



The Sydney Cyclist

Official Newsletter of the Sydney Cycling Club
October 2001 Edition



Hilltop bunch chasing hard

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The Cessnock Tour resumes after lunch



Pre-race smiles



Sardinia in the Spring



Sometimes the Tour de France can be a rough place!

From the President's Chair



Oh, what a great long weekend for those who stayed in Sydney! It was another great opportunity to get out and enjoy the sunshine and friendships within the SCC. For those still chancing points and glory on Saturday, there was the Criterium Round 5 (Heffron Park), as well as the normal Saturday ride. On Sunday there was the Waterfall ride or, alternatively, the Masters Road Race (held at Calga). The women once again finished in the medals with a gold, silver and bronze (see [race report](#) for results). On Monday a special SCC tour of Galston Gorge/Berowra Waters/Bobbin Head (about 115 km) was held and also a bunch of about 20 rolled out south.

On the Saturday, we held a special general meeting to vote on the proposed changes to membership. Thank you to all those who attended ...at this meeting the motion concerning timing of membership was passed (that is, SCC membership now changes from the existing Nov 1 - Oct 31 to January 1 - Dec 31).

As can be seen from the above, the club is very active at the moment, and it has been a great honour to lead the club this year. However, I will not be able to stand in 2002 for personal reasons. I have been a member of SCC for over ten years and have witnessed the good and bad of club life. It has been great to be part of such a dedicated group, who have made the SCC bunches and social events such great adventures. I feel that in 2001 we achieved the important goal of maintaining our traditions and our club strength with a variety of activities. We all need to enjoy our riding and the friendship that the club provides, especially in these uncertain and trying times.

Recently, a few members have brought to my attention their concern at the lack of bunch etiquette being exhibited on Club rides, particularly over the past month. I must say that, from what I've observed, their concerns are not unfounded. I believe that the last few months have seen significant improvement in bunch skills... we can all do better. Many of the problems stem from riders who are not Club members joining our rides. While it seems that SCC Club rides have always been seen as an open invitation for anyone who rides a bike to join in, and while it is nice to invite friends who may or may not be members of other Clubs to join us, their skill level or bunch riding experience may pose a problem.

The Committee has resolved that any riders who are not members of SCC, but are members of another Federated Club, should be permitted to join our rides, after they have introduced themselves to a committee member and to the ride captain. Those who are not members of another Club are now being asked to ride at the back of the bunch and not get mixed up in the bunch. Please remember, too, that all Sunday rides are club jersey rides. It is up to everybody to help enforce these simple rules: if you know riders who are not members of SCC, but who do ride with us regularly, please bring these points to their attention.

While on the subject of Club rides, please remember that each ride has a "Ride Captain". This person will be a member of the Committee (or a senior member if no Committee member is present) who will have the responsibility of issuing ride instructions and giving general directions about the ride.

The Club will be holding its Annual General Meeting on November 13, 2001. A formal notification, complete with Agenda and Proxy forms, will be emailed/mailed out in the next few weeks. I would urge all members to attend this meeting, as decisions made there could affect how the Club operates and what it offers in the coming twelve months. If you have any item of business for consideration at the AGM, it must be submitted to the Club ASAP. Only items included on the Agenda can be dealt with under the terms of the Club's Constitution. If you wish to be considered for a Committee position, you will need to be nominated, seconded, have signed the nomination form and have the form in the hands of the Club Secretary no later than seven days before the date of the AGM.

The Club is holding its Annual Dinner & Presentation evening on December 14th at the Fox and Lion at Fox Studios. This is always a very memorable evening, with the chance to recognise our Club champions and events throughout the year. If you have a nomination for awards (such as 'Bent Spoke' or the coveted 'Mongrel'), please send the nominees and a description of their activity to any member of the current Committee. We have included in this newsletter the name and descriptions of the [non-race awards](#).

Safe riding,

Doc

Centennial Park Update

Cycle Centennial met recently with the Centennial Park Trust Administration. Great progress has been made and for those with web access it is suggested you refer to <http://www.randwickbotanycc.com/Cycle%20Centennial.htm> where updates are posted with the latest being from the 3rd of October.

From an SCC perspective a special thanks is extended to both Sam Reuben and Steve Hobart who have both given up considerable time in representing our interests.

Editor's Column



Well here we are again, another month, another newsletter.

This month sees a combination of race and tour reports plus an added bonus. It turns out our Canadian correspondence Eric Waddell, is actually an old friend and cycling buddy of the recently appointed Australian

Track Coach, Martin Barras. Eric tracked Martin down prior to his departure for our shores and conducted an in-depth [interview](#). We are very lucky to have this interview and I thank both Martin and Eric for their time.

As I mentioned last month, I had to hold over an article and so this month read up on Pino's [Italian Tours](#) conducted recently. A number of our members attended and when you read the article you'll see why

they all came back with wide smiles on their faces. The cycling sounded fantastic, the scenery spectacular and the friendship, well that'll last a lifetime.

Of course I can't go past the [Cessnock Tour Report](#) without a mention. I think it has taken Andrew Price longer to work out how to transmit the report to me for publishing than it took for the tour to actually take place! It was worth the effort, it makes great reading so enjoy.

Finally, I mustn't forget Alex Simmons, Tanya Bosch and Meg Croft for their [race reports](#). Thanks to you for your monthly instalments and your efforts in flying the SCC flag. I must also thank Stan Genakis, Andrew Price and Mark Meltzer for the photos this month.

'til next month, take care on the road.

Malcolm

Social News

A very quick report just to keep you up to date with what's appearing on your social calendar before the year is out. If you were paying close attention last month you may have noticed conflicting dates for this year's AGM in November. Of course the out-going committee would love to see you there and the meeting will give you a chance as financial and riding members to catch up with what is going on and to find out first hand who your 2002 committee members will be. Hey just come for the drinks in the pub beforehand!

For those who have been asking the details of the Christmas Function are [below](#). Get ready - it's going to be a fun night with lucky door prizes and some new features! Please be aware though that numbers are limited as usual. Watch out for the email invites and further details soon.

See you on the road.

Sam

Important Diary Dates

This is just a reminder of a couple of important SCC events coming up:

- 🚲 **Annual General Meeting** – Tuesday 13th November at 7:30pm. Upstairs at the Clarendon Hotel, Devonshire St, Surrey Hills
- 🚲 **Annual Christmas Dinner** – Friday 14th December at 7pm. Fox & Lion Hotel, Fox Studios, Moore Park. Pre-dinner drinks downstairs then it's upstairs to a private function room for a 3-course Christmas menu.

News from the Bunch

Here's the general gossip from out and about. As always, reported (almost) anonymously and never letting the true facts get in the way of a good story!

- 🚲 On the recent Patonga 'check-out' ride Norman Ridge's 'style' was duly noted. Whereas both Steve Hogg and Paul Kelly took pockets of power bars, gels, fruit etc along for sustenance on the ride, good old Norman scoffed a burger at Palm beach, sucked a cigarette on the ferry and downed two pies at the 'Pie in the Sky'.
- 🚲 On the same ride, which rider indicated to Steve that they would come along on the ride, was then promptly dropped on the climb to the Paddington gates and not seen again!

From the Secretary's Desk

On Saturday September 29 there was a Special General Meeting to vote on a Special Resolution to change the membership renewal dates from Nov 1 – Oct 31 to January 1 – December 31. The reason for this resolution was to bring us into line with the NSW Cycling Federation and simplify administrative tasks. Fifty-one members cast their votes in person or by proxy and the Special Resolution was passed unanimously.

Shortly I will be sending out the agenda and relevant forms for the Annual General Meeting (AGM) to be held on Tuesday November 13. For more details on the AGM see [elsewhere](#) in this newsletter. If you have an item for the agenda contact me directly.

In view of the change to the membership year, renewals will not be sent out until after the AGM. This will still be in plenty of time for members wanting their 2002 licences by January 1 2002. The NSWCF is still working on their fees and forms at this time. According to recent correspondence they are hopeful of having something ready towards the end of October. In past years it has been mid-November before affiliation forms became available.

Regarding the club's cycling gear, the NEW design summer jerseys have arrived from Netti. If the winter long sleeve version is anything to go by, they will be snapped up quickly! Get in touch with [Stan](#) and place your order now. We surveyed members regarding sizes and ordered accordingly, but some people may order more than one now that every Sunday is a club jersey ride. Get in early so you don't miss out! Members with outstanding orders will naturally have priority (and thanks for your patience guys!)

To check out the new design, see the club's website. For those of you without email, the summer jersey is a short-sleeved version of the very popular long sleeved jersey, with a $\frac{3}{4}$ zipper.

Be careful out there!

George

Tour Secretary's Report

The Cessnock Tour has come and gone and you can read all about it in Andrew Price's [report](#). I'd like to thank Paul Montesin for all his work in putting together two great days of riding. These are definitely rides we should do again.

Last Monday's Galston Gorge ride was another good ride. Although we left the park with 14 riders the bunch grew to 26 by the time we picked people up along the highway. Derek did a great job as Ride Captain keeping us looking like a bunch most of the time. Jochen toyed with everyone on the hills and Kelvin's calf is definitely on the mend as he stayed with the front group up every climb – watch out Jochen. Alex is no longer a flat track rider proving it by riding up Bobbin head with his brakes rubbing.

The next ride on the tour calendar is the challenging 180 km **Patonga ride this Sunday, 7 October**. Steve Hogg is the Ride Captain and the ride leaves from the Cannons at 6:30 am. There is no sag wagon so bring enough food to keep you going between stops. There are a few people who are not doing the full ride and turning at Palm Beach.

Sunday 21 October is the **ATB ride to Narrow Neck in the Blue Mountains**. Although I have forwarded Chris all the emails I received from people planning on going on the ride please send him another quick email to confirm that you still intend to do the ride – I know how things can come up and minds can change.

Ride Captain:	Christopher Hille
From:	Katoomba Station
To:	Clear Hill (return) via Narrow Neck Plateau
Length:	35km
Ride/Track Grade:	Gentle uphill/4WD track (good quality)
Walking:	Short walk to lookout at the end
Height Variation:	110m
Transport:	Rail (Blue Mountains Line) 7:32am ex Central
Fare:	\$22.40 return, bicycle free.
Meeting Point:	Central Station Elizabeth Street entrance 7:15am sharp.

There will be an opportunity for morning tea in Katoomba prior to setting off for Narrow Neck, and similarly a lunch stop will be accommodated on return prior to catching the train back to Sydney.

See you out there

Meg

Cessnock Tour Report

By Andrew Price

A revival of an old club favourite tour with a lot of good features, with the added advertised bonus of 17 nurses staying at the Australia Hotel on Saturday night (the tour director will use any bait to fill a tour!)

The Friday night arrivals were greeted with a partially gentrified bloodhouse - great showers, pity about the rooms - apparently those staying Friday night were treated to the benefit of the locals' song selections and Cessnock's answer to disco. The social director rated the pub at 50 stars (a negative 50 that is) but we all know how she feels about places that still permit smoking inside!

The Saturday rollout numbered 18, with Norman Rydge and John Slater opting for an early morning drive up from Sydney - given that its now less than 11/2 hours easy drive from the northern side of Sydney either day of the Cessnock tour is a real option for those that only can fit in a one day tour - but, then of course, you don't get to meet the nurses .

Saturday was a great spring day with blue skies, no wind, easy terrain, agreeable bunch (breakaways banned) saw the first 30k to Broke and the next 30k to Wollombi pass easily and pleasantly beside a series of creeks - for those who hadn't been through the lower Hunter for a while the tourist development and the acreage sown to vines is nothing short of extraordinary. Nice if they could spend a little more on the roads as well.

One of those easy paced morning rides that didn't even disturb a couple of kangaroos sitting quietly watching the bunch roll past until, at the Wollombi tavern, the first of the weekend's Major Executive Decisions had to be made, the options being:

1. Keep on going in the direction of Peats Ridge for 90km return from Kulnura (making the day a tad short of 180k - an alternative is all the way back to Sydney for about the same distance if you are interested!), or
2. Up the road and back a total of 40 km to the Bucketty fire shed for a 140k trip (the popular option)
3. Stay in the Wollombi pub and wait for the others to come back for the 30k (mostly flat) ride back into Cessnock making 90k for the day (the gentleman's alternative)

From the photo (right) you can see Derek pointing in the direction of the options 1 and 2, and telling the third of the three great lies being:

1. the cheque's in the mail,
2. I'll still love you in the morning, and
3. the road on from here is - pretty much the same really-

[the third great lie does of course permit of other alternatives]

Everyone that went on found a fulsome set of hills in front of them - for the Kulnura bunch there were 3 serious climbs (sort of Akuna Bay gradients but with the added benefit of whiffy road kill) and once up on the ridge line a basically uphill set of undulations led into Kulnura where there is a roadhouse with kitchen able to whip up vegetarian burgers for the dietetically enlightened or a steak sandwich for the unreconstructed carnivores. Some interesting descents on the way back from Kulnura - thanks Norman for getting a pace line going which got us all home quickly and well.



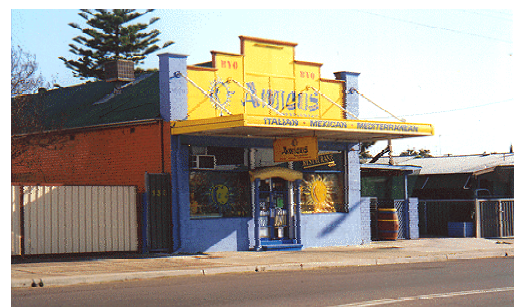
The Bucketty option takers didn't escape the climbs or the mid day sun. Mike Avakian took out the title of KOM with Dane snapping at his heels while Mark Meltzer demonstrated the strength of packing tape for both climbing and descending purposes. Although there was a lot of climbing it was worth it for the descent. We enjoyed the sunshine, lunch and a few cool drinks at the Wollombi Pub before heading back to Cessnock. After a day on country roads the hotmix on the outskirts of town was just too tempting and Julie started a bunch sprint that was heavily contested. There was 140km on the clock for the final sprint home to the Pub.

Dinner was at a mixed cuisine Mexican/Italian restaurant (an ongoing benefit of multiculturalism) strategically located a mere 10 paces from the

hotel which was a great choice for pretty good food and lots of it - reasonably priced wines as well. Must have been a fair few endorphins flowing because Meg and Monty got us all to agree at dinner to a half hour earlier rollout than advertised to beat the traffic up the Allendale Road to Branxton.

Our tour director either exercised great influence at the hotel or we were all too tired/inebriated to notice but there didn't seem to be that many musical interludes or knife fights that night in the pub, which was just as well as the nurses had by then had checked in and were conducting the first of their bible reading classes in the hotel dining room.

Sunday dawned bright blue and clear and 14 rolled from outside the pub for what turned out (amazingly) to be only about 10k longer than the



advertised 120k through Braxton, Bulwarra, Morpeth, Maitland and back to Cessnock. Debbie and Jamie thought a ride directly to Maitland and return might offer more opportunity to get to know some local wineries (and each other) a little better and took that alternative.

About 50 clicks in Sam, suffering a touch of asthma, elected to take a short cut home and in the best traditions of SCC Derek and Dane added 10k to their rides to see her on her way safely home - Sam got picked up by Debbie and Jamie taking an interesting and less travelled route home.

The agreement was to pick up the two D's at Bulwarra whatever happened - so there was no alternative but to find somewhere to rendezvous with Sam's chaperones - and would you believe that legendary sense of smell cyclists develop after a few thousand clicks led us by the nose to the only real coffee shop in or about Maitland to the Bulwarra General Store which not only made real coffee but sold real estate, real flowers, real red frogs but has not quite completed the carpentry around the loo - nice door but some thought walls would be good too.

Our generous host at the Bulwarra general store was a mine of useful route information and the ever flexible Monte took up his suggestion of the Brandy Hill alternative route into Morpeth which was great - can't beat local road info from a cycling supporter (claimed to be a mate of a champion pursuit cyclist) - a recommended stop on future tours.



And so to Morpeth - by this stage the country had turned into a series of undulations that if you kept a good momentum going the downhill would carry you most of the way over the next uphill with Michael Avakian doing some big turns - big enough for a couple of pacey kangaroos to try a sprint against the bunch - they beat us past the first fence but the second (higher and more solid fence) gave Michael the win by a wheel against a paw - something only Australian cyclists can ever include in their training.

The weekend featured the usual number of country pick-a-plank bridges to which there developed a number of approaches - Walter Rolli's solution being the simplest (also used to great effect in his descending) - "you just need to go a bit faster Andrew" - there was a long pick-a-plank over the Hunter River at Morpeth which turned out to be a great choice for lunch - the pub advertised unlimited quantities of the Morpeth Medicine (a varietal derivative of Dr Jurds Jungle Juice) and here we all fed ourselves again (the Hunter is about food and wine right?).

After lunch it was a brisk ride home through the start of a heat haze - right is us drinking miles from nowhere and really starting to feel what 300km back to back in a weekend feels like.

As always the bunch carefully stops well out of the line of traffic! - thanks Meg (and Monty) for a great tour - Cessnock is one to revisit from time to time because:

- a) you can choose your distance and degree of difficulty, so everyone gets the ride they are looking for,
- b) it's a quick drive from Sydney if you only fancy a day trip,
- c) if you plan you can miss most of the really busy roads,
- d) there is heaps of accommodation,
- e) the food and wine are pretty good,
- f) we got to see the prototype of the Mark Meltzer Supplementary Restraint System [see right] to overcome that problem so many notable Australian cyclists have encountered over the years of ripping out of your pedals on the really huge power strokes - thanks to Mark for demonstrating that to us on the tour - Mark tells us that distribution rights are still available - trade enquires welcome.



Sydney to the Gong

This year the MS Sydney to the Gong ride will be held on Sunday November 4th, starting from Moore Park from 06:30am. Anyone from the SCC wanting to ride the event should contact [Mark Melzer](#) on 9337 6271 (h) or 0417 237 506 (m) who is coordinating the SCC riders.

Italia Spring Tour, May-June 2001

By Pino D'Aguzzo

For the first time this year, Italia Spring Tour has run two tours in Italy. The first tour of 21 day's took the 18 riders through Tuscany, Umbria and Trentino regions in northern Italy.

It all started in Rome airport where Pino and his Italian coordinators met all the riders from Australia and the UK. Once everyone got organised into two mini buses, they were on the way to their first hotel and real cup of coffee, especially appreciated after the 24hr journey from Australia.

During the three days on Lake of Bolsena the riders experienced first hand what bike riding is like in Italy, riding through almost traffic free country roads with the road surface like no other place, very smooth and responsive to the bike. We felt safe riding on the road as Italian drivers are not at all aggressive towards bike riders, they are in fact, very polite.

The very hard 110km. transfer ride took the Aussie cyclists into Tuscany in Vescovado near Siena, where you can really see and appreciate these world famous rolling hills of Tuscany, lots of cypress trees, farm houses and vineyards really making a very spectacular countryside. During our stay in Tuscany we viewed stage seven of the Giro d'Italia, visited Florence, Siena and Montalcino, famous for it's Brunello wine. I believe that one bottle of Brunello di Montalcino can cost up to AU\$100,000, so you don't want to be too thirsty.

The riding through Tuscany wasn't the hardest, but with all the little hills, it really took it out of your legs with the massages in the afternoon being welcome and rejuvenating.

After four day's we transferred by car to the regions of Veneto and Trentino in the Alpes, land of many champion bike riders like Fondriest, Bugno, Moser and Gilberto Simoni (2001 Giro d'Italia winner).

One evening we had the privilege to have dinner with the legendary Francesco Moser. Since I met him in 1999 he has always been pleased to meet our riders from Australia, he likes Australia and is sure that one day he will visit our beautiful country.

The following day we had a ride with Francesco, only after I promised him that I would put my best riders on the front, as he stated that he wasn't very fit. So with Daniele and Roberto Vanolini at the front, following them Carlo age 14 and Ignazio age 9 (Francesco's sons). Ignazio won a race 2 day's earlier, we were still making speed on flat road of well over 35 km/hr.

The same day, Lee Jackson from UK, Bob Lim from Melbourne and I rode to the top of Passo Pordoi (13 km climb) at the finish of the 14th stage of the Giro d'Italia. It certainly was one of the highlights of the tour.

While in Trentino we rode Passo Redebuss (14km) Passo Manghen (24km.) where in one day, I thought I was in Melbourne, sunshine in the morning, fog while we were pedalling to the top, then once we conquered

the top with six feet of snow at the road side it begin to snow. The decent wasn't very pleasant, I was freezing and I couldn't feel my fingertips any more. Half way into the decent we stopped at a bar, I walked over the counter and ordered a glass of Grappa to warm me up. It worked!

Five day's later we transferred to Bassano del Grappa, a very picturesque town at the foot of the Alpes, with river Grappa running through, it is like a real post card.

During our stay in Bassano, four of our riders took the opportunity to visit the nearby Pinarello factory in Vicenza. Bob, Tim, Lee and our mechanic Paolo had the pleasure to meet the great Giovanni Pinarello in person, a real buzz.

The end of the three week tour was spent in Frascati in the hills of Rome, where people travelled daily (22min. train ride) to Rome for their shopping and sight seeing.

For the final presentation dinner Colette my wife and my kids Luca and Siena joined us, and we all recapped what we had all done in last 21 days, the great rides, the food, the scenery, the arts, and the people that we met throughout Italy.

After relaxing for five days with my family, the next group of riders came from Australia bound for the Island of Sardinia tour.

Like the first tour our first stop was in Bolsena for three days before moving on to the magnificent island of Sardinia. On day three we drove to Civitavecchia and embarked on a look a like Miami Vice boat, but about 400ft longer, travelling at 80km/hr bound for Sardinia.

During our first three days in Palau, we had a chance to see the Costa Smeralda, you have got be rich to have house there, or perhaps your boat in Porto Cervo, looking at marina, you wonder how is possible to see so much money tied up to a rope in one place.

Sardinia is not the green country that everyone experiences in the mainland of Italy. Sardinia has a charm of its own, I'm sure you have never see such crystal clear water, yet the inland is quite dry and rocky and the shapes of mountains are fascinating. We had a chance to go across the Island of Maddalena, we rode the 25km. course round the island before sitting at a coffee shop and enjoy another good cup of.... yes you know what.

On day four we transferred to Alghero on the west cost of Sardinia, Alghero very picturesque little town, built with lot influence from the Spanish invasion back in 1600. Despite Sardinia being invaded from so many different countries, the Spanish, Romans, Phoenicians and many more, it has always managed to maintain its own identity with traditions in Sardinia going back more than 5000 years.

Back to the riding; the transfer to Alghero of 165km. made few people nervous, after all is not your average ride. Dr Michael Waterfield, a man that I highly admire for his tenacity (this year's tour has been Michael's third in a row) and strength, left earlier then everyone

(Doc Guthrie still wants to find out at what time that was) as he was afraid he was going to slow the group down. We never caught Michael, in fact he arrived about 10 minutes before us, even after getting lost in Alghero and not able to find the hotel!

The rides from Alghero were fantastic, we explored the big island (350x250km. across) with hardly any traffic, the climbs are not the hardest, and at the end of every climb there was always the reward of a magnificent descent. With ten strong and experienced riders as part of the group, the job for Brett and I was much easier, personally I have never done so many quality rides.

The last stop was in Dorgali on the east coast of the island. For the three days there we truly found the best roads for cycling, we thought that the roads were good at the beginning of the tour, but they got better and better. The rides out of Dorgali were sensational. On very last ride (100 km) we gently climbed to just over 1.000m altitude, the scenery was breathtaking with the road winding gently along the sides of the mountain. Then it was onto the plateau where the road wound through bush land with views on both sides of magnificent mountain ranges. On the way back we stopped on the top of the mountain where by then we were all very hot, thirsty and hungry so we assaulted the sandwich counter as only hungry cyclists can; the lady serving us couldn't keep up with the orders. After 45 minutes break and a group photo we rode the last 25 km home. The road was slightly down hill and knowing that the Doc is legend on descents he decided to put his foot down with Norman and Mark in close pursuit. I had no choice but to follow, knowing that very soon I

was going to be dropped. With Alfredo in the front with a car to make sure that nothing was getting in the way, we start to descend at over 60km./hr.

I did find it hard to hang on at first, but I committed myself to follow them and knowing that it was the last few kilometres of just over 2000 in the last 4 weeks of touring, what the hell I was going to suffer till the end. Alfredo was amazing, he managed to not only push the cars (if any) off the road for us, but also at one point he came around a corner to find a bunch of wild goats standing in the middle of the road. Knowing that we were approaching at a rapid pace, he decided to slam on the brakes and swung the car to scare the goats away. He did a great job, as we approached the spot the goats were scattered all over, but it wasn't a good scene for Brett Mace who was riding 200m behind us all. By then the goats were back in a pack, only Brett's skill's got him out of trouble!

I can sincerely say that it was one of the most spectacular adrenalin rush rides that I ever had done.

To make the Italia Spring Tour successful it takes lot of preparation with input from a lot of people, but a special thank you goes to these people that worked closely with me during the tour:

- 🚲 my brother Felice and my brother in law Alfredo, support car,
- 🚲 our good friend Paolo bike mechanic,
- 🚲 Tina, Erika and Paul, masseurs,
- 🚲 Brett Mace as ride coordinator.

Special thanks also go to my sponsors: **Ascot** car rental, **Gatorade** and **Goldwell** cosmetics.

SCC Contact List

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Newsletter Submission Details:	Next Deadline: 5th November, 2001 . Please submit articles to Newsletter Editor via e-mail or post to 108 Rothschild Ave, Rosebery, NSW, 2018 or Club PO Box .		

Martin Barras Interview

By Eric Waddell

An exclusive interview with Martin Barras, Australia's new National Track Coach

Martin Barras was recently in Québec City visiting his parents, prior to stepping into Charlie Walsh's shoes next month as Australia's new national track coach. Since Martin is Québécois, and I knew him well from the early 1980s, when he was an active member of the local Club Cycliste Sainte-Foy, I leaped on the occasion to do a telephone interview with him and offer it "as an exclusive scoop" to the Sydney Cycling Club newsletter.

C.C. St-Foy has been for years one of Québec's – and indeed Canada's – major road cycling clubs, catering primarily for teenagers and young adults, with a strong training and racing programme and a commitment to producing riders for both the Québec provincial and the Canadian national teams. Already as a young rider Martin Barras revealed himself to be totally committed to cycling. Although not quite of national calibre, for several seasons he dominated the local racing scene, while serving as a coach for our Club. Even at this stage his knowledge of cycling was quite stupendous and in spite of flying through both a B.A. and an M.A. degree in Economics at the local university it was already quite clear to everyone (and a source of considerable despair for his parents) that he had no intention of 'dying an administrative death' as a civil servant in the provincial bureaucracy. Rather, his goal was to make a career in cycling.

Martin has pulled it off, which is no mean achievement in a country where cycling is one of the most marginal of sports, the season is incredibly short – four months, to be realistic – and talented riders hesitate between cycling and cross-country skiing or speed skating as a long-term sporting commitment.

This is his story.

Eric Waddell: You have recently been appointed Cycling Australia's National Track Coach, and thereby successor to Charlie Walsh. That's quite a job and, in particular, some big shoes to step into. How do you see your role, and what goals do you have?

Martin Barras: Yes, I've been appointed Head Coach both for the national track programme at the Australian Institute of Sport in Adelaide and the national track team. I'll be based in Adelaide, where the national programme is located, and I take up the position on 8 October.

While Charlie Walsh still lives in Adelaide he has assured me he has no further involvement in the national track scene in Australia. Indeed he is delighted to be out of the 'hot seat', and is now waiting quietly at home for the UCI to invite him to undertake short contracts in countries which don't have the luxury of national track coaches. This ensures I have complete freedom to act according to my priorities and my style.

I see my primary goal as the new national coach to bring Australian track cycling back to the level achieved at the Sydney Olympics. A number of athletes retired after



September 2000 and funding also declined. Both negatively affected Australia's ranking on the international track scene. However funding has since been restored to the original level and I therefore see my task as developing a new generation of elite athletes, feeding from the state programmes into the national programme. My specific goal is to re-establish Australia among the top 3 or 4 track cycling nations by 2004.

EW: Did the appointment come as a surprise to you, or do you see it as a just recompense for your achievements to date?

MB: Yes it came as a real surprise to me. In applying for the position I was really more concerned to make it known to Cycling Australia that I was interested in returning to the country from Great Britain, where I have been employed as a national track coach for the past one and a half years.

Certainly, while in Great Britain I played a major role in getting – much to their surprise – four medals on the track. Specifically, I trained Jason Queally, who got gold in the Kilo (1000m TT), as well as the Olympic Sprint team, of which Jason was a member, and which got a silver medal. It is only now that I am beginning to appreciate the extent of these achievements.

EW: Can you tell me something about the route you followed to become Australia's national track coach?

MB: I started off in the summers of 1983-84 – at 21 years old – as coach for C.C. Ste-Foy's female and cadet riders. This was basically unpaid work – a labour of love – but I progressed steadily from there to obtaining a summer job, in 1988, as the Club's head coach. The practice at the time was to appoint former riders as coaches, sharing their knowledge and experience with Club members in an essentially informal way.

I should stress that C.C. Ste-Foy was – and still is – Québec City's major cycling club, and one of the two most important in the Province of Québec. It had a core, at the time, of 60 to 70 young riders between about 14 and 21 years old who we initiated to competitive cycling and developed them as far as possible. It was a club which successfully produced riders on a regular basis for both the Provincial and Canadian national teams.

In 1989, weary of my job as a fledgling economist in the Québec Public Service, I took a position as coach with the Alberta Cycling Association and ended up spending 5 1/2 years there. On appointment I immediately set out to get

formal qualifications, first as a Level One Coach and then starting Level Two training. Cycling in Alberta, as elsewhere in Canada, is a sport limited to the few summer months, and my appointment was effectively a seasonal one. This made it possible for me to attend the National Training Institute at the University of Victoria (British Columbia) for the academic year September 1991-April 1992 and qualify as a Level Four Coach. I was one of 15 students that year and the first ever for Cycling, and I don't think they have had many since, but I came out of it a fully qualified professional coach.

I stayed on in Alberta until the end of the 1994 season and then moved, in January 1995, to the Western Australia Institute of Sport, to take up the position of Head Coach Cycling, for both Road and Track.

All this time my long-term goal was to become the coach of a national team, specializing in a single cycling discipline. The opportunity arose in February 2000, when I was appointed National Coach – Sprint – with the British Cycling Federation, based at the new velodrome in Manchester. The environment was an exceptionally dynamic one, with an annual budget of £1.7 million and a commitment to producing a world-class cycling elite.

I got the position through the links the British Cycling Federation had with the W.A.I.S. Their riders came out periodically to train in Western Australia and the Federation was impressed by the quality of my coaching.

EW: You come from a country where cycling is very much a minor sport. How did you become interested in it and, above all, evolve in cycling, in the light of the fact that Québec City is very much oriented to winter sports, and notably skiing and ice-hockey?

MB: It is most certainly attributable to a love of cycling, which I developed at a very early age, together with the fact that I am by nature a very competitive person. For instance, I undertook a Management test in competitiveness at the W.A.I.S. and my results turned out to be the highest they had ever obtained.

Although I have a Masters degree in Economics I had no liking for the discipline and I quickly learned that a routine nine-to-five job was not the thing for me. Rather, some initial coaching experience with the Québec Provincial Team made me realize that it was there that I was happy. Consequently, it was taking up the coaching position in Alberta that proved to be the turning point in my career.

But to go back to my love of cycling. If there is a single event that inspired me, it was seeing Daniel Morelon win the silver medal for 'vitesse' at the Montréal Olympics in 1976. It was incredible. And so it all developed into that incredible pleasure of joining my mates after school or university, for afternoon training rides.

Its funny, but I met Daniel Morelon a few years ago and I told him the story about the influence that gold medal ride of his had on me. At first he thought I was joking, but he quickly realised I was deadly serious!

EW: How do you see the future of elite cycling in Australia, and above all track in relation to road cycling?

MB: The level of elite cycling in Australia is very, very high, and I consider myself to be in a really privileged position, all the more so because I have strong support at both the State and National levels. The potential is enormous and the next two or three years should be seen as a rebuilding period.

One area to which considerable thought will need to be given is that of the professionalisation of Australian cycling. Ours is the last of the great amateur cycling teams in the world. We need now to become the first of the professional teams. And the planning is already underway!

In other words, we need to change not only the status of our riders but, more important, the way we develop and look after them. In becoming members of professional teams they should be treated professionally, with all the benefits and services that implies.

In this respect it is not difficult to professionalise Australian riders. You can already see how those now riding professionally in Europe behave in public – in their relations to the media, in their language skills etc. Look at both riders in this year's Tour de France, Stuart O'Grady and Bradley McGee. They always responded positively to after-race interviews, often under difficult circumstances, and both demonstrated good French language skills.

My new position is a privileged one: an excellent organisation, high quality national programmes, and some of the best riders in the world. In this context it will be easy to create a climate where, according to my philosophy, the coach works with the athletes rather than making the athletes work.

Compare this with the state of track cycling and, indeed, of cycling in general in Canada. Certainly there is now a national training centre, at Bromont, for the track. But it is the larger context which is different. The population as a whole has a different attitude to sport. It does not occupy an important place in the lives of Canadians. As such, athletes are often less motivated and less demanding of themselves. They tend not to set their sights high enough, and they do not take their public role, as athletes, so seriously.

EW: You are only 39 years old and you have risen to the top in a sport where, coming from Québec City, you didn't have much in the way of 'competitive advantage' at the outset. More important perhaps, to quote a mate of mine from Sydney Cycling Club, its 'a mug's game'. And yet you have made it. What are your thoughts, looking back over your career thus far?

MB: It's certainly not an ordinary job. You got to do it with pure passion. Back in 1989 I left a \$40,000/year job as an economist with the Québec Government to take up a \$15,000/year position as a cycling coach in Alberta. People thought I was absolutely crazy and, indeed, it took me 10 years to get back up to \$40,000/year. It was a long, tough climb. I've been lucky. I've made it through so far, where many others have fallen by the wayside. Who knows what the future holds? I love what I do. I have been provided with an incredible opportunity. And my sights are set on the next Olympics!

SCC Race Reports

By Alex Simmons, Tanya Bosch and Meg Croft

Concord Criterium, 23rd September 2001 – “Action a Plenty”

The first of a series of three open criterium races organised by the Lidcombe Auburn CC was held at Concord on a bright and warm spring day. The races were short and held around a tight 800 metre circuit at Concord Village. The atmosphere was excellent with the streets closed off, the café strip full of spectators and the race officials in their cars with lights flashing and sirens blaring adding to the carnival type atmosphere.

The only disappointment was the low representation of SCC riders competing. Come on guys, this is a race in our own backyard; we should get out and have a go. There are plenty of grades to suit all comers in Men's, Women's and junior categories. The other advantage is the ability for supporters to relax and watch the race in comfort.

Sydney managed four riders in the lower grades: Stan Genakis, Vaughan Wickam, Julie Howard and Alex Simmons. Team Trek was also represented.

The first race featuring SCC riders was the Div 4 race with Vaughan and Alex. It turned out to be a great result with Alex getting up to win the event. It was a short race, less than 30 minutes in duration but had plenty of action including a couple of spectacular crashes – one poor fellow was knocked out and lay on the track for several laps as we sped past. Another hit one corner a little hot (right in front of Alex), ran wide and just managed to avoid hitting the bus coming in the other direction! (The race itself was well marshalled and safe – however marshals cannot help stupid riders).

After a pretty fast start (with Vaughan hanging on to play catch up), things settled down after a couple of laps with Alex staying at/near the front (it's much safer that way). A couple of attacks saw one rider get away for a couple of laps and take the sprint prime. As the laps were being counted down, Alex decided to attack with 4 laps to go and stir things up. One rider bridged the gap and the pair stayed away for another lap and made sure the chasing bunch had to work hard. With 2 to go, Alex positioned himself near the front and was 3rd wheel coming into the last lap. On the 2nd last corner, the rider placed second lost it big time with both tyres blowing and managing to cartwheel in fairly spectacular fashion right in front of Alex. Alex managed to avoid him by taking a wider line and then had to negotiate the road barriers and a 20 metre gap to the lead rider with the 150 metre uphill sprint to the line. In the end Alex overhauled the leading rider and won comfortably. Vaughan also had a good ride and finished the race with the bunch.



In the Women's handicap race, Julie Howard did the club proud by having a go (it's the only way to improve and racing experience is the best teacher of bike handling skills). The pace turned out to be a little hot for Julie, however she finished the race in great style – well done Julie. It is always good to see another SCC jersey out there.

The Men's Div 3 race turned out to be somewhat forgettable for Stan. Unfortunately he clipped a pedal on the fastest corner of the circuit and crashed in the early laps. Although a little bruised, dazed, with torn knicks and a bit less skin, Stan was basically OK and the bike appears to have escaped any serious damage. The Ambo on hand helped clean Stan up. Hopefully Stan is now the wiser about starting at the rear of a field in a short circuit crit.

Alex



NSW Masters Road Championships, 29th September 2001 – “Medals Galore”

The Sydney Women Masters Cyclists did very well at the recent NSW Masters Road Championships taking three of the nine medals on offer. Meg Croft won silver in the Masters 1 division, Tanya Bosch won gold and Breeda Kelly bronze in the Masters 3 division.

Meg Croft, Julie Avakien, Anna Murray, Julie Howard, Breeda Kelly and Tanya Bosch represented Sydney. The number of women from the Sydney club did provoke some comment.

The day was very hot and there was much confusion over the distances and the actual course. For those who have raced the Calga course before it changed so that near the 20km mark we turned left towards Wiseman's Ferry and then looped back onto the main road. There were only 5 of us in Masters 3 (over 45s). One was a 65 year old who was dropped on the first hill so the rest of the race involved four of us: myself, Breeda, a Southern Highlands girl called Sandra and a Waratah girl. Breeda did a lot of work at the front and seemed to be revelling in it. I think it was too easy for her being at the back because after I led up one long grind she and the Waratah girl got to the front and started exchanging stories about where in Ireland they came from! Meanwhile I'm panting trying to recover at the back.

Breeda actually set the pace on most of the hills which really helped me. The pace was hard enough to stretch all of us but not too easy so no one was tempted to attack. I got the impression though the others were suffering more than us which was good. When we reached the familiar terrain before blood hill, I prayed "please God get me up blood hill so I can have a decent sprint". Breeda remembering what it was like to go up it at 50K/hr went up it pretty hard, I managed to stay with her and we dropped the Waratah girl. At the top Breeda surged and it took all of my will power to stay with her. She kept the pace up but to her credit the Waratah girl got back on.

With 1km to go I suggested to Breeda to get on my wheel so that the girls wouldn't use her to win the sprint and to get Sandra the good sprinter off my wheel. However that put Breeda off her pace which I now regret. We will have a better plan next time. With Breeda on my wheel Sandra elected to sit to the right of my back wheel so I decided to jump there and then, even though a little too far out. I could see Sandra gaining on me and I thought I was gone then suddenly she was out the back door! I counted myself pretty lucky on that one. I hope maybe that happened because she was tired from Breeda's pace. Thanks Breeda and congratulations on the bronze in your first individual race.

Tanya

Masters Women Division 1 & 2 Road Race

Julie Avakian, Julie Howard, Anna Murray and I lined up for the Div 1 and 2 Masters Women's Road Championships at Calga last Sunday. The only other club with a similar number of starters was Sutherland. We weren't quite prepared to hear on the start line that it was going to be an 82 km race after we initially thought we'd entered a 65 km race. However after a general bunch grumble the race got under way. It was a hot, dry morning and with the words of our support squad, "stay up near the front", still ringing in our ears we launched into the race and immediately found ourselves at the back of the bunch.

Between us there is not a lot of race experience but we have all listened throughout the year. We'd heard lots about race tactics so it was a great opportunity to put what we'd heard into practice. Over the first part of the course the bunch surged and eased up as a breakaway tried to form but we all managed to keep together with the main bunch. At about 10km out I found myself in a breakaway. We were a group of five and it did not look like the bunch would catch us. Especially since we had Julie, Julie, Anna and the Sutherland women (who also had someone in the break) working hard at slowing down the main bunch. It took a while before others in the bunch realized what they were doing with Julie being mindful not to let the gap get too big in case the breakaway failed and they had to chase (plan B).



One of the women in the break quickly calculated that since they were awarding medals for Div 1 and 2 there was a medal there for everyone if we worked together. So it was at this point that we started what was to be a hard 75 km pace line. After 30 km we were down to four women and as we came around the first circuit we saw the rest of the bunch and they really didn't seem to be that far behind. At 65 km the pace was still on, the sun continued to pelt down and the supply of water started to run out. It was either hang in with the other three or get dropped in the middle of nowhere. By the time we got back into familiar territory and onto the main road it was clear that the race was longer than 82 km (it ended up 89 km). I was dropped on Blood Hill but managed to get back on as the others played cat and mouse for sprint positions. However when the sprint happened I wasn't there and came in fourth to take out second place in Div 1. The bunch sprint was heavily contested and Julie (AKA Erik) put in a hard effort and almost got it on the line to finish 5th in Div 1.

Everyone was suffering from dehydration and a touch of sunstroke by the finish, as we had not been allowed to take on water during the race. Julie Howard once again put in an inspiring ride showing an enormous amount of determination to complete the second circuit solo, barely being able to stand as she made it to her car. Our race was a real team effort and combined with Tanya and Breeda's gold and bronze medals in Div 3 & 4 the SCC women stood out. There were no displays of feats of strength at the après race BBQ at the Avakians (ref. past months TTT report) – we were all too stuffed! However Anna did manage to summon up a lot of colourful adjectives to describe the day.

Meg

Race Secretary's Report

As I've been quite busy during the last few months battling the not-so-brilliant plans for Centennial Park, I haven't produced a Race Secretary's Report for the newsletter since July. Hence, some of this information may go back beyond the previous month.

Two Day Tour – 25th & 26th August. During a perfect weekend weather-wise, we had 28 riders who participated in at least one stage, of which 13 riders completed all three stages and were therefore eligible to win the Tour.

Congratulations to:

- 🚲 Stan, Vaughan & Tanya for posting the best times in their respective grades during the short course time trial,
- 🚲 Tom, Alex & Vaughan for placing 1st, 2nd & 3rd in the criterium (Round 4 of the Criterium Series),
- 🚲 Alex, Paul Davies & Julie Avakian for placing 1st, 2nd & 3rd in the Hilltop,

& most importantly to,

- 🚲 Alex for winning the Tour, followed by Vaughan, Stan, Meg & Julie.

Hilltop Series 2001 – The Hilltop Series winner for 2001 is Andrew Hudson with a third and a fifth place in the two races of the series. Alex has secured second place with Simon Kenny and Mike Avakian closely followed for equal third.

Round 5 of the Criterium Series – 29th September. For the first time in this series the scratch group was not able to get up. I have been slowly increasing the handicaps until the rubber band finally burst. Congratulations to Andrew Hudson who got up in a close sprint over Tom, Sam Reuben & Richard Kerr.

Criterium Series 2001 - With one criterium still to be run and won on 13th October, it has come down to a race-off between Steve Hogg & Alex for the winners trophy. Tom, Andrew Hudson & Dave McAlpin are also in the hunt for the runner-up trophy.

Short Course Time Trial – 8th September. On what was quite a lovely morning we had perhaps our worst turn-out of the year for a time trial. Congratulations to Stan & Meg for the fastest times in A and C grades. Unfortunately there were no B grade starters. Stan and Leigh also posted personal bests which isn't a bad effort coming out of winter.

State Club Teams Time Trial. The SCC teams again did us exceptionally proud with the following podium finishers:

- 🚲 **Meg Croft, Sally Thomson, Julie Avakian, Breeda Kelly** – 1st Place in Women's Masters
- 🚲 **Phil McKnight, Steve Hogg, Dave McAlpin, Leigh Ringrose** – 3rd Place in Men's Masters 1-3

The other SCC that weren't on the podium also well exceeded most people's expectations. Well done to you all.

NSW Masters Road Championships - More medals as the Women Clean Up Again !!!
(Calga, 30th September)

- 🚲 Meg Croft - 2nd Women's Masters 1 (84 kms)
- 🚲 Tanya Bosch – 1st Women's Masters 3+ (42 kms)
- 🚲 Breeda Kelly – 3rd Women's Masters 3+ (42 kms)

Concord Criterium (Race 1 of Lidcome-Auburn CC Series)

- 🚲 Alex Simmons – 1st place in Division 4

Randwick Botany CC Criteriums. on the Randwick Botany CC web site:

- 🚲 8th September – Paul Kelly 3rd in B grade
- 🚲 19th September – Tanya Bosch 4th in D grade
- 🚲 22nd September – Paul Kelly 3rd in A/B grade combined, Andrew Hudson 3rd in C grade

Steve

To Let and For Sale

- 🚲 For Sale. Scott Team Issue (Phonak Team-Bike), Dura Ace, Mavic Ksyrium wheelset, Time Millennium carbon fork, ITM Millenium post and stem, about 7 month old, price to be negotiated. For more information call Jochen 0415-759703 or 9517-9158
- 🚲 For Sale. Pair of Dura Ace wheels, with bags, no damage, both true, \$800. Contact John Slater on 0417-663563 or 9904-6561 (ah).
- 🚲 Bedroom to let (3m x 3.75m) in well-lit spacious 2-bedroom apartment in Coogee. Shared bathroom. Art deco style, well maintained. Close to beach & transport. Quiet location. Non-smoker. Available from 13/10/01. Cost: \$160 pw + bills. If you are interested, phone John Kearney on 9665-5006 (h) or 0410 328 852.

Club Calendar

Day	Time	Venue	Comments
13 th Oct.	07:15	Heffron Pk.	Criterium Rd 6 (10/9/.../1) Handlers: John Rutherford & Jonathon Lewis
20 th Oct.	06:50	Cannons	Handicap 2 Lap Wheel Race Handlers: Walter Rolli, Robert Hood & Con Roubis
27 th Oct.	TBA	TBA	Hill Climb – FMM Handlers: TBA
4 th Nov.	06:30	Moore Park	Annual MS Sydney to the 'Gong ride.
10 th Nov.	06:50	Ocean St. Gates	Ext. TT – FMM (8/7/.../1) Handlers: Mike Larkin & John Kearney
13 th Nov.	19:30	Clarendon Hotel, Surrey Hills	SCC Annual General Meeting
18 th Nov.	08:00	North Sydney to Parramatta Park	Annual RTA Cycle Sydney. http://www.bicyclensw.org.au/cycsyd.php
24 th Nov.	07:15	TBA	Kilo – FMM (8/7/.../1) Handlers: TBA
14 th Dec.	19:00	Fox & Lion Hotel, Fox Studios	SCC Christmas Function
2002 6-14 th Apr.		Manilla to Walcha	RTA Bicycle NSW Bike Bike Ride http://www.bicyclensw.org.au/bigride.php
Regular Rides			
Tuesday	06:00	Cannons	Watsons Bay hills ride, approx. 25km. Eastern suburbs hills and in-between flat bits. Faster riders wait up at the top of Military Rd. for new kids/the hill-challenged. Back at approx. 7am to Bar Coluzzi (<i>café</i>) in Bondi Junction.
Wednesday	06:00	Cannons	Coaching session focusing on developing rider fitness and general riding skills. Popular change is one lap of the Olympic road course.
Thursday	06:00	Cannons	Foreshore Road/La Perouse, approx. 35km. Fast clip [35-40ish] with three even faster [40-55km] intervals, back in the park at 7ish. We wait up for training enthusiasts but not quite as religiously as Tuesday.
Saturday	06:30	Cannons	La Perouse ride, 45km. Two bunches leave the park rolling easily until Foreshore, then the first bunch picks up the pace at La Perouse for the run home via Maroubra Beach with a paceline developing along Anzac Parade. Second 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 07:45 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 (70-80km) or maybe even Sutherland, then back via Como and Hurstville (70km). All rides finish back in the park for breakfast (approx 9:30).
First Sunday of the Month	06:30	Cannons	Club Jersey Ride. 100km+. Typically combined group goes north to Church Point, where the faster or more keen riders split off heading for Akuna Bay with the rest of the bunch going straight to Terry Hills for coffee at the Bonds Nursery. All then regroup for the ride back.

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.

Legend: SC TT= Short Course Time Trial
LC TT= Long Course Time Trial
Ext TT= Extended Course Time Trial
FMM = Frank Murray Memorial Trophy

Note: 6 points will be awarded for handling once in a season.
1 point will be awarded for riding and finishing the event.
Penalties for Drafting or Breaking in TT's will be 30secs.
Race Sec's decision's are final. No correspondence entered into.

SCC Event Results

SC TT (FMM), Centennial Park, 8th September, 2001

Name	Grade	Lap Time	Finish Time	Place Overall	Place in Grade	Points	PB / Margin
Stan Genakis	A	5:12	10:36.51	1	1	8	PB – 6 secs
Leigh Ringrose	A	5:18	10:58.03	2	2	7	PB – 7 secs
Phil McKnight	A	5:20	11:00.86	3	3	6	
Dave Clarence	A	5:31	11:12.10	4	4	5	
Paul Kelly	A	5:25	11:20.13	5	5	4	
Tom Klemola	A	5:29	11:26.26	6	6	3	
Paul Davies	A	5:44	11:31.92	7	7	2	
Meg Croft	C	6:09	12:33.54	8	1	8	
Frank Milner	A	6:08	12:34.79	9	8	1	
Malcolm Wade	C	6:20	12:50.69	10	2	7	
Steve McMillan	C	6:27	13:09.64	11	3	6	
Julie Howard	C	6:22		DNF			
Pete Montford	A		Handler				
Richard Kerr	B		Handler				

criterium Round 5, Heffron Park, 29th September, 2001

Name	Start Time	Place Overall	Series Points	Grade	Place in Grade	C'ship Points
Andrew Hudson	4:00	1	10	B	1	8
Tom Klemola	4:00	2	9	A	1	8
Sam Reuben	4:00	3	8	B	2	7
Richard Kerr	4:00	4	7	C	1	8
Steve McMillan	6:00	5	6	C	2	7
Simon Kenny	2:00	6	5	B	3	6
Stan Genakis	0:00	7	4	A	2	7
Steve Hogg	0:00	8	3	A	3	6
Paul Kelly	0:00	9	2	A	4	5
Alex Simmons	0:00	10	1	A	5	4
Paul Davies	2:00	11	1	A	6	3
John Kearney	4:00	11	1	B	4	5
Eddie Bosch	2:00	13	1	A	7	2
Anneliese Aarts	6:00	14	1	C	3	6
Ken Lord	4:00	15	1	B	5	4
Derek Hemsworth	2:00	DNF		A		
Jochen Schroeder	0:00	DNF		A		
Meg Croft		Handler	1	C		6

Possible Non-Racing Awards for 2002

Presidents Award

Awarded during some but not all years, at the discretion of the President, for extraordinary efforts in representing the Club or making it a better facility for all members.

Clubman

For significant & unselfish Club contribution beyond the normal call of duty.

Big Piston

For a particularly gutsy cycling effort or series of efforts (ie, a single race or series of races).

Most Improved

A new award for 2001. Awarded to the member who has shown the most promise through improvement during the year.

Multi Tool (Fool) Award

For a particularly inept demonstration of bicycle mechanics and/or repairs.

Bent Spoke

For the most spectacular or the most humorous cycling accident. Typically not awarded for an accident that resulted in serious injury.

Horses Arse

Many people who go out of their way to win the coveted Bone only to end up with a Horses Arse.

Mongrel (The Big Bone)

The **most prized possession** within the Club that many people try to win but very few actually do. To win the Mongrel, more affectionately known as The Bone, a member must perform some arsehole act upon another poor, innocent Club member. Because this dastardly act has been performed unintentionally the worthy recipient of The Bone is indeed a truly deserving mongrel.

2001 Progressive Point Score

Date	03-Feb	10-Feb	24-Feb	10-Mar	01-Apr	28-Apr	26-May	09-Jun	23-Jun	21-Jul	04-Aug	11-Aug	08-Sep	29-Sep	25-Aug	FMM	TOTAL
Event	1 Lap	SC TT	LC TT	Ext TT	Hilltop	1 Lap	SC TT	LC TT	Crit	Crit	1 Lap	Crit	SCTT	Crit	1 Lap**	Total	C'SHIP
Name					Rd 1				Rd 1	Rd2	FMM	Rd3	FMM	Rd5	FMM		
A Grade																	
Phil McKnight	6	8	7	6	6	5	8	6			7	7	6			13	72
Tom Klemola	3	6	4	5	1	6	5	6	1	1	5	1	3	8	2	10	55
Stan Genakis	7	7	5			7		6				6	8	7	7	15	53
Paul Kelly		5	6	3	5	1	4		6	3	3		4	5	3	10	45
Pete Scott			3	7			7	8	4		6	8				6	43
Paul Davies	1	3	6			2	1	7	2	4		3	2	3	1	3	34
Dave Clarence	5	6	6	8			3						5			5	33
Alex Simmons		1			2	4		5	7	8		2		4	5	5	33
Peter Montford	1		2	1		6	6			7	8				8	16	31
Steve Hogg						1			8	6	4	5		6		4	30
Paul Rigby		1	8		7	8									6	6	24
Leigh Ringrose	1	2	1	2	1	1			3	2		4	7			7	24
Frank Milner	1	1	1		6	1			1	5	2	1	1		1	4	20
Eddie Bosch	6		1		4	1				1	2			2		2	17
Dave McAlpin	4	1			3				5	1					1	1	14
Jochen Schroeder					8	3											11
John Arkwright	8																8
Jonathon Lewis	2		1	4		1											8
Wayne Eastburn					1		6		1						4	4	8
Dave Pye		4					2										6
Simon Pardey			1								1						2
Derek Hemsworth											1						1
B Grade																	
Tony Johnson	2	5	7	8	4	6	8	8		7	5	4				5	64
Rob Hood		4	8	7	1	8	7		7		6					6	48
Andrew Hudson					6				8	8		8		8			38
Simon Kenny					8	7					7			6		7	28
Doc Guthrie	4	8		6	1						4					4	23
Mike Avakian					7		6					7					20
John Rutherford	7	6	4		1												18
George Schneller		2	3	5	1						6					6	17
John Kearney					5	2	5							5			17
Kelvin Haisman	5	3	1		3	4											16
Mike Larkin	8					5						3					16
Carl Horn	3		5		1						6					6	15
Sam Reuben					2				6					7	7	7	15
Monique Batterham	6	6	1														13
Shane Maundrell		7	6														13
Craig Warner	1	1	1			3				6							12
Ken Lord												6		4	6	6	10
Alan Lumb	1	1	1	6													9
Stuart Davis											8					8	8
Ann Clarence	6		2														8
Roy Keyes					1	6											7
Vaughan Wickham					1							5			8	8	6
Andrew Price									6								6
Mark Meltzer							4										4

Sally Thompson											3					3	3
Walter Rolli		1															1
C Grade																	
Richard Kerr	7	8	6	7	5	7	5	8	6		8	1	6	8		14	82
Meg Croft	6	7	7	8		6	8	7		6	6	3	8	6	7	21	78
Tanya Bosch	8	6	8		6	3	4		5	8	7	6			8	15	61
Steve McMillan	2	1	4	6	7	1	2	5	6	7	5	2	6	7	3	14	61
Malcolm Wade	4	4	3			5	7	6	8			8	7		6	13	52
Heydon Miller	5	6	5	5		4											25
Bruce Field	1	1		3		2	6		1	5	1				1	2	20
Kate Rowe				6			3				4	7			4	4	20
Julie Avakian					8		6					4			5	5	18
Steve Youngman	1	1	1	2		8											13
Julie Howard	1	2				1			3		3	1			1	4	11
Anneliese Aarts									4			1		6			11
Tim Youngman	1	1	1	4		1											8
Dave Bullock	1					6											7
Dan O'Callaghan									7								7
Hiroyuko Toyozumi					6												6
Paul Montesin							6										6
Beth Bowen											1	5			2	3	6
Breda Kelly	3										2					2	5
Pino D'aguianno		5															5
Ross Theo							1		2		1					1	4
John Slater		3															3
Glen Butterworth	1		2														3
Ian Cranston	1																1
Anna Murray							1										1
Margeurite Young											1					1	1
Kevin Crowie															1	1	0
Women																	
Meg Croft	6	7	7	8		6	8	7		6	6	3	8	6	7	21	78
Tanya Bosch	8	6	8		6	3	4		5	8	7	6			8		61
Kate Rowe				6			3				4	7			4		20
Julie Avakian					8		6					4			5		18
Monique Batterham	6	6	1														13
Julie Howard	1	2				1			3		3	1			1		11
Anneliese Aarts									4			1		6			11
Ann Clarence	6		2														8
Beth Bowen											1	5			2		6
Breda Kelly	3										2						5
Sally Thompson											3						3
Anna Murray							1										1
Margeurite Young											1						1

Please report all inaccuracies to the Race Secretary.

**** This event does not contribute towards Annual Championship**