

The Sydney Cyclist



OFFICIAL NEWSLETTER OF THE SYDNEY CYCLING CLUB
ISSUE 03 → MARCH 2004



Steve Alperstein's Canberra Tour 2004.



Track teams Pursuit – another silver medal!



The second successful Try the Track Day.



A must see – Malcolm Wade does South Island, New Zealand.



Roy Gruenpeter racing at Heffron Park.

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From the Presidents Chair

Jamie Bedford



Photos courtesy Eddie Bosch.

Another month has flown by and I'm still way behind with the schedule I set myself for training and where we hoped to be with announcements for the club.

However, that's not to say things haven't been going well for SCC. A number of the SCC girls and Steve Alperstein had great rides down at the Canberra Tour last month. I personally am in awe of anyone that can get through a race that difficult in 40 degree heat. You may have already heard of Breeda Kelly's exploits as she insisted on riding Stage 2 with severe heat stroke and dehydration just so she would be able to start the Stage 3. If not, I'm sure you'll get the low down in the race report. In a serious moment, I would like to warn riders of the dangers of dehydration/heat stroke. Breeda may be making an early run for the Big Piston Award but could also have done herself some serious damage continuing to ride while her body was under that sort of pressure. Please Breeda look after yourself, there is always another race but only one Ms Kelly!!

Also on the racing front the Masters men managed to bring in another Silver medal, this time in the State Pursuit titles. Dan the Man O'Callaghan had a bit of a tumble but the boys still managed to get very close to the Gold.

Another of the club's track days has come and gone and repeated the great success of the first. If you wish to try track riding, please contact Tanya Bosch who will add you to the list for the next round. Hero of the last SCC track day was Sam Kosky for having the foresight to bring a tent to give us shade and a respite from the heat and sun. Thank you Sam.

I've just returned from the annual Snowy Tour where everyone it seems had a fantastic time. A big thank you goes to Bruce and Elaine Vote who once again were the best of hosts and worked tirelessly to ensure we all had a good time. Young Tim Williams made some of us feel very old and fat as he easily disposed of us on every major climb. I think Richard Dodds and Stewart Evans were the only ones who were actually close enough to be able to give an eye-witness account of Tim's climbing prowess. Being seriously dropped quite early I can only rely on these accounts and the video footage. We may have to have a word to Owen Williams (Tim's father) about his son's study habits because I think that 21st birthday present is getting way too much use.

I would like to bring your attention to Brad McGee's website.
<http://www.bradleymcgee.com/newmcgee/>

Brad has written and posted an article on his site in reference to doping within the pro peloton. The article is entitled "Looks like we got another 80's Man" Its Brad's response to those that believe you can only achieve at the highest level if you take drugs. I am well known for responding when asked about doping that "some guys are just born better" and I believe it with all my heart. If you have the time, I would strongly encourage you to read the article and perhaps send a message to Brad. I'm sure he could use the support to bring back a Gold Medal from the Olympics this year.

Finally, a reminder re our upcoming member forum scheduled for 15th March. These informal gatherings offer members the chance to come along and have their say on the running of the club, discuss ideas and suggestions re the current and future activities and direction of SCC. Your involvement will assist the committee in planning for the needs of club members – we encourage every member to attend even if just to listen in.

See you all on the road.

Jamie

From the Secretary's desk

George Schneller



Member's Forum

I would like to remind all members about the upcoming Members' Forum to be held on the 15th March, commencing at 7:00pm. The venue, generously provided by David McHugh, will be the Columbian Hotel located at the corner of Oxford and Crown Streets, Darlinghurst. The hotel does not have a restaurant/food bar but David has offered to provide finger food. If you intend coming on the night I would appreciate you letting me know so that we have some indication of expected numbers.

This is your opportunity to air those grievances that you whinge to me about every weekend at coffee!

Delegates

We are currently looking for members who would be prepared to represent the club at the monthly council meetings of Cycling NSW.

The meetings are generally held on the second Tuesday of the month, commencing at 7:30pm at the Dunc Gray Velodrome. If you are interested in representing the club at these meetings, even if only occasionally, please let me know. The CNSW minutes are available at our Club website on the notice board. I would suggest that all members should browse through them in order to have an idea of how the federation spends your fees.

Also in this issue of the newsletter, is a copy of a draft proposal concerning all clubs and open races in NSW. This proposal was put forward by the CNSW but not widely circulated by them. Your comments would be welcome.

Be careful out there!

George

VOLUNTEER STAFFING AT EVENTS

At all Cycling NSW conducted and assisted events on both Road and Track each participating club is required to supply at least one voluntary person based on the number of entries in the competition per each club.

The number of volunteers per club is as per the following:

1-10 riders per club entered = 1 volunteer per club

11 plus riders per club entered = 2 volunteers per club

The volunteers submitted must be other than club members that hold a position with Cycling NSW or are on the Management Committee of Cycling NSW.

Volunteer names must be submitted no later than the Wednesday prior to the event date.

Clubs failing to provide volunteers required as per this rule will face disciplinary action.

First non compliance = Warning in writing

Second non compliance = Club Fine

Third non compliance = Suspension of club till they comply (Meaning club registered riders cannot enter events until club complies with above requirements.

Novice/new rider Policy

A new rider (a rider with no prior affiliation with Cycling NSW or associated bodies) must compete in 6 club or interclub races (not opens or Open Invitations) before being accepted for an entry into Open or Open invitation races.

The 6 rides must be completed in a period not longer than 4 months ,with time period starting from date of first club race.

A rider must have the appropriate paperwork signed off for each race started, by 2 Club appointed officials present of day of club/interclub competition.

This paperwork, on completion of 6 required rides must be submitted to Cycling NSW prior to entry in any Open or Open invitation is allowed.

This requirement also applies to riders who have not been affiliated with Cycling NSW or associated bodies for the last 5 years prior to recommencement/ participation in any Cycling NSW endorsed competition.

Clubs/Officials/Athletes who disregard these rules will be subject to disciplinary action from Cycling NSW.

Pedal Pushers have moved!

The new details are:

Suite 316/30-40 Harcourt Parade,
Rosebery NSW 2018

Tel: 83388911

Fax: 83388922

Email: pedalpushers@bigpond.com

www.cyclefitcentre.com

<<http://www.cyclefitcentre.com>>

(site to be developed)

Steve Hogg

Social Secretary's Report

Ruth Lax



25th Anniversary Dinner

WHEN SATURDAY 24TH APRIL 2004

You are invited to join the celebration of 25 years of the Sydney Cycling Club

Come and meet up with past and present members, see some old friends and make some new ones. Dinner, drinks, music, entertainment.

WHERE Eastern Suburbs Legion Club
211-221 Bronte RD Waverly

TIME 6.30pm for 7.30pm dinner

COST \$55pp (includes pre dinner drinks)

Please RSVP no later than 9 April at latest with payment made out to:

Ruth Lax, 10/9 Edward Street, Bondi 2026

Hope to see you there,

Ruth

Danielle Jolly was a former member of SCC who has just made the Australian Rowing Team for the Olympics.

The official word is that the team recently announced is the 'Australian Team' which will commence training for the



European Tour as part of the final preparations for the Athens Olympic Games'. She will be rowing the single scull for Australia and will have to qualify for the Olympics at the qualification regatta in Lucerne Switzerland on 13 June. She leaves for Europe on 6 June.

The final Olympic team will not be announced until after the qualification regatta in June. She will be in Europe until the Olympics finish on 1 September. While they are away, they will compete in the qualification regatta, 2 world cup regattas and, if qualified, the Olympic Games.

Let's hope she keeps in mind her cycling career after she is finished with mucking around in boats!

Looking Ahead in 2004

Just back from the Tour Down Under where, once again, an Australian triumphed – Patrick Jonker taking the overall win in his last race as a professional cyclist. The Tour Down Under provided great racing and tactics – and the Italia Spring Tour once again (according to some riders) delivered an excellent tour. The temperatures this year were a little kinder to us, making the hills of Adelaide a bit easier but no less breathtaking. The nine day tour just flew without any hiccups. We are now in final preparation for the European Italia Spring Tours for 2004. Our Giro d'Italia tour starts 12 May 2004 from Rome, when we'll see the action from Stage Six of the Giro, just outside Rome. We will ride for a good week before travel to the Northern part of Italy to view the final crucial Stages 16, 17, and 18 of this Grand Tour. We then move to central Italy (Umbria) for more bike riding before flying back to Australia on 2 June 2004. The next month we'll follow the Tour de France – and hopefully see Australia once again carry the Green Jersey, and maybe even Yellow on the early stages. Our Tour de France journey begins on 12 July 2004 starting in Toulouse. We'll spend a week in the saddle at the foot of the Pyrenees – riding along many of the roads of the actual Tour, before joining the race to view the 12th, 13th and 14th Stages. After that we'll make our way to the French Alps for Stages 16 (Alpe d'Huez) and 17 (Grand Bornand). A couple more days of riding, before Paris to view the final stage of the Tour the France 2004 on the famous Champs Elysee. Finally, for the second time Italia Spring Tour takes a tour to the World Road Cycling Championships. The 2004 edition is in Verona (Italy) our tour starts the 22 September and ends on 5 October 2004. Our tour will begin in Rome, we touring central Italy (Tuscany) for a week before travel to Verona Northern Italy for the action of the World Championship then returning to Central Italy (Umbria) before finishing in Rome. Feel free to contact me for any additional information you may wish to know about the above tours. For information such as itinerary, inclusive in the tour package and price, you can look at my web site www.italiaspringtour.com

Ciao for now.

Pino

Lake Taupo BIG RIDE

One of the best reasons to visit New Zealand is that it hosts one of the biggest and best-organised cycling events in the Southern Hemisphere. The Lake Taupo Cycle Challenge is held on the last weekend of November each year, beginning and ending in the town of Taupo in the centre of the North Island.

I recently rolled up for my second visit to this event. I was one of nearly 8000 riders involved and, just like the previous year, I had great fun.

The ride starts early on a Saturday morning, and Taupo is about 3 3/4 hours' drive from Auckland. This means that you need to devote at least the Friday to travelling; but the result is a long weekend which is no bad thing. I boxed my bike, flew across the Tasman on Thursday afternoon (long live frequent flyer points!) and rented a huge station wagon. I stayed with a friend who lives in Auckland, went out for some pasta in the evening and a spin along the waterfront on Friday morning. After stocking up on food bars and tying up some loose ends of work, we drove up to Taupo to check in for the ride and our wonderfully daggy motel.

Picking up your ride kit on Friday evening brings home just what a large and well organised event this is. The Great Lake Centre and the park surrounding it seethe with activity. You can test your transponder (more on that later), win spot prizes (I picked up a big tin of Ergo Booster – very useful!), ogle Sarah Ulmer's bike and eat pasta on site.

The course used for the event starts and finishes in Taupo and travels anti-clockwise around the Lake – 160km for the lap.

There are several rides to choose from. The Classic is an elite road race in which there is money to be won, and the leading bunch usually breaks 4 hours. Then there are other events which are not true races, but where every rider gets an official time.

Absolute tragics can sign up for a 500km ride (the Super Enduro) or a simple 2 laps of the lake (the Enduro). The event that most serious riders tackle is the Solo – one lap of the lake. The 160km can also be done as a relay by teams of up to four.

Timing is done by means of a small transponder, worn on an ankle strap, that activates sensors when you pass over the start and finish lines. This means there is no need to be anxious about getting a good start, which is very lucky given the numbers involved.

Solo riders are asked to indicate roughly the time they expect to do, and are sorted into starting groups on that basis. The faster riders are sent off first to minimise congestion. Even so, the start is pretty hectic as the first two groups are full of fit people trying to do the best time they can. A few in the first group will

get round in less than 4 hr 20 min, which is really moving (and a qualifying time for the Classic). This year my target was to break 5 hours, and I put myself in the second group (those aiming for between 4:30 and 4:50).

We arrived at the start just before 7am, in time to get a parking spot and watch the Classic riders float up the first hill. Then it was time to pump up tyres, organise food and drink, search unsuccessfully for coffee (aargh!), and dash back to the car for my forgotten transponder (aaaargh!) before slipping into the starting pen. Eventually waves of riders started moving off, and finally the moment of truth arrived: time to ride.

The course begins with a small hill which everyone tackles at high speed (having been cooped up for half an hour in a state of mounting excitement). Then it's undulating country and the task is finding a rhythm and a bunch to ride in.

Out on the road, it's fairly serious business. Everyone in the second group is aiming for a fast time and focussed on getting around the course. There is little talking, but it's friendly and encouraging. There are one or two alarming manoeuvres – not everyone rides in a big bunch regularly – but generally the bike handling is pretty good.

The Lake is about 300m above sea level and the highest point on the course is a bit over 600m. The course is reasonably hilly, but nowhere near as challenging as the Alpine Classic or Fitz's Challenge (which had made me look pathetic a month earlier).

There are several substantial climbs and descents in the first 100km or so, as the course works its way to the west of the Lake and then winds south through the hills. This part of the course is quite a long way from the Lake and there are no water views. However, it is worth looking up from the wheel in front now and then, to see the snow-capped volcanoes of Tongariro National Park getting gradually closer.

Eventually the southern end of the lake is reached and there is a giddy descent to Tokaanu. The Tongariro River (famous for trout fishing) is crossed at Turangi. From there to the end is basically flat, except for the dreaded Hatepe Hill. Hatepe is not the biggest climb on the course but, coming after about 140km of riding, certainly feels like it. I used my triple to spin up (I had ridden all that way with the extra weight, so why not?). I was feeling quite tired here and not planning a major attack, but all the riders around me seemed to be going backwards.

From the top of Hatepe there is a fast descent to Lake level and then the pace gradually builds as riders realise there are only a few flat kilometres to go. The finish is in a park in the centre of Taupo – an interesting affair with a tight uphill bend followed by 50m across the grass to the line.

My official time for the ride was 4:45:13, well inside my target. I was placed 304th in the Solo event and 112th in the M35-44 age group, which may tell you something about how many fit riders do the event (and the wonderful detail of the published results!). I am confidently claiming the best time for a hairy-legged Australian on a steel framed bike.

Two things make the Taupo ride special.

First, the location. Well away from major cities, it has a ready-made 160km course almost entirely on country roads with sparse traffic and pleasant scenery. Nearly everyone has to come a long way to do the ride, but this adds to the atmosphere. It's a huge boost for local businesses, especially hotels, and the town really makes riders welcome. And for the riders it's a weekend away from home – a bit like going to a very sweaty music festival.

Secondly, the awesome level of organisation. The event swarms with cheerful volunteers who have everything under control. Food, drink and massage are available on site. Relay riders are whisked to and from their start/finish points.

The staggered start is a very important feature. For riders of my standard and better, it is possible to do a hard ride and strive for a PB without having to weave through families on mountain bikes.

All this organisation makes for happy riders, and the huge number of people becomes a good thing rather than a hassle. Out on the road, I didn't see a single episode of bad temper or aggression.

It really is a bit of a carnival. I will certainly do it again.

Finally, two cautionary notes. First, the event fills up all the accommodation in Taupo and the surrounding smaller towns. If you are thinking of going it is advisable to organise something well in advance. Secondly, while I have had glorious weather each time I have done the ride, New Zealand in spring can be rather variable. Pack clothing for all contingencies.

If you want to find out more, the event has a web site: <http://www.cyclechallenge.org.nz/>.

Geoffrey Kennett

On the road with the Captain

John Revesz ...tied to the whipping post



New members:

You will all start to see over the coming weeks and months new faces starting to appear within the club as new members begin to filter through into the bunches and onto the coffee shops. They arrive at our club with varying skill levels and experience. Pretty much on par, as to how, collectively, all of us have arrived at this club. I ask you all to welcome them with generosity and warmth. Our history shows examples of people who have learnt their cycling here, risen to be among the leading riders in the club and have offered their time and energy to keep the club rolling along. We just may have such contributors to the club amongst the new faces arriving. So, if they do something ill-considered in the bunch it won't be for wilfulness but for a lack of a full appreciation of their actions. That appreciation comes from experience and each and every one of us should be willing to offer their own by way of advice and encouragement in how to deal with the various situations that occur in a bunch. The truth of the matter is that we were all (maybe still are in some way or other) bike dorks at some stage so despite how apparently silly someone's actions may be, attitude won't rectify the situation as well as constructive advice will. Count to a thousand if you have to or speak to me about it but please keep a lid on it and just tell them how to do things properly. I'll include mugshots with names in coming issues so you can really link the crime to a face.

Having said that, the current protocol for new members is that they are initially required to ride in a new members group that has now been up and running for several weeks. Initially, this is to assess their immediate riding and bunch skills and secondly, as a venue to continue attending until they may be introduced to the bunch. I am also hopeful of being able to allocate a riding partner for at least the first few weeks of a new member joining in with the bunch but time will tell. Within the next month or two I aim to be able to open the rides to the newer current members who may feel they could benefit from a better basic understanding of riding and bunch skills.

If you wish to introduce friends to join or ride with the club please maintain the process in place by getting them to make initial contact with myself via George Schneller.

Congratulations 1

Fantastic result for the NSW Masters Team Pursuit – Silver Medal

Congratulations 2

Canberra Tour – An all encompassing congrats here. A trawl through the results show some pretty tidy efforts were well rewarded.

Snowy tour:

Not wishing to steal Richard's thunder but at short notice I joined the snowy tour. Great hosts, cheap accommodation, great support on the road, almost no cars, no potholes (only roadkill), clean air that

made most people cough, much joking, and people who should be required to wear an extra 10 kgs going up hills (Tim Williams). The day after and my legs have never been more sore. Thanks to all who helped make this weekend too short. Commiserations to those who didn't go.

Get Well Pete Scott. Unfortunately, another one of those horrible reminders to us all that being attentive to the road is our first priority. Sometimes, that's not enough. Pete managed to miss a car whose driver thought it was appropriate to do a three point turn across double yellow lines on a blind corner of the downhill corkscrew at Queens Park. The problem was after he got past the car. Think last years TdF, think high siding it Beloki style and you're already thinking ouch.

Fortunately, it looks like just a big dose of ouch.

Unfortunately, no updates on the bike.

Just about the time you read this month's newsletter I will be on holidays for the rest of it. Enjoy your riding, keep safe and see you again in April.

John



SCC clothing available!

Clothing can be picked up 7 days a week between the hours of 10.00am and 4.00pm from the Colombian Hotel on corner of Oxford and Crown Streets, Darlinghurst.

Alternatively it can be mailed.

Mobile: 0419 700 101 Work: 9360 2151

Email: david @kinselas.com.au

David

Regular Rides

DAY	TIME	VENUE	COMMENTS
Tuesday	06:00	Cannons	Watsons Bay hills ride, approximately 25km. Eastern Suburbs hills and in-between flat bits. Faster riders wait up at the top of Military Road for new kids/the hill-challenged. Back at approximately 7:00am Bondi Junction.
Wednesday	06:00	Cannons	Very fluid, up to who turns up to find riding buddies – maybe brisk laps of the park, or a 35km circuit round the Eastern Suburbs.
Thursday	06:00	Cannons	La Perouse via Anzac Pde and Malabar, approximately 35km. Fast clip (35-40ish) with three even faster (40-55km) intervals, back in the park around 7:00am. We wait up for training enthusiasts but not quite as religiously as Tuesday.
Friday	06:00	Cannons	Invariably some SCC riders in the park doing easy recovery laps before the harder weekend rides.
Saturday	06:30	Cannons	La Perouse ride, 45km. Three bunches leave the park rolling easily until Foreshore, then the first two bunches pick up the pace at La Perouse for the run home via Maroubra Beach with a paceline developing along Anzac Parade. Third bunch does the same route at a slightly slower pace with an emphasis on bunch riding. All round off back in the park for coffee about 8:20am or Regular Time Trials, Criteriums or Road Races as per published calendar in latest newsletter. At the conclusion of TT's all members are invited to attend a bunch training skill session, starting at 7:45am at the Cannons.
Sunday	06:30	Cannons	Waterfall ride, 90km+. Medium to hard ride, out at 28-35km, some turn round at Sutherland (60km). At Waterfall, smaller groups sometimes go on to Stanwell Tops (120km) or back through the Royal National Park (110km). Main bunch U-turns, pacelines back to Sutherland, collects the stragglers, then a fast ride back to the park for breakfast. Or a more medium paced ride, medium/average fitness level. Same route as above or maybe Short or Long Cronulla (60-70km), Kurnell or Cape Solander (80-90km) or maybe even Sutherland, then back via Como and Hurstville (70km). All rides finish back in the park for breakfast (approximately 9:30am).
First Sunday of the month	06:30	Cannons	Club Jersey Ride 100km+, 2-3 different paced bunches head north to Akuna Bay via Wakehurst Parkway and Church Point. Keener riders can opt to take the turn off to West Head. Those wanting to miss the hills and take it a bit easier skip the Akuna Bay turn off and regroup at the top of McCarrs Creek Road. The ride returns to the Park via Forrest Way and the Spit. Coffee options are decided on the day.

All rides leave from the appropriate venue in Centennial Park unless otherwise specified. For club events, please ensure that you either turn up to handle when rostered or find a replacement. Dates for the NSWCF Open races are subject to confirmation.

The Sydney Cycling Club does not take responsibility for the conduct or safety of the training rides detailed on this program. Training can be dangerous and you do so at your own risk.

Tour Secretary's Report

Richard Dodds



Hi everyone. The Wollongong and Snowy Tours were run in February and I'm pleased to say the feedback has been very positive.

Wollongong Tour Report

On the 15th of Feb a bunch of 10 SCC riders headed out on the Wollongong day tour. What a great day's riding it was. Despite the extreme temperatures predicted, conditions turned out to be just hot instead of stinking-hot, which was a blessing considering the hilly terrain. And you know when I say hilly I mean it – Bulli pass was challenging for even the most well prepared riders.

This year the route to Wollongong was different to last year. Owing to the road closure along our usual coastal route we headed down to Wollongong along the old Princess Hwy then down the coastal escarpment via Bulli Pass. Some sections of Bulli pass are signed with a 1 in 6 gradient....ouch! This has got to be one of the most awesome descents and most gruelling ascents I've ever done.

Here's what some of our tourers had to say:

"Do your forearm exercises in preparation for the long hard braking section as you descend Bulli pass. Special awards should be given out at the End-of-Year dinner for those members who attempted Bulli Pass. The term hill should be used lightly, and thank goodness for trains is all I can say!"
Vikki Bishop

"I thought you were 'yanking my chain' when you asked us to paceline shortly after reaching the top of Bulli Pass, however, you weren't. It turned out to be a good idea, even though I struggled to hang on." *Grant Chellew*

"First time I have been to Wollongong but DEFINITELY not the last.....Bulli pass...one word....MOTHER!!!"
Amber Jenkins

Well that about sums it up for the 'Gong tour. Geez, I think I may almost qualify for the Mongrel award this year?



Lumby makes a point (again).

Snowy Tour Report

At the time of writing I'm still collecting peoples stories and photos from the weekend. Expect a full report in next months newsletter.

Our Next Tours

Wyong Day Tour

In April I'll be running the Wyong Day Tour.

The ride to Wyong is a good one if you have some distance in your legs. We leave from Centennial Park at 6:30am (from the cannons), head north to Hornsby then through the Galston Gorge on our way to Wiseman's Ferry. This is the halfway mark. There is a café at Wiseman's where you can get a great coffee and fill up in preparation for another 85km to Wyong.

The route from Wiseman's Ferry follows the Hawkesbury river east before we climb up the range to Central Mangrove and then on to Wyong via Warramalong. The scheduled arrival time at Wyong is 2:30-3:00pm. We return to Sydney by train. The only cost is your lunch and the return trip on the train (about a \$10 fare).

This is a 170km ride. The terrain is undulating and Galston Gorge and Central Mangrove are solid climbs.

If you are thinking of coming along please be prepared. If you can ride from Centennial Park to Waterfall and back with B-bunch and still have some left in the tank then you should be fine as long as you eat well on the ride. If you ride in C-bunch most of the time then you will need to have done some special training to get through

this Tour and enjoy it. This might include training rides to Waterfall with a good dose of hill work during the week. I'd like to see as many people turn up for this tour as possible but please be realistic about your current form, it's a long and expensive taxi ride home if your legs are gone by Wiseman's Ferry. At this stage we have no sag wagon so make sure your bike is going to do the distance.

Kangaroo Valley Tour

May is time for one of my favourite Tours, Kangaroo Valley! And this year it doesn't clash with the Bathurst Women's tour so I want to see a record turn-out from the girls!

If you have not been to KV yet then don't miss it this year, it's a great weekend away offering some beautiful and challenging riding through the valley and up into the Southern Highlands. Excellent pubs, cafes, craft shops, restaurants, and Alan Revell! What can I say, this tour has it all! Details of this tour are listed below.

If you missed going on this year's Snowy Tour then start making plans for May...KV rocks! Please send all tour enquiries to me via e-mail rads102@hotmail.com.

See you on the bike.

Cheers,

Richard

Tours at a glance

April 4

Wyong Day Tour, 170km

May 1-2

Kangaroo Valley Two-Day Tour,
120-170km Sat + 60-80km Sun

June 26-27

Hunter Valley Two-Day Tour, 125km
Sat + 90km Sun

October 30-31

SCC Canberra Two-Day Tour,
125km + 90km

November 28

Patonga One Day Tour, 160km



Great New Zealand Bike Ride Report

By Malcolm Wade

For something different this year I decided to forgo my annual NSW Bike Ride 'leave pass' in favour of the Bicycle Victoria organised Great New Zealand Bike Ride. This ride started near Mount Cook in the centre of the South Island, went south to Queenstown before turning northwards to come back up the west coast to finish at Greymouth.

After flying into Christchurch on the Friday and then being bussed to Lake Tekapo on the Saturday your correspondent and sole Sydney CC entry pitched his tent, located his bike which had been shipped in earlier, reassembled it, and then went for a quiet leg stretch ride. The weather was dry, cool and very windy. The scenery on the shore of the lake was quite spectacular with snow topped mountains all around.

Day 2. Lake Tekapo to Glentanner, 94km.

As is always the case, the first day on the road is always a bit of a mad rush as people want to get on the road. About 7:45 I joined the masses leaving the campsite on the ride to Glentanner Resort, a large sheep station in the shadow of Mount Cook. Although cool, there was not a cloud in the sky. The first 30km were basically flat with the road running alongside one of the 50m wide Hydro Electric water channels in the area. These channels take water from one power station to the next so the access roads alongside them are superb and flat and have virtually no traffic on them except for the occasional fisherman searching for that elusive spot where the Salmon lie. At the end of the road the water was piped down to the next electricity station on Lake Pukaki whereas we just had to plummet down the road to the bottom.

After a stop for 'lunch' (9:30) at the visitor centre next to the dam we headed up the western shore of the lake to the Glentanner Resort at the head of Lake Pukaki where we were to camp for the night. This road crossed many wide rivers, a feature we would see

for the whole ride. These rivers take the melting snow and glacial runoff from the mountains down to the lakes and can be several hundred metres wide and are full of rocks and gravel. The bridges over these are typically single track so you have to pay attention to who has the right of way as you approach them. When I arrived at the campsite our luggage trucks had not yet arrived so I continued on up the road towards Mount Cook to take in the view. By the time I returned the trucks had arrived and I was able to grab my bag, setup my tent, get cleaned up and relax for the rest of the afternoon in the sun watching the planes and helicopters taking groups of cyclists up to see the glaciers. I even went on a horse ride which gave me an ever better view of the local surrounds.

Day 3. Glentanner to Omarama, 93km.

After a cold night at Glentanner the route today took us back down the road we had come up the previous day along the lakeside. Turning right at the bottom of the road this time and then right again to ride alongside another Hydro Electric water channel we all rode along under a cloudless sky. The colour of the water is quite amazing; a combination of glacial slurry and the way the light refracts off the water turns it a grey-blue colour.

I stopped for lunch and a coffee at Twizel before moving on to Omarama for the night, again passing more hydro electric channels and lakes. The final 20km were slightly downhill which, with the good road surface meant I was flying along at just under 40kph. Once in town I stopped for the obligatory coffee at the local café before heading to the campsite to setup for the rest of the day.

Omarama is the gliding capital of the Southern Island and all afternoon we had gliders taking off and landing a kilometre or so away. As the light started to fail about 8:30pm one of the performance gliders treated us to some acrobatics over the campsite including a silent low level pass just meters over our heads.

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Day 4. Omarama to Cromwell, 114km.

With the first two warm-up days behind us, this day was the first of the more serious days on the ride. The first challenge of the day was Lindis Pass (971m). From the campsite at 400m the route map showed it to be all uphill for the first 32km. The climb turned out to be pretty gentle with the road meandering up through the valley and it was really only the last 5km or so where the gradient steepened to a serious climb that had me grabbing the 25.

Over the top and the road plunged downwards for 20km or so where I stopped for lunch. It was during this descent the wind started picking up and it became obvious it was going to strengthen into a strong headwind for the afternoon. I found a good group to ride with for the rest of the day which, after a quick coffee stop, was along the side of Lake Dunstan. The headwind was quite severe and as a group we all worked together to make it easier for all in the group; even so, sometimes our speed was down to 20kph as we battled along the side of the lake.

The campsite at Cromwell was several kilometres out of town so after setting up camp we bussed back in to have a look around in the afternoon. Not too much to see but a pleasant pub was found on the lakeside to start that all important re-hydration process before heading back to the campsite for dinner.

Day 5. Cromwell to Queenstown, 71km.

Day 5 had us heading out of town towards Arrowtown and Queenstown with the initial route taking us all through Kawarau Gorge, famous for Jet boating and the original Hackett Bungy jump site. After the previous days of Alpine scenery it was nice to now be riding through gorges and tree lined roads. A group of us stopped to have a look at the jump site before continuing on to Arrowtown for 'lunch' and then it was along and mostly downhill to Queenstown, passing the turnoff to Coronet Peak, a famous ski resort en route.

After pitching my tent I went down into the main township of Queenstown. Queenstown is not named the adventure capital of the world for nothing. Every second shop is selling adventure tours; Bungy Jumping, Jet Boating, Sky Diving, Rafting and the latest craze where you hang onto a sort of thick boogy board and then surf through the gorges on it. I booked my rest day tour, and then took an afternoon cruise up the lake on the TSS Earnslaw, a 90 year old coal fired paddle steamer which used to spend all its time circumnavigating each arm of the lake. Nowadays it's used as a tourist attraction running boatloads back and forth from a large sheep station 45 minutes away.

Day 6. Queenstown rest day.

Feeling a little under the weather with a chest cold I stayed off the bike for the rest day, instead taking a full day Jet Boat and 'Funyak' adventure tour up the Dart River; about 45 minutes drive from Queenstown. This area was used in a number of scenes for the Lord of the Rings, obviously without the fast boats and little red blow-up canoes! I had a great day in the sun, relaxing and taking in the spectacular scenery whilst paddling down the river after blasting up it in a Jet boat.

Day 7. Queenstown to Wanaka, 71km.

The ride today promised to be a tough one. 20km out of Queenstown the route took a major turn up over the Crown Range. This climb rises 700m over 10km, the initial part of the road switchbacks up a steep hillside, then settles for a few kilometres before attacking the final section to the top. This climb was very hard but rewarding at the end and even though I stopped a number of times to admire the view (yeah right!) I made it to the top in one piece. Food was provided here but it was blowing pretty hard and pretty cold so after stopping briefly I stuck the food in the back pockets and dropped over the top and plunged down the other side. 15km later we stopped at the small community of Cardrona where not only was there a great old pub but also



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a very good Café that was doing a roaring trade in coffee and warm food including a BBQ outside. After sampling their goods the group I was with made their way onto our stop for the night, Wanaka.

Being early as always we stopped in town to sample the coffee and pastries there then made our way to the campsite by the lakeside where the luggage trucks had just showed up. The afternoon was spent enjoying the sunshine and this time, we were buzzed by what looked like a NZ Air force jet trainer that performed some aerobatics above the campsite. After dinner it was time to catch the outdoor movie for the night, the latest version of The Italian Job.

Day 8. Wanaka to Makarora, 66km.

This day was pretty horrible. As we left Wanaka the rain started falling and it didn't really stop for the rest of that day and night. With the low temperatures and fresh snow on the local hilltops from the night before the ride along the side of Lake Hawea and Lake Wanaka which should have been wonderfully scenic and a great ride was pretty cold and miserable, not helped by lunch being a frozen quiche! I was pretty happy to see our stop for the day, Makarora, and after pitching my tent on a piece of rocky ground and getting cleaned up I, along with most of the other riders, moved across the road to the new aircraft hanger where the local community had put on a BBQ of local lamb, beef and venison. Suitably warmed up we all spent the rest of the day in there, watching the rain fall.

Day 9. Makarora to Haast, 88km.

The previous day might have been the worst; this day turned out to be one of the best. The rain had stopped overnight but the

weather still looked threatening as I left the campsite the following morning. Haast Pass was 20km up the road but, even though it was drizzling, was not a bad climb of about 250m. At the top people were standing around in the mist, steaming after their efforts of the climb. It was quite a sight to see.

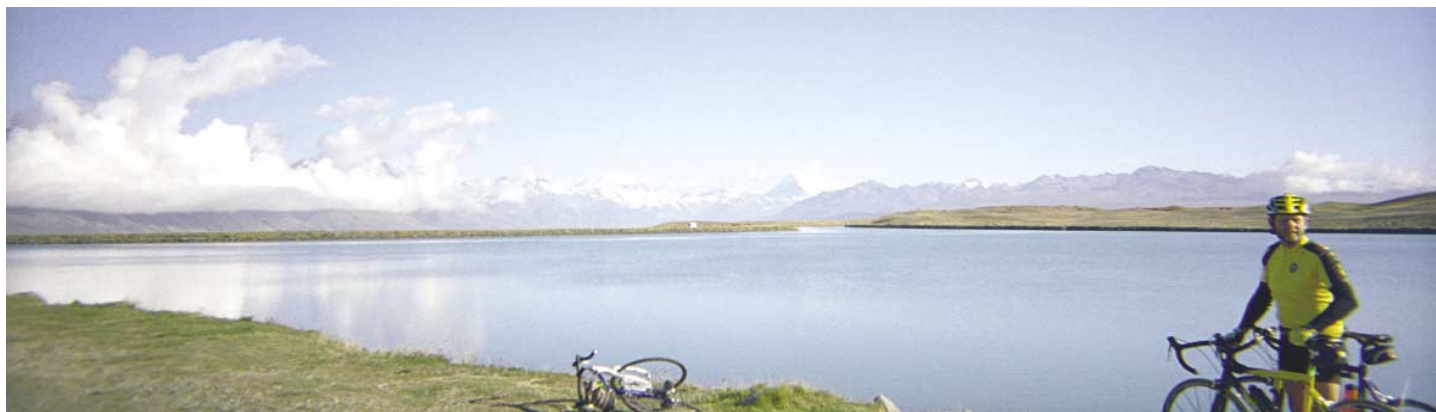
The descent down the other side was extremely steep in sections and I managed to pinch flat the rear on the last of four cattle grids which in NZ have nasty raised bolt heads. I discovered the puncture as I braked into the next left hand bend doing about 50kph so stopping the bike was an interesting affair! Tube changed I continued down the hill, checking out a stunning waterfall cascading down into the river next to the road. Further down the hill I stopped at the designated lunch stop to refuel, then continued on towards Haast along the side of the Haast River which is very wide flowing at this point. By now the sun had come out and the wind was at my back so I coasted along just admiring the fantastic scenery.

With all the rain, our campsite had been moved to the local, little used (luckily!) airstrip so we setup our tents, cleaned up, put the wet clothing out to dry and then moved to the local pub for more of that all important re-hydration process along with sampling the local seafood.

Day 10. Haast to Fox Glacier, 120km.

This day was designated the second rest day with the option of riding instead so some of the 1100 riders caught buses, the rest of us rode. The route today was different to anything we'd seen so far. The ride was costal and headed northwards towards Fox Glacier and although the route guide showed it to be pretty flat there were a number of short sharp climbs early on to take the

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punch out of our legs for the rest of the day before the road settled and we travelled through various forests, even passing a working sheep shearing shed. By the time I got to Fox I was pretty wasted and needed an urgent food intake at the local café.

That evening the rain re-appeared so a number of us stayed in the campsite watching the provided entertainment.

Day 11. Fox Glacier to Harihari, 89km.

The initial set of climbs out of Fox Glacier stretched cold muscles to the max. Right from the outset we were faced with 3 sharp climbs and then descents before settling into a fairly flat route, passing through Franz Josef and then heading inland through forests. After the lunch stop the road followed the river before climbing over the final range and dropping down into Harihari. Early as always, we re-hydrated in the local pub before arriving at the campsite to find our luggage running late due to a broken down prime mover. With nothing much else to do we sat around in the sun until 5pm when the truck finally showed. Then it was time to pitch the tent and take a swim in the local school swimming pool before our evening meal.

Day 12. Harihari to Hokitika, 74km.

In all the years I've been doing these sorts of rides I have never had to pack up a tent in the rain. Today was a first and people in the campsite were slow to get going this morning. The rain started overnight and was falling steadily as I packed up my belongings and put my bag into the luggage truck before cycling out of town. Not a good sign and it really didn't get any better for the 74km trip to Hokitika. Even with a strongish tail wind the rain was sheeting across the road in places and, although reasonably warm the ride was not much fun. Needless to say my stop at the lunch stop was brief, then it was on to our final campsite for the trip.

There had been enough rain that day to flood the proposed campsite and I had already made a decision to get some alternative accommodation for the night. As it turned out everyone else had the same idea and I spent the night on the local pub floor with a dozen other cyclists!

Day 13. Hokitika to Greymouth, 45km.

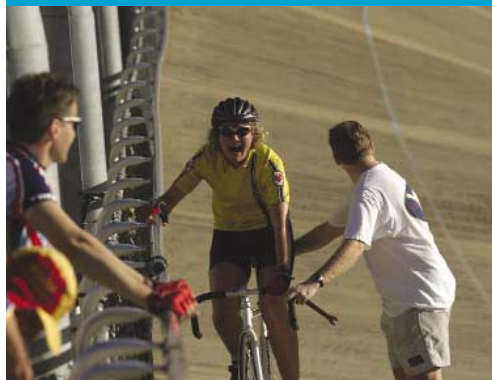
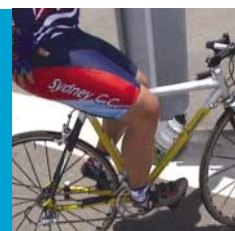
Rousing myself from the dry pub floor I packed up, took advantage of the cooked breakfast and hit the road a bit later than normal. Today was going to be an interesting day with only a short ride to the finish. It rained a little en-route but was dry at the finish, then it was into the queue to clean and box the bikes ready for their trip home to Australia. After that it was on to the railway station where some of us had elected to take the world famous TranzAlpine train journey back over Arthur's Pass to Christchurch. Unfortunately the mist and rain closed in again and the trip over the pass was nowhere near as spectacular as it should have been. Even so, the 4 hour train trip with room to move around and refreshments available was better than the equivalent bus trip!

New Zealand proved to be a fantastic place to cycle. The roads were great and the scenery varied and very different to anywhere else I have been. The weather can be fickle and cool but pick the right time of year and you'll not be disappointed. I would like to head back there one day, not necessarily to camp but there were enough B&B's, pub accommodation or motel rooms available to make another cycle tour of the South Island an easy prospect. If anyone wants anymore information, give me a yell.



Race Secretary's Report

Tim Rice



COME and TRY TRACK DAY

So you always had an inkling that "The Track" would be exciting, fun, exhilarating and challenging! Well, you are so right! A great time was had by all who tried out the velodrome at Tempe on 21st February. There were riders who had been there and done it before and absolute beginners like me. At first it all seemed pretty daunting and dangerous to get up onto the banking but with all the support and encouragement we got, at the end of the session not only did we manage to ride comfortably in the velodrome, we were also riding in track pacelines, practiced standing starts and even challenged each other to a one lap timetrial! Tim Faster-Than-A-Bullet-Rice made it all look so easy with his fabulous style. The only sad thing about the day was that it came to an end so soon.....but I believe THERE IS MORE!

I would like to thank Jamie Bedford, Alex Simmons and Tanya Bosch for organising the day and, as always and yet again, for their kindness, help, encouragement and training. It is great people like these that make this club so special.

Nesrin Varol



A good turn out for SCC at Heffron Park.

Pain, pain and more pain...!

This race is nothing but pain, pain and more pain! Three and a half minutes at your maximum sustainable power and your HR averaging 5 beats less than your max. Despite this, five SCC riders signed on to contest the NSW State Masters Club Team Pursuit Championships.

The Club has entered a team in this event only three times to my knowledge, with the first being in 1998. In recent times, we have been successful in winning a Bronze and Silver medals, so our expectations this year were high.

With only a very small number of members riding the track, there were few riders to choose from when selecting the team, five in all. Having said this, the fitness level of these five riders was high, with three out of the five riders having ridden sub 5:10 for the recent 1 lap TT, and one of them, Peter Montford riding a sub 4:55!

So, Peter, Dan O'Callaghan, Tim Rice, Alex Simmons and myself got together for a friendly roll around Dunc Gray 3 weeks before the event. This was the only opportunity we had to ride as a group. Everyone had been working on their own individual fitness, so it was simply a matter of how we rode as a team at race pace. Anyway, the session was fruitful and we all felt quietly confident about our prospects.

Almost harder than the two rides ahead of us, was the unenviable task of selecting four riders and axing one of your mates. Seems simple on the outside, not so simple on the inside. In any case a decision was made to leave Alex as our "reserve". Winning silver last year, meant we were seeded second last, giving us the opportunity to see all the other times bar one. Right now, we knew we had to better 3:39 and this looked to be a cake walk. Not so. Yes we did beat it, but by only 0.6 secs! Despite everyone feeling this wasn't our best ride, this got us into the ride off for the Gold.



Again we had to consider who to ride in the final. Alex unfortunately found himself on the bench. To his credit, Alex took it on the chin, put a schedule together for the final, and put his race wheels on Dan's bike. Thanks Teflon, big ticker.

We had a plan, go out hard and blow them away.

We did exactly that, with laps 2 and 3 done at 58kph, we put in a winning gap and settled into race pace at 53kph.

Alex was "walking the line" to indicate where we were in relation to our competition. I'd just finished my second turn with 3 laps to go and I saw Alex 20 metres "up". I couldn't believe it, so I glanced up and saw Parramatta in the middle of the bend ahead and we were already in the straight. We had them, or so I thought.....

Ten metres later (or about 0.8 secs), I heard the unmistakable sound of rider(s) and bike(s) out of control and hitting the boards! I looked up from last wheel and saw a falling rider with Tim directly in front of me taking evasive action. I realised our second wheel was skidding along the boards as he touched the wheel in front. I followed Tim to the left as he ran over the arm or leg of the rider and then his hand or foot glancing me as I struggled to veer left and stay

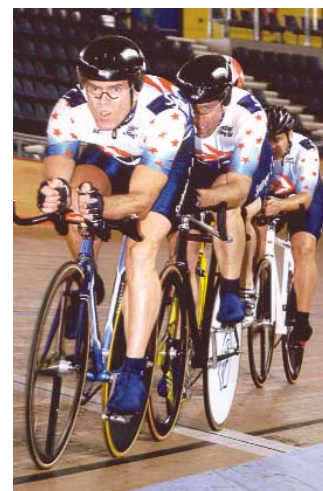
upright. You have to remember, four riders going 53kph only centimetres from one another's wheels and all on aero bars and no way of stopping means reflexes take over when something goes wrong.

Now down to three riders and rhythm/momentum shattered, we pulled ourselves back together to finish the last 3 laps only 1sec down on the winners.

Ca la Vie

There's always next year!

Phil McKnight



Sydney Cycling Club Committee 2004

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