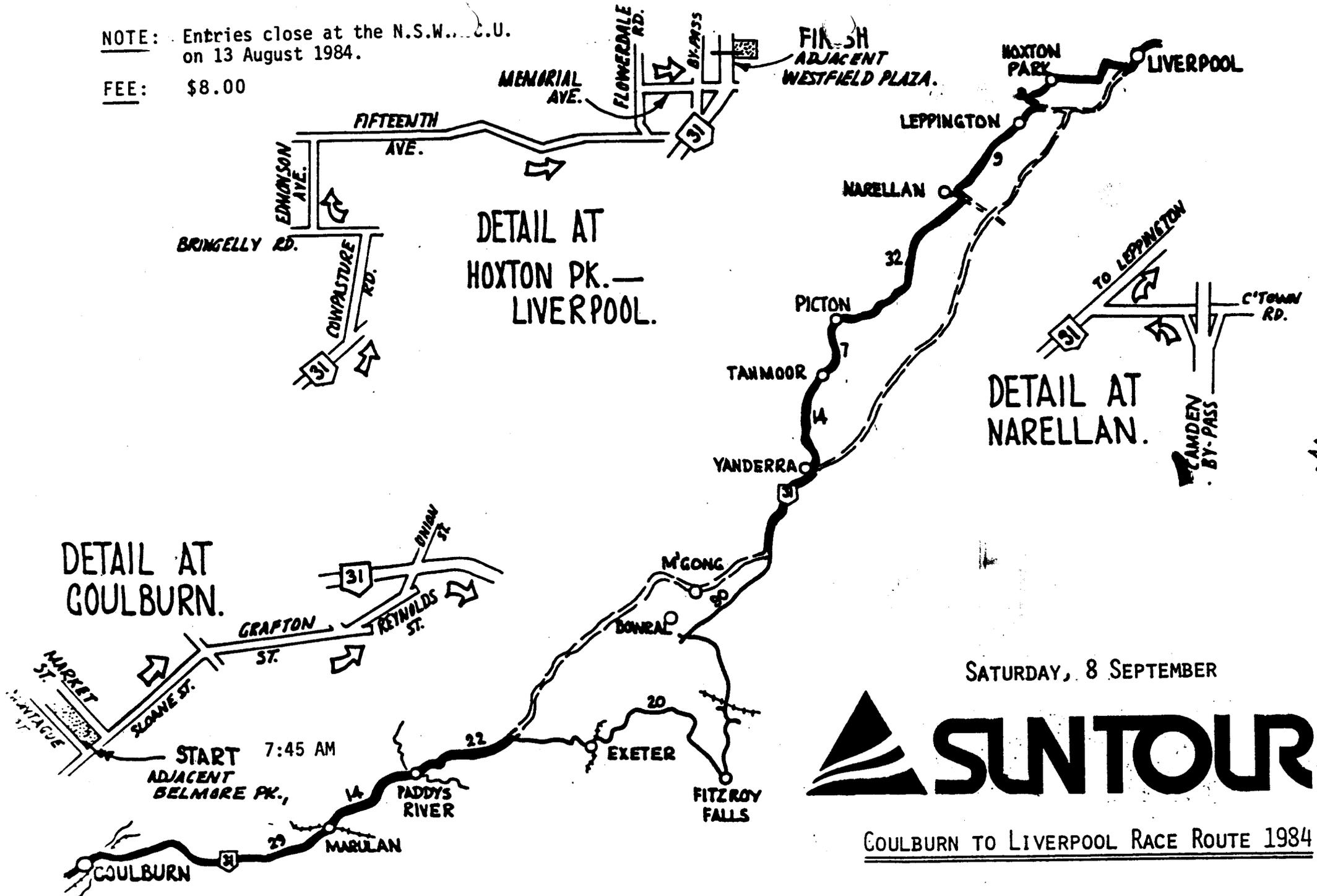
SUNDOWNER AND BEYOND....

The Sydney Cycling Club made a very respectable showing at the two races held in the country over the weekend of 7-8 July. After some very cold weather, a four car entourage left for Coonabarabran for the first days race, to Gunnedah. The 108 km event was very pleasant with the scratchies not able to catch the frontrunners. Alan Revell placed 6th and Mark Bonwick was 10th. Dave Stakes, Alan Smith, Hugh Milner, Bruce Vote and John Burraston finished in the main bunch. Max Stokes discovered what the big ring was all about finishing a few minutes behind Perc Carter, who finished shortly after the main bunch. The big meal from the Country Comfort restaurant in 'Coona' was now well digested, making way for a steak dinner in Gunnedah...

Sunday morning saw a diminished bunch, but all the Sydney riders fronted for the 75 km ride to Tamworth. A bit of last minute fiddling with the handicaps saw the 28 minute bunch made up of white red and blue!!! Off they went with a vengeance, the two strangers wondering what was happening as the squad formed a beautiful echelon maintaining a blistering pace. Finally, the 25 minute bunch with Alan Revell and Bruce caught on and away they went like a train. Hugh Milner was going like a blue streak, breaking away with Mark Bonwick; only to puncture in a stretch of unsealed road... Mark kept away until just before the finish, to be overtaken by two riders - one of whom came from "nowhere". Mark got a very well deserved third placing, with Alan Revell in seventh (7th). Mark also took out the 'Somersby Sprint Prize' while away on his own - no contest!!! Just to add to Hugh's bad luck, he was brought down by a duffer, after a furious turn of pace which brought him back to the bunch after repairing his flat. Many, many thanks to Gwen, Robin, Margaret and especially Desma for their driving assistance and tolerance with the Walter Mitneys...

NOTE: Entries close at the N.S.W. C.U.
on 13 August 1984.

FEE: \$8.00



SATURDAY, 8 SEPTEMBER

 **SUNTOUR**

Goulburn to Liverpool Race Route 1984