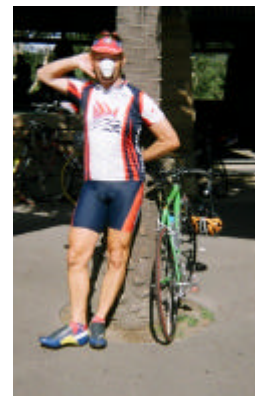


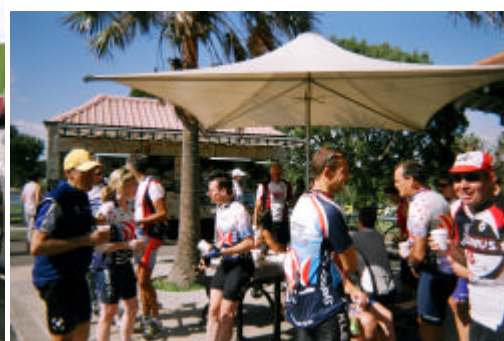
The Sydney Cyclist

February 2005

Australia Day Ride 2005



The club's Australia Day ride took in the Captain Cook memorial at Kurnell, onward to Cape Solander and back to the park with around 40 riders participating.



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Presidential Address

Welcome back to all of you that have been away over the December /January holiday period. There are a few things on the go at the moment which I'm sure the race secretary Tim will include in his article. Unfortunately Cycling Australia is slowing us a little as they have run out of commissionaire kits. Hopefully all will be ready by the start of the racing season.

A little bit off topic, I have been noticing some interesting bike setups recently whilst riding in the bunches, so I thought I would share a few insights into the art of balancing your bicycle. Of course, you can skip this column and go straight to the interesting stuff, but I would recommend you at least have a quick glance through some of what I have to say before moving on.

Balancing your body weight on a bicycle is probably the single most important ingredient to keeping yourself upright and off the asphalt. Balance not only involves the side to side forces you need to conquer to stay upright but also, very importantly, the weight distribution between your front and rear wheels.

First test, find a white line such as a lane marker or similar. Usually these lines are between 6 and 10 cm wide. Try and ride on the line for 30 metres. If you can't ride on that line for 30 metres you need to talk to Barry Dosey or myself to see if we can rectify your riding style.

Test 2 - Breaking. During hard braking your front brake slows you much more effectively than the rear. Balance becomes an issue when the front brake is applied in an emergency stop. Your weight is thrown forward or, worst case, over the handlebars. Try to pick an area where you can reach a speed of 30kph then stop as quickly as possible whilst moving your weight back as far as possible on the bike. If you lock the rear brake or can't stop within 10 metres, again contact Barry or myself. (Locking the front brake is very rare unless on a loose surface)

Your position on the bike also dictates the handling characteristics of your bicycle. Without sufficient weight on the handlebars your bike will be twitchy (doesn't feel stable in the front end). Too much weight will make it light in the rear (back wheel jumping on bumps etc). The higher you ride your handlebars and stem the more weight you put on the back of the bike and suffer the related handling problems. You would need to have a very radical position to put too much weight on the front.

Unfortunately, there are more riders who don't understand the balance of their bike than those that do. Robbie McEwen is the fastest around that last corner because he has exceptional balance. All pro sprinters have great balance - you have to if you want to rub shoulders at 80kph, but Robbie is just that much better. One-handed wheel stands on a racing bike is not something I will be trying anytime soon.

If this column has been a bit heavy-handed I apologise, but I have seen too many near misses recently to ignore this issue. Skills-training can be arranged by emailing me.

Jamie

Racing Meeting
15 Gould Street
North Bondi
Thursday 10th Feb
6.30pm

The plan is to convert all of our good work and placings in 2004 to a few more race wins in 2005. Team work, planning and tactics will help us convert the obvious talent in the club to some podiums and hopefully some good wins. If you're going to race opens this year and this date and time does not suit, email me on bikeboy@ozemail.com.au and I will try another date. It is important that we get as many racers as possible together for this meeting to be a success. Please RSVP if you can make it.

Race Secretary's Report

Lot's of news so I will get straight into it...

SCC CLUB RACING

Well I'm pleased to report that it's back on and the calendar of events is now up on our website. The first event will be an 8km TT (4 laps of Heffron) so please e-mail your entries ASAP. I'm hoping for about 40 starters spread evenly over all grades (A, B, C & D)

You should have received an 'all club' email explaining how the championship points will work but if confused – ask me ! The aim is to reward 'the best' rider not the most consistent.

As with previous years if there is an event you would prefer to handle let me know and I will pencil you in (remember its easy points) otherwise I will start to allocate/notify people.

SCC OPEN RACING

Contained in this newsletter is information about a proposed meeting to discuss 'team' racing. Obviously we (and our sponsor) are keen to see Kinselas Jersey's on the podium. So, if interested, come along and hear what Jamie (and others) have to say. In the next few weeks I will be doing the CNSW grading (for the club) and can structure it in such a way that groups of people (teams) get similar grades/handicaps.

I'm not going to go though all the results for the past months (as you are kept well informed by the weekly racing round-up – thanks Grant), but I would like to point out one major effort that deserves comment.



Steve Orfanos (pictured left) competed in the 'Jayco Bay Crit Series' down in Melbourne and by all accounts worked his arse off and came away with a newfound respect for many of his fellow racers. I'll try and get a few words from him about the weeklong event for the next issue.

CNSW GRADING

As mentioned above, in the next few weeks I have to 'grade' every club member (that holds a racing licence). Within reason if you feel you were harshly graded last year let me know and I will try and get it adjusted. Otherwise I will take into consideration last year's efforts (in both club and open events) and submit the grades. I will make every effort to group riders to try and get teams of about 6 or more together.

LICENCES

Come on - you have had plenty of warning and time – if you have not renewed please do so TODAY. It takes only a few minutes and it will save a lot of hassles on race days. Please note (unlike previous years) only 'racing' members will be permitted to compete in the SCC club races, so if your are a 'social' member and would like to give the club races a go please contact George to upgrade you.

SUPPORT

I've not really touched on this one before but as a habitual racer it's great to have some support at events – especially the track (Dunc Gray Velodrome). The NSW Teams Pursuit Championships are on next Saturday (5/2/05) from 4:30pm onwards. We have a real chance of winning the Gold and you screaming your lungs out may just get us over the line that touch quicker. If you have never been to a Track Carnival - you should - there's heaps of excitement, usually a few World and Olympic champions, probably a few spills and plenty of thrills. If you can't make it to the track, try and get to Heffron on Saturday afternoons and support your team members. Take it from me you don't have to be racing to learn. Many valuable insights have been gained by watching a race unfold from the sidelines.

NEW ENTRY SYSTEM

Please remember, there is a new system for 'open entries'. Very simply, enter yourself via CNSW website, print/keep your receipt, record any prize money won and submit all receipts at the end of August for reimbursement. If you need a hand or want advice about which events to enter by all means talk to myself, Jamie or any of the other 'regular open racers'.

Till next month good luck with any races you contest and as always if unsure ask me. Tim

Club Captain's Report

Christmas Rides

It was a promising sign for 2005 to see a significant turn-out for a normal Sunday ride in early January – it augurs well for the year!

From all reports this level of interest correlated with the spirited Christmas/New Year rides commencing in style with the Alan Lumb led Christmas Day ride.

This ride has become a SCC tradition and again was well supported.

Whilst I had Santa commitments on Xmas day, I partook in part of the "Boxing Day Test" Ride – however, like the touring Pakistanis and "King Mario" on le tour, I was out early and well before lunch, turning at Waterfall and returning with a small but spirited bunch.

Grant (Chellew) led a substantial and enthused stream of satisfied riders onwards through the picturesque Stanwell Tops precinct with some success at denting the festive excesses and flattening the more serious climbs.



The Cronulla/Cape Solander ride unfortunately started off with a bang (literally) with a colossal, thundering rain-storm menacing and mercilessly mutilating the large peleton well before the superfluous jet

fuel of the inbound 6.40am Honolulu Qantas Boeing 747-400 had time to pervade the flared nostrils of the SCC pack. Fortunately, fortune shone on the brave (or cavalier as the case may be) who pushed on regardless, sunshine winning out from the Shire entrance to the end of the ride.

Whilst reports are sketchy, unconfirmed and perhaps over-zealous it has been suggested that future Palm Beach rides be titled "the Raisin Run" due to the exploits of one particular member on this year's ride. It has been alleged that at the Palm Beach stop this particular veteran, whose identity cannot be disclosed as he is extremely well-connected, shamelessly devoured a vineyard of raisin bread whilst casually ordering a

"skinny half-caff venti mocha, no foam with a twist and two" (WHAT THE)! Although goaded and mocked by his sinewy, Powerbar munching colleagues, this unusual, mid-ride carb-load purportedly work wonders.



Whilst peculiar, thunder-like rumblings were heard as the bunch retreated from the peninsular, it was reported that the plumped-up veteran bounded over the wooded climbs and out of God's country like some galloping, 'roid infused gazelle! Well that's the story anyway (with just a hint of poetic licence).

Many thanks to Alan Lumb for leading out with another successful Christmas Day ride and to Meg, Grant, Jamie, other ride leaders and participating members for making these rides as enjoyable as they were.

And now with the New Year upon us, resolutions already broke but big plans ahead, 2005 dawns for many as the year of great expectations. Building on the generous toils of many and subsequent SCC successes of last year the fruits of this labor will no doubt include continued satisfaction on training rides, even greater participation in road and track racing, and a successful tour schedule.

Club Captain's Report (cont'd)

The B Bunch

With an invigorated and diverse club come many positives but also pressures. Already it has been suggested that Saturday's B bunch, in particular, is too large. I do not necessarily share this view – having cycled in fun and satisfying larger pelotons – but sense that occasionally the polarity of expectation, skill and fitness can be significant. Sometimes it seems forgotten that many riders use Saturday's ride as a key training session and have a strong desire to keep up the pace. No doubt that in that same bunch there is some wanting to conserve their energy as they may be returning from time off the bike, saving their legs for the next day or a looming race or whatever.

It is not a bad problem to have as it demonstrates the diversity of the club. Without a definitive solution, we will try some things on occasions this year including:

- ◆ splitting the B bunch before we head out so we have 4 levels – A, B1, B2 and C – the B1 bunch will be pushed a little harder
- ◆ keeping a steady but still testing pace in the C bunch
- ◆ encouraging fringe candidates into the A bunch – if you can't hang on you can always pick up the following bunch

The key to being satisfied within the naturally larger "average" B bunch though is probably more about being tolerant as it will always be a diverse group.

Tyres & Punctures

I know the topic of tyres and punctures is well covered in "Cycling 101" and perhaps a rather dry and tedious subject but have been asked to run a small note on this important area of maintenance (switch to the centerfold section now if you feel the eyes getting heavy). To the inevitabilities of death and taxes (and Lance in yellow), cyclists add getting flats. The sad truth is, the more you cycle, the more flats you get. It's a good idea to try to prevent getting flats so you won't have to deal with the annoyance and inconvenience of repair (and your buddies won't get annoyed with you too). If you aren't prepared, a flat tyre can leave you stranded, worse still, a deflated tyre can cause you to crash and in bunch rides that can be potentially disastrous.

Below are some tips I found on how to prevent flats, or at least to increase your chances of avoiding them.

1. Buy right – all bike shops have tyres from various manufacturers with varying levels of puncture resistance. Do your own research first and then ask the shop for their advice. Tyre liners can also be a valuable investment.
2. Check tyres regularly. Check for wear, deterioration, and foreign material while at home in good light. If you find something wrong at home, fix or replace before you head out. Simply avoid riding on tyres that should be replaced – it is not worth it!

3. Inflate your tyres to the required pressure. Find the max pressure on the tyre label and inflate your tyres to that pressure before every ride. If you can, do this the night before and then check on the morning before your ride so you know there is no slow leak.

4. Avoid glass and rocks, sandy piles and gravel. Easy to say, sometimes hard to do. Small piles of sand and fine gravel usually wash there by rain. These areas collect little slivers of glass and may hide other foreign material. Call, and encourage your buddies to call if they see glass or other foreign material on the road.

6. Brush off tyres regularly, especially after riding through any of the above. Skilled riders can brush off their tyres while riding, but it's not something you should try if you don't know how – if you don't ask someone who does.

Preventing flats is not luck. I know everyone is going to have them, but most alert, experienced riders have very few. If you apply these tips to your riding knowledge, you too will have fewer flats . . . and that equates to more pleasurable rides for all.

Barry

Tour Secretary's Report

Happy New Year to all (albeit a little belated). I hope you have all had time off work over the holiday season to enjoy some riding and are getting fit for the Tours and maybe even some racing for 2005.

Yes, Doddsy has taken on the Tour Secretary role once again, making 2005 my fourth year in office. Its nice to put a little back into a club that gives me so much.

If you've checked the SCC website lately you will see that the 2005 calendar is now available. As usual there is a busy schedule of open racing, club racing, and touring, not to mention SCC's famous social events.

The Tour dates are:

Wollongong Tour	20 FEBRUARY
Snowy Tour	5-7 MARCH
Kangaroo Valley Tour	14/15 MAY
Hunter Tour (Muswellbrook)	16/17 JULY
Wyong Tour	14 AUGUST
Canberra Tour	29/30 OCTOBER
Patonga Tour	27 NOVEMBER

The first couple of tours are fast approaching.

Details for Wollongong are included here so if you are keen please drop me an e-mail on rads102@hotmail.com.

Details for the Snowy Tour are being finalised so I'll advise you all via e-mail once that one is sorted out. Hope you can make it to a few Tours in '05.

See you on the bike,
Richard

Wollongong Tour

Wollongong 2005 will be the same as last year. Rock slides on Lawrence Hargrave Drive between Clifton and Coalcliff have forced the RTA to close the road and major constructions are still underway. I'm advised that this coast road will not reopen until 2006!

So route to the Gong is: Centennial Park > Waterfall > Otford > Stanwell Park > Bulli (via Bulli Pass) > Wollongong

The return trip will be the reverse except we'll skip Otford and the National Park and come home along the Princess Highway. I know Bulli Pass will be enough climbing for one day. Wollongong is our longest day tour at around 180km return. Ridden at a steady pace it should be a very pleasant ride although Bulli can be a serious challenge. You are really best to have a 25 or 27 tooth low-gear cassette on the bike for this climb (or a triple chain-ring). This ride will leave Centennial Park at the usual time and place - 6:30am at the cannons. For those new to our Tours the pace will be steady and moderate, around 28km on the flat assuming no wind.

This is a ride for experienced distance riders and Bulli is hard going even for our stronger riders so please be realistic about your level of fitness at this stage of the cycling year.

SCC Races & Tours 2005

Saturday 12th February
Race 1 - 8km TT #1
Venue: Heffron

Saturday 19th February
Race 2 - 4km TT #1
Venue: Heffron

Sunday 20th February
Wollongong Tour

Saturday 26th February
Race 3 - Crit #1
Venue: Heffron

Sunday 5th -Monday 7th March
Snowy Tour

Saturday 12th March
Race 4 - Kilo TT #1
Venue: TBC

Saturday 9th April
Race 5 - 12km TT #1
Venue: Heffron

Saturday 16th April
Race 6 - Crit #2
Venue: Heffron

Saturday 30th April
(2 races on the one day)
Race 7 - Hillclimb #1
Venue: Lansdowne Pk
Race 8 - Road Race #1
Venue: Lansdowne Pk

Sunday 1st May
Race 9 - 25km TT #1
Venue: Calga

Saturday 14th & Sunday 15th May
Kangaroo Valley Tour

Saturday 4th June
Race 10 - Crit #3
Venue: Heffron

Saturday 18th June
Race 11 - 12km TT #2
Venue: Heffron

Sunday 3rd July
Race 12 - 25km TT #2
Venue: Calga

Saturday 16th & Sunday 17th July
Hunter Tour (Muswellbrook)

Saturday 6th August
Race 13 - 8km TT #2
Venue: Heffron

Sunday 14th August
Wyong Tour

Saturday 10th September
Race 14 - Hill Climb #2
Venue: TBC

Saturday 24th September
Race 15 - Crit #4
Venue: Heffron

Saturday 8th October
Race 16 - Road Race #2
Venue: Lansdowne Pk

Saturday 22nd October
Race 17 - 4km TT #2
Venue: Heffron

Saturday 29th & Sunday 30th October
Canberra Tour
Saturday 5th November
Race 18 - Crit #5
Venue: Heffron

Saturday 19th November
Race 19 - Kilo #2
Venue: TBC

Saturday 26th November
Race 20 - Crit #6
Venue: Heffron

Sunday 27th November
Patonga Tour

Alpine Classic 2005

Amongst the masses of bearded Audax riders (both men and women!) were 17 SCC members who participated in the Audax Alpine Classic on Sunday 23rd January at Bright, Victoria.

200km

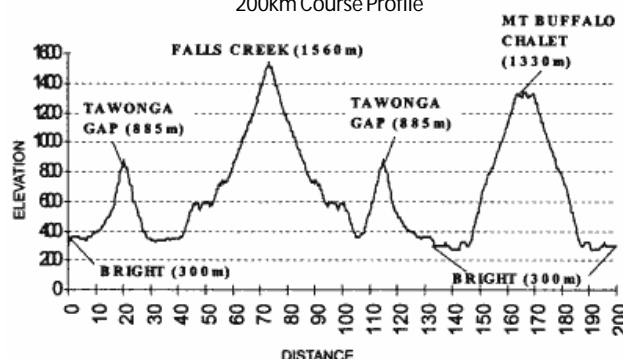
Ride Description

The 200km riders do the 130km circuit (see below) then continue up the long climb to Mt Buffalo before returning to Bright.

Riders

Breeda Kelly (3rd Woman to finish!),
Eddie Bosch, Kate Roberts,
Grant Chellew, Amber Jenkins

200km Course Profile



130km

Ride Description

Departed Bright and climbed over Tawonga Gap, before skirting and then entering the township of Mt Beauty. Along climb to Falls Creek follows, with a control at the top. The route returns via Tawonga Gap to Bright where the 130km riders finish.

Riders

Mary Bonnano, George Tragaris, Ruth Lax, Helen Smith, Gavin Russell

100km

Ride Description

Departed Bright going to Wandiligong before returning to Bright. Then the climb to Mt Buffalo continuing to Cresta. A climb out of Cresta is needed before making the descent back to Bright.

Riders

Auriol Carruthers, Maryanne Maher, Debbie Pearce,
Alan Smith



85km

Ride Description

Followed the same route as 100km but turned at Mt Buffalo control as opposed to going on to Cresta.

Riders

Tanya Bosch, Gerald Chait



Alpine Classic 2005

- The Survivors' Tales



After riding 90km up to Mt Buffalo & Cresta Valley on the Saturday, Mary & George completed the 130km ride to Falls Creek together in a steady paced time of 7:42. Actual riding time was 6:17, I don't know what happened during the other 1.5 hours?? (George Tragaris)

I completed the full 200km ride in just over 11 hours. Actually only spent 9 hours in the saddle, but needed long breaks at the check points so as to be able to recover for the next stage. If I had known how hard the last climb (Mt Buffalo) was going to be I would not have done it! I don't think I will ever ride a bike again. (Grant Chellew)

Whilst descending Falls Creek, lost concentration on a sharp corner, skidded the back wheel and drifted across the road heading towards a startled recumbent who steered off. I lost control momentarily, skidded again, narrowly missing recumbent rider who had turned very grey. My foot came out of the pedal but somehow I managed to stay on the bike and continue down Falls Creek at a slower rate.

Then, after severe cramps at the top of Buffalo I did a quick turn around, filled up the water bottles for ballast, and looked forward to the downhill run during which most of the time I was stretching. I had an uninterrupted clear downhill run until I got to Breeda who was blocking the road. Had a quick conversation with Breeda on the way past and was lucky to get onto 2 very fast wheels at the bottom of Buffalo for 10km all the way back to Bright. (Eddie Bosch)

Just because it's shorter it is not any easier! Next time I might train for it. (Tanya Bosch)

After climbing Mount Buffalo I will never complain about Torrington or Mons Avenue again! Doing a 26km constant climb was hard but descending was just as bad. Downhill corners are not my forte and half way down your hands go numb and you can't lose your concentration for fear of flying over the edge. I was also on the look out for the banana skin that I'd seen a rider throw on the road on his way down... Finished in less than 5 hours – tired, sweaty but happy! (Auriol Carruthers)

Veni - Vidi - Victum > I came - I saw - I conquered! I completed the 100km - consisting of a constant, steep climb up Mt Buffalo to Dingo Dell, and then another 3km (the longest ever) up to Cresta. Once I'd reached the top I couldn't get down the mountain quick enough and back to Bright. However, I did stop a couple of times to take some photos! It was a clear and sunny hot day and about 35 degrees in the shade - and a well organised Audax event.

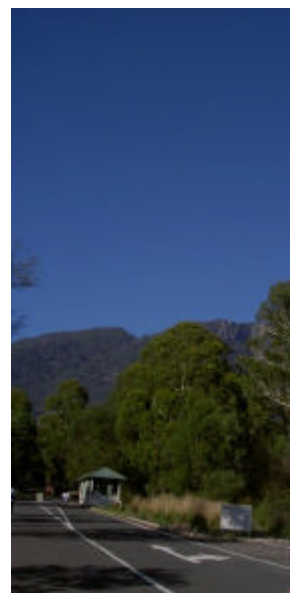
I very much enjoyed the camaraderie, not only among all the SCC riders, but of other cyclists who seeing the club jersey would be on for a chat about Sydney! I'd like to thank all those who encouraged me prior to, as well as during the event, and especially George for pumping up my tyres!

Nune - Est - Bibendum > Now is the time for drinking! (Maryanne Maher)

It must be true what they say about blondes having no brains! One year's entry into the Audax Alpine Classic was not enough, I had to put myself through the torture of 200 kms over 4 mountain passes yet again in 2005!

The day started off lovely and cool with Tanya and Ross screaming good wishes to Breeda and me at the start. In a matter of seconds Breeda had disappeared into the mass of cyclists charging up the road. I had one moment of sanity as I passed the turn off to our luxury house and thought, I could bow out gracefully now, nobody would know. But in true Audax fashion I soldiered on over hill and dale, through the heat and flies, supported by the cheers from other SSC riders (Eddie, Breeda, Amber, Grant) to go the distance.

In all honesty I have to say that it is the toughest one day ride that Australia has to offer and to all of us who rode one of the four distances (85,100,130,200) we deserve a pat on the back and frontal lobotomy. To those SSC riders currently questioning their sanity I would highly recommend this ride to you (Kate, the Tortoise, Roberts)



130km - Makes man cry!

The recipe for 130 k in the Audax Recipe book is find two large hills (Tawonga Gap and Fall Creek) and invite some crazy cyclists to ride, then bake in the summer sun for 8 and three quarter hours. The ride had everything, great views (once you had climbed high enough), fast down hill runs, and of course the climbs that went on and on and for a change kept going up!

I began near the front of the bunch at 7am. We rode out from Bright and people passed. It felt like everyone had passed me before I had made it to the turn off to Tawonga Gap. At this point I was thinking that today was going to be a long day. The first climb was up Tawonga. About 10 kilometres of country road, with twists and turns. And still people kept passing, people on mountain bikes, and people on tandems. From about half way I started to pass a few people. Eventually I made it to the top. Where I rode to a barrier to lean my bike while I put on some sun cream. While I was standing, Ruth came over the top of the hill. We rode the rest of the ride together.

Then was a fast down hill, about 8 k's. Once again twisting and turning. A chance to turn the legs over, to freshen them for the main challenge. At the bottom we were turned left away from Mt Beauty. We rode through farmland, before coming to the water stop. A short stop here for a quick bite to eat and a water refill and we were on our way. Next stop: Falls Creek.

It's 30 k's from Mt Beauty to Falls Creek and most of it is up. The first 15 k's are a little undulating. The small down hill sections while climbing left a bittersweet taste. Sweet in that it was a rest from all the climbing, and a chance to turn the legs over. And bitter in that all that hard work had just been lost and the height just gained would have to be regained. Ruth and I talked the whole way up and the kilometres rolled away under our tyres. We stopped a few times on the way up, to breath, eat, apply sun cream and insect repellent (the fly's were really bad).

The last few kilometres from the gates to Falls Creek were the hardest. This was the time for no more talking and just watching the yellow line creep past. Keep turning the pedals, keep breathing, and remember to drink, keep going, nearly there, nearly there. I think I can. I think I can. And then you look up and see a young man seated by the side of the road, head in his hands crying. The hill had got him. And on and on we go.

The next time we look up, it must be a merage there in the distance around the next few bends is FALLS CREEK. We made it half way. Woo Hoo!!!

We stopped at Falls Creek long enough to eat, drink, and rest. And then time to get back on and enjoy the downhill. The sweeping corners. The long long long descent. It was so much fun. And then remember those undulations on the way up, well they were there on the way down!! This time a chance to remind the legs about the pain they are going to endure up the last climb – back over Tawonga Gap. A few minutes break at Mt Beauty and then we set off for the last challenge of the day.

What goes up does come down. And the opposite what goes down does come up. Tawonga Gap was hard. It was hot and there wasn't much shade. There seemed to be a shared sense of camaraderie, of mateship, as we, the back bunch, the stragglers, tackled that last fight. Cries of come on you can do it, almost there, keep going, as we passed and were passed by others. At the spring about half way, was a meeting spot and chance for some refreshment and respite from the heat. People were filling water bottles, wetting hair, wetting shirts and washing faces. Now that big mountain was cut in half. Only a little bit to go. The thought of a cool shower, a soak in the river, getting off the bike kept us going to the top of the Gap. If you listened closely you could hear a rumour about the final k's into Bright. (It was all down hill and if the speed was high enough you could get into Bright without peddling). And off we went that sweet down hill, with sweeping bends. It was on these down hill parts that you question was all the pain worth it? The last 5 k's into Bright was pretty. Along a tree lined road with little traffic. We turned under the banner and met everyone else seated in the gutter. Our time was 8 hours and 50 minutes, 5 minutes outside of the time allocated for the ride.

The ride was challenging, it was hard work, it was hot, and also a lot of fun – well the down hill bits were fun. Cycling around these country roads were pleasant, the traffic was light, the road surface comfortable to ride on. If you get the chance challenge your self to the Alpine Audax Challenge (130k). The sense of accomplishment afterwards is well worth all the effort.

Am I going to do it again next year? Possibly.

Helen Smith

Racing bug attacks SCC newbie!

It was on the way back from a ride through Waterfall and the National Park that Meg Croft mentioned that perhaps I should "give racing a go". Only a couple of weeks before on a similar long Sunday ride, at about the same point, I had been whimpering for my mum, utterly exhausted as I struggled to hang on to the back of the bunch. So Meg had firmly planted the seed and Grant Chellew nourished it with some exciting race talk back at the Park over a cup of coffee. I resolved to "give it a go" and got my licence upgraded with the help of George Schneller.

The following Saturday I was the only SCC rider for the D-Grade start at Heffron Park. It was an incredibly well run event and the officials and RBCC members made me feel very welcome. After registering for the race one of the Randwick Botany riders took me for a couple of laps and talked me through the basics – I was very grateful.

As the race started I really had no idea of what to expect and decided that I would just hang out towards the back of the main bunch and see what I could learn. The first surprise of the race was the speed at which we hit the corners. Going around these corners at speed reminded me of the first time I went abseiling and lent out over the precipice to let the harness and rope take all of my weight. After a few corners I learnt to trust the bike and really began leaning into the corners and enjoying the g's pushing me down into the saddle. In the lower grades the riders can lack experience and I noticed several floating all over the track as we went around corners. I was concentrating on holding my own line around the corners so that I wouldn't inadvertently take out a rider behind and/or to the side of me. With survival my number one priority at this stage I quickly got away from these dangerous "floaters" – either dropping back from them or getting past them quickly.

As we passed the halfway point of the race my thoughts turned to making my way up to the lead group so that I could go with a break if it happened. I found the easiest place to do this was down the main straight which is very wide compared to the rest of the track. I gave up the cover of the riders in front, moved out wide and got down low on the drops to move up the bunch. I was now in the front half of the bunch and as the laps unfolded I watched a couple of attempted breaks by lone riders that never got more than 50m away before they were hauled in. It was good watching these riders expend themselves towards the end of the race because I knew it would weaken them for the inevitable sprint finish if the group stayed together.

With two laps to go I had not done any work on the front and was feeling fairly fresh. I worked my way to the front of the bunch down the main straight as the bell signalled the final lap. As we came around the corners at the back of the course I was boxed in by the four front riders and manoeuvred to get around them. By the 1000m mark I could see clear track in front which caused a brain spasm and my legs started to pump up the hill (the Heffron "pimple"). This section of track is quite narrow and curvy and any riders that might have given serious chase were caught up in the bunch as I opened up a gap that I knew I didn't have to hold on to for very long. I put my head down and just kept going, getting a good look at couple of riders that were chasing as we went around the U-bend. Down the straight my legs started to burn but the paranoia of having riders chasing kept me going hard. As I came up to the finish line I could hear the crowds lining both sides of the straight cheering and - as reality came back to me - I just managed to suppress the urge to sit up and pump both fists in the air.

Wow, what a rush – I'm hooked! You just have to "give racing a go!" The more SCC riders we can get racing the better chance we have of placing and it would add a whole new dimension to race as a team.

ChrisWright



2005 Tour Down Under



Italia Spring's Adelaide Tour – 15 to 23 January 2005

I finally got to experience Adelaide from Pino's perspective. Capitalising on the success of his tours to Italy, since the inception of the Tour Down Under, Pinot D' Aguanno has organised an annual pilgrimage down to Adelaide. I had always wanted to give it a go but due to conflicting family commitments this was the first year that I had an opportunity to participate. Over the years many of our Club members have gone to Adelaide either independently or on Pino's tour so I will be brief. It is a very popular tour with about 35 to 40 participants in 2005.

From my perspective I found Adelaide to be a big town that has all the advantages of a city without the disadvantages of heavy traffic and long distances to commute. It is also very cyclist friendly and I understand intends promoting cycle tourism heavily.

The Adelaide Hills, which are very scenic, also make for some challenging cycling. They remind me of the type of rides that I have done in Tuscany and are conveniently located within twenty minutes by bike from the city centre. A big thank you to Steve Hogg who when I asked if I required my 29 cassette suggested that it was highly recommended. Even though the mechanic down in Adelaide asked if I intended climbing Mount Everest I can unashamedly say I was pleased that I had it.

Pino has a saying "If you can do Waterfall you won't have a problem in Italy". He tends to cop a bit of flak about this when people are suffering along the hills of Italy. I suggested he modify his saying by simply substituting Adelaide Hills for Waterfall.

Pino as organiser together with Daniele Vanolini as Ride captain make an excellent team.

"If you can do Waterfall you won't have a problem in Italy!"

They put in a large amount of effort in planning the rides, marking yellow arrows along the routes and generally looking after rider safety, so as to enhance the experience for all.

They also provide an opportunity for everyone to view parts of Tour Down Under race daily.

Other SCC members on Pino's tour were Andrew Price, Jeff Sofair, John Tsalos (Big Unit) and David Ojerholm. David proved to be the strongest of the SCC bunch – we never saw much of him on the road as he was always with the front group.

The Big Unit proved to be great value for all. On the day we had lunch in the Barossa Valley he decided to "Brown Eye" the occupants of one of our mini buses but declined to do the same to our 3rd bus citing the fact that he feared there was a couple in that bus "that might have a stroke"

After the coffee stop on one ride that happened to have some fairly challenging climbs and having been assured by Pino that it was just rolling hills back to Adelaide and that we should all put it in the big ring. After about ten minutes of riding we were confronted with a fairly steep climb at which point John spat the dummy and exclaimed "Big F..king Ring Pino!" to which Pino quickly responded "Well I'm in the big ring!"

Unfortunately while climbing the corkscrew some fool descending on the wrong side of the road ended up colliding with John breaking one of his fingers and his wrist on his other arm, which put him out of action for cycling.

Adelaide also has some great restaurants, which tends to be appreciated by us hungry cyclists. The highlight for me was The Penfolds Magill Estate Restaurant which "The Doc" who was down in Adelaide independently, organised for a small group of us.

In summary having been on three of Pino's tours to Italy previously, they generally attract a good bunch of people looking to challenge themselves riding and have a good time. Adelaide 2005 was no exception.

Steven Shein

2005 Tour Down Under A Sociopath's Viewpoint

WARNING: The following contains offensive material, is riddled with over-critical viewpoints, intolerance, racism, sexist and ageist viewpoints and is suitable for all club members.

As some of you know I have a bit of a problem saying "no" to women. As a result the responsibility to report on the Tour Down Under has been thrust upon me.

The 2005 JCTDU experience can be broken down as follows in no particular order:

1) The Pino Organisational Technique (POT)

I was told by a regular Italia Spring Tour client "You just have to let it go" when I expressed mild concern about POT. Well, if it isn't obvious, I don't think I've let go since I was six and chased my brother with a cricket stump and tried to impale him on the grounds of unfair dismissal.

I'm not going to criticise (ha!, you say!) because Pino oozes Italian charm, has copious Francesco Moser stories, loved my impersonation of Valentino Rossi (De ride.....it was veri ard!!!! De tye-airs no so good!!! But I follow de yellow harrows.....is ok!), worships Marco Pantani and only lost the sag wagon once (after the excitement of Stage One I'd probably forget where I parked as well.)

Oh, and we only lost one person throughout the week who finally found their way back to Adelaide attached to the Credit Agricole team who were training out in the lovely Adelaide hills....not bad at all.

2) The "Silverhair"

Out of about 35 clients there were only five SCC members and three women. If you add that up it equals a shitload of testosterone. In addition, the majority of the group would be classified by Darwin as follows:

Genus: F@#*king Aggressive Alpha male
Species: TheSilverhair
Sub-Species: Money talks at Marilyn's Bodyslide
Massage Studio (conveniently located across the lane from the Tour accommodation.)

3) The Corkscrew Incident

About mid-week fatigue had set in, so it was agreed between myself, Big Unit (BU) and Tyler (aka, Andrew Price) that we'd skip the Pino ride, sleep in, and go and do Corkscrew Road twice!! Just so we could say we did it twice!! Welcome to Team Hubbard.....

Hubbard, idiot, retard or spastic who cycles. For example, "Look at that fat Hubbard on the C-50" or, "Who is that Hubbard with the World Championship Sidi's?"

Anyway Tyler piked (hung over on Long Island Iced Tea's) so the rest of Team Hubbard had a go and after the first few hairpins, which are rather steep, it becomes manageable. On the second ascent BU was taken out by another rider who was descending and overshot the corner. Result: C-50 intact, BU fractured finger and wrist..... Team Hubbard is down!!! In an epic Hubbard-like display of legal malpractice neither of us got the hot cornering kid's name.....so if you're out there Bendigo Bank Boy, Lionel Hutz is looking for you!

4) Over-exposure to Big Unit Syndrome (OBUS)

Nine days spent in close proximity, you work it out!

Highlight: A large Greek arse hanging out the hire bus at 90km/h mooning the other bus containing all three female tourers. One of which was a rather small South African woman whose voice was very close to chalk on a blackboard....." Oh ma Got!!! I kawn't believe thet!!!".....She then proceeded to call the hazard like any good cyclist....."Awrsse beck!!!!!"

We are all currently heavily medicated, dealing with acute cases of OBUS.

2005 Tour Down Under A Sociopath's Viewpoint (cont'd...)

5) Technology Lust

The TDU organisers are onto something with the Tour Village parked outside the Hilton in the centre of Adelaide.

A tented avenue with free coffee and all teams represented with their mechanics servicing bikes in public every afternoon, rider's floating in and out, interviews etc. etc. This was a chance to observe team bikes up close.....personal stand-outs, Lampre's Six-Thirteen (clear finished) and Liberty Seguros' BH, compact carbon monocoque with integrated seat post.

In a frenzy of technology lust, BU decided he might be interested in expanding his stable of Colnagos with an ex-Navigator's C-50.....negotiations and possibilities were expanding at a rate to rival The Big Bang but thankfully the Americans wouldn't deal (a familiar scenario these days)and so we thank Colnagus, The God of Carbon Fibre for re-stabilising the Colnago-centric Universe. Amen.

6) The Ten-10's Challenge

The gauntlet was thrown down before we even departed the airport:

In the first 24 hours find 10 females you would class as 10 out of 10 in the city of Adelaide.

Result: Non-compliance

Assessment: "This place has got some of the ugliest females I've ever seen in my life."

7) The Racing

You all saw it on T.V.

8) The Team Presentation

The gala event opening the week's racing featuring each team rocking up in uniform and being presented on stage to the 2005 JCTDU 70's rock theme song....."Feel the Rush"apparently Mike Turtur feels that AC/DC represents the pinnacle of the human race's musical achievements.

Phil Liggett had a few one-on-one's with the rider's on stage and, well, there's a reason they all ride bikes. We noted it would be much more interesting if they just told the truth. Instead of, "ah, yeah, me trainin's goin' o.k.

I'm roooly lookin' forward to d' rayce"...perhaps something like this....." Well, I haven't trained in three weeks, I came to Adelaide early and have spent the last 98 hours in my hotel room binge drinking, eating pizza and watching porn"far more interesting.

9) Adelaide....where am I?

What could be worse than "Feel the Rush"?.....how about this: the flags all over the city proclaiming....."Adelaide....You are here"Well, thanks for pointing that out!!

Hey, George, does the club's insurance cover defamatory comments?

P.S. The Obligatory Normal Paragraph:

Adelaide is a nice city with pretty countryside making for good cycling. The food and wine are pleasant and the atmosphere of the race really brings the city to life. JCTDU is now considered " South Australia's biggest annual sporting event" . So call Pino and get your "Awurse" down there for '06!

JEFF SOFAIR



Regular Rides

Day	Time	Meet	Ride Description
Tuesday	06.00	Cannons	Watsons Bay Hill Ride. Approximately 25km. Eastern Suburbs hills and in-between flat bits. Faster riders wait 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. Depends on who turns up - maybe brisk laps of the park, or a 35km circuit round the Eastern Suburbs.
Thursday	06.00	Cannons	La Perouse via Anzac Parade and Malabar. Approximately 35km. Fast clip (35-40ish km/h) with three even faster (40-55km/h) intervals. Back at approximately 7.00am. Bunch waits for training enthusiasts but not quite as religiously as Tuesday.
Friday	06.00	Cannons	Invariable some SCC riders in the park doing easy recovery laps before the harder weekend rides.
Saturday	06.30	Cannons	La Perouse Ride. Approximately 45km. Three varied pace bunches, A, B and C, leave the park rolling easily until Foreshore Rd where the first "A" bunch picks up the pace and develops a paceline. The second, "B" bunch, typically do a Foreshore paceline but will split and have an optional non-paceline bunch particularly if group is too large. The lead, paceline "B" bunch will wait for split non-paceline bunch after right turn into Port Botany. The third "C" bunch maintains a slightly lower pace throughout with an emphasis on bunch riding, skipping Foreshore but adding a Malabar loop. After Port Botany, the ride takes in La Perouse bay, along Anzac Parade and then the run home via Maroubra Beach. Bunches will wait for stragglers, with catch up points at the top of the Torrington Rd and Mons Ave climbs. Back in the park for coffee at 8.30am."
Sunday	06.30	Cannons	Waterfall Ride. Approximately 90km. Medium to hard ride, out at 28-35km/h with some riders turning round at Sutherland (60km). At Waterfall smaller groups sometimes go on to Stanwell Tops (120km) or back through the Royal National Park (110km). The main bunch U-turns at Waterfall, 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. Route options include Short or Long Cronulla (60-70km), Kurnell or Cape Solander (80-90km) or maybe Sutherland then back via Como and Hurstville (70km). All rides finish back in the park for breakfast (approximately 9.30am)
1st 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.



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.

Sydney Cycling Club Committee

President

phone
email

Jamie Bedford

0418-677-579
bikeboy@ozemail.com.au

Secretary

phone
email

George Schneller

9319 2899 or 0418-581-951
gschnell@bigpond.net.au

Treasurer

phone
email

Malcolm Wade

0417-046-925
Malcolm.Wade@bikerider.com

Club Captain

phone
email

Barry Doosey

0411-014-144
iconaussie@yahoo.com.au

Newsletter Editor

phone
email

Auriol Carruthers

0438-004-318
auriolc_73@yahoo.com.au

Race Secretary

phone
email

Tim Rice

0416-095-889
tim@ideassociates.com.au

Social Secretary

phone
email

Ruth Lax

0414-787-543
ruth_lax@yahoo.com.au

Tour Secretary

phone
email

Richard Dodds

0419-729-206
rads102@hotmail.com

Assistants to the Committee**Merchandise Manager**

phone
email

David McHugh

0419-700-101
david@kinselas.com.au

Assistant Social Secretary

phone
email

Kate Roberts

0409-938-966
alakate@bigpond.net.au

Assistant Social Secretary

phone
email

Des Sullivan

0401-151-826
despat@ozemail.com.au

Classifieds

FOR SALE

The following two bikes which are size 57 are available for sale:

- 1) An entry level Pinarello Angiru with carbon forks it has an entry level Campagnolo 9 speed group set (mirage, veloce, xenon components). Wheels are Mavic with Michelin racing tyres and the bike is approximately 2 years old. This bike comes with a complimentary soft case. Price: \$1,700.
- 2) A near top of the range Pinarello Prince with carbon forks etc, and has a Campagnolo 10 speed record group set. The bike is well fitted with Pinarello saddle and other accessories. This frame is approximately 2 years old. This bike comes with a complimentary soft case. The price is approximately 50% of current replacement value. Asking price: \$4,200.
- 3) Wheels near new Campagnola Shamel with Michelin carbon racing tyres and Campagnolo 10 speed record cassette, \$800.

Contact: Riccardo: 41 6812077 or email James Guthrie on j.guthrie@econ.usyd.edu.au

FOR SALE

- 1/ Cassette 9 Speed – Campagnolo Chorus (12/23) Brand New - \$100 (or best offer)
- 2/ Cassette 9 Speed – Marchissio (converts Shimano Splined Hub to 9 speed Campagnolo spacing/gearing) (11/23) some use - \$100 (or best offer)
- 3/ Look Pedals – Campagnolo Branded (Looks) - some cosmetic damage but work fine - \$30 (or best offer)
- 4/ Look Shoes – older style grey/red/blue/yellow – size 7.5 (men) with red Look cleats, lace-up & velcro strap - \$20
- 5/ Elite Bottle Cages x 2 – Silver Aluminium (wire style) - \$5 each
- 6/ Tacx Bottle cage x 2 – Silver Aluminium (flat sheet style) - \$10 each
- 7/ Zefal Pump (black) - to fit small framed bike. Old but does the job - \$5
- 8/ Handle Bars – Cinelli D'Italia – 42cm c to c Silver Aluminium - \$5
- 9/ Head Stem (Quill Style) - Cinelli – Silver Aluminium - \$5
- 10/ Head Stem (Quill Style) - ITM – Black Steel - \$5
- 11/ Seat Post – Silver Aluminium - \$5

Contact Tim Rice 0416 095 889 or email tim@ideassociates.com.au if interested in any of the items listed above.
(I want to clear this stuff out this month', Tim)

March Newsletter
Due out 1st March 2005

Closing Date for Articles
Monday 21st February 2005

Email:
auriolc_73@yahoo.com.au
(please zip large files or burn to cd)

Post:
PO Box 1655,
Bondi Junction NSW 1355