

# Sydney Cyclist



Road & Track  
Nationals  
26th March-1st April

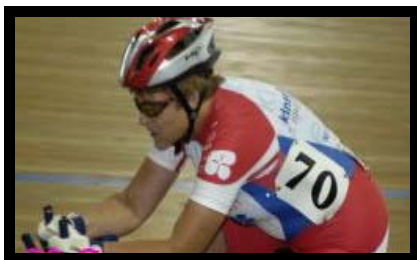
## INSIDE THIS ISSUE:

Gold.....

Gold....

Silver!

### Tanya Bosch in Action



1<sup>st</sup> - Sprint Derby: 14.2 sec 200m **GOLD** – Fly qualifier – set an Australian record

2<sup>nd</sup> - 500m Time Trial **SILVER**

1<sup>st</sup> - 5k Scratch Race **GOLD** - Won the Australian Championship jersey for her effort

6<sup>th</sup> - 2000m pursuit

Leading up to the Nationals, Tanya also won two gold and a silver in her respected races at the NSW Masters Championships.



Grant Hansen  
Under windy cond.



Alan won the bunch sprint for 3<sup>rd</sup> place after  
2 riders rode off during some confusion.

Alan Revell  
(MMS7)

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Stan Genakis: Recorded a creditable 12th position in the MMS2 Time Trial plus  
20th position in the Criterion

Grant Hansen: Crossed over the finish line in 5th position in MMS8 Time Trial

**Congratulation to you all**

Photos by Ernie Smith: official sports photographer [www.erniesmihsptos.com](http://www.erniesmihsptos.com)

## Road Captain's Column

### Armon Hicks

I enjoy riding my bike, I enjoy giving something back to the club in my role as Club Captain and I'm really enjoying the current cool clear crisp mornings.

As adults we choose to ride because we enjoy it and apart from one member I'm aware of, it we don't ride because we're paid to. We all have a responsibility to our fellow members and other road users to ride in as safe a manner as possible and to have fun.

This includes taking personal responsibility to split the bunch you're riding in, if it becomes too big or becomes unsafe.

Like wise if someone is hammering on the front, failing to ride tempo and smashing the bunch – let them ride off the front. There is no rule that says you have to burst a boiler hanging on to the wheel of the idiot in front. Maybe they will learn a valuable lesson in bunch riding as a result.

Safely riding in the bunch is a skill. It requires practice and concentration. When all riders are on song it's wonderful. If the bunch is setting a pace than doesn't fit with your training program either lighten up or drop off and do your own thing.

#### Akuna Bay

Thanks to all those who joined me on the traditional SCC first Sunday of the month ride to Akuna Bay on April Fool's Day

Members completed several serious climbs in 100kms at "B" bunch pace

The next Akuna Bay ride is scheduled for May 6th back at the park approx. 11am

North side members are welcome to join along the route.

Remember to bring sufficient supplies

Ride stops twice.

#### Bunch Etiquette

Thanks to members for their contribution to the

#### Sydney Cycling Club Bunch Etiquette Book

Tanya Bosch, Victoria McNeil, David Levitski, Jeff Sofair, Barry Doosey & Matt White.

The support of our sponsors was vital in republishing this very useful and helpful guide to riding safely with SCC.

Please take a few minutes to read, understand and apply the skills.

A gentle reminder – bunch rides are not races.



*Play nice,  
Armon*

#### Our New Design



Get the low-down  
on the new  
Club Kit  
Watch your email  
or  
mail box  
for  
your personal  
information package

## Lawn Bowls

### Meet the New Members

A wet afternoon didn't dampen the club's spirits in welcoming the new club members – a solid turn up of thirty plus.

The venue was bright and spacious, projecting an easy-going atmosphere that prompted other young bowling devotees for a social afternoon of alcohol, greasy food and Trivia – the green was temporarily out of limits due to rain. Trivia on the other hand was a good substitute although various SCC teams had no favorable outcomes....it was a bit like one wheel sucking the other. It may have helped if all member's were on full alert .....Adrian was saving himself for the "real-action".

The rudiments of the Lawn Bowls dates back to the 13th century England – Sir Francis Drake made it folklore history when he kept the Spanish Armada (1588) on hold while he finished his game.

The first game to be played in Australia was at Sandy Bay, Tasmania 1845.

It's been a popular game ever since, so popular in fact that it receives "live" TV coverage, of up to six hours ..... Now!...when do you see cycling coverage of that length.

For some, the greasy food, alcohol and brain teaser was too much, leaving before the "real game" began – the bowling green opened late in the afternoon as the sun struggled to show its face.

The aim of the game was to keep your eye on the "Jack" a firm hold of the black ball, strike the pose and with any luck you'll be on the "Jack" if not, off the green.

*Thanks Stan*

*SCC Social Secretary*



Adrian Atherton – Relaxing before the big game

#### Contributions

Thanks to everyone who provided a little something towards the current Newsletter

And to

Ms. Auriol Carruthers for her kind support and assistance

In up-skilling me on the software "Publisher"

*Frankie*

Drinks

@

Kinselas  
Hotel – Middle Bar  
Taylors Square

**kinselashotel**

Thursday 3rd May 6pm

Cost \$15.00

Watch out for your E-vite

Fine Dining – Wine Tasting

Night

@

Balzac Restaurant  
Randwick



Thursday 10th May

See SCC website for  
menu options

Watch out for the E-vite

**Stan Ganakis**  
**Social Secretary**



# Snowy Mountains Tour

## 3-5 March – Frankie Hopkins

### ***Are we there yet!***

Stop – Revive – Survive! The first pit stop of the day is Australia's first inland city – Goulburn with its Big Merino symbolising agricultural. There are many coffee shops in Goulburn, non-more traditional than the Paragon Cafe but a more contemporary eatery has been found along with a walk-in cyclery..... just the ticket if you've forgotten your spares. Another 100km further on is laying in the shadows of the mountains is Cooma, the capital of the Snowy Mountains. A typical conversation piece around here is "how did these big boulders get here"? These granite boulders are unique to the region— crystallised as a large mass from magma many kilometres below the surface, the granite formed around 400 million years ago and over time the granite eroded, uplifted and exposed to the surface as it is seen today.

### ***Coffee anyone!***

Throw away the instant, forget about the peculator, don't bother with the plunger but bring your own espresso machine..... That's exactly what Marcus did. A coinsure in the art of coffee making and a gentleman for sharing it with his fellow room mates.

### ***Anything Wrong!***

Just as well John's (Rutherford) on the ball when he asked "is there something wrong here" as he wiggled his loose handlebars.... there certainly is John!.....it's the head set. Don't be a builder and hit it....I'll fix it. (George T)

### ***Beyond the Alpine Way***

The predicted temperature of 31 degrees was definitely not a day for arm warmers – at an altitude of 1370mt

Thredbo village followed by Dead Horse Gap, a plunge into the abyss leading down to either Leatherback Creek or Tom Groggin Station can only be described as a gruelling day in the saddle.....and this was day 1

### ***Getting started***

The road to Thredbo is thwarted with hills that make your legs ache but there is no justifiable hurry in this pleasant mountainous landscape – minimal traffic, gorgeous scenery, and clear blue sky with just the sound of a *swish* as the friction of the wheels contact the road and your lungs *rasp* as you gain altitude. This is what



you came for. The group splinters as the going gets tough and speeds wax-n-way; everyone is in their own zone especially on the way to DHG, which stand at 1582mt. The last pitch of this climb is a tester. Local legend has it that a bunch of

brumbies lay trapped here in a severe snowstorm and died as a result. Beyond this point is for the stallion/brood mare club only – 10 descend. First turnaround is at Leatherback Creek (11km from DHG) Second turnaround, Tom Groggin Station (10km further). Riders perhaps had their own inner struggle on the accent back, non-more so than Paul Davies; his stallion like capacity had been reduced to that of draught horse. ....I guess the local brumbies were having the last laugh. As for those who never went any further than Thredbo and/or DHG the bunches regrouped and rode back together at a furious pace dictated by must of the natural downhill terrain.



The fastest decants speed (92kms) was credited to James Guthrie & Alan Lumb. The only upset of the day was when George T. took a tumble from an unforeseeable bulge of tarmac that forced his wheel to do a wobbly — a nasty fall was to unfold causing multiple cuts and grazes.....the cavalry was called and Bruce Vote did the rest..... dressed and medicated at Cooma hospital George returned for tea with no lasting injuries but with very sore peripheries.

# Snowy Mountains Tours

## Which Way! Sunday

Regardless of which ride you choose, a hilly challenge is expected. Charlotte's Pass is one long climb, made tougher if the wind prevails. Delegate via Berridale is also marred with hills although they don't last for 23km but there are numerous. Our Host Bruce Vote decided to spin his wheels and meet the Delgety bunch at Berridale for morning tea. He reckoned on giving them an hour start but with the wind at his back and more than a few descents he got there in record time. While Bruce was having a leisurely tea-stop the bunch was probably at the main crossroads of Delgety 18km away. The local show was on, so it seemed fitting to use it as a pit stop under the hot, dry and windy conditions. This little town is the only one left on the banks of the Snowy River in NSW after Adamaby & Jindabyne were flooded under the Snowy Mountains scheme. Bruce had long gone by the time the group arrived at Berridale. They guessed the hot, windy conditions had something to do with it...we learnt later that he suffered a little on the way home.....good onya Bruce! Frankie remained in the car from Berridale onwards so that left the four men to ride into the wind and up the hills on a scorcher of a day – as the terrain thickened and the legs weakened a natural split occurred and one of the now pairs helped each other.

So what of the Charlotte's Pass bunch – If the Delgety bunch were hot and bothered how were they fairing? Some got an earlier start than others, but what would it matter, when climbing for 23km you're in your own zone for most of the way. As the altitude increase the wind became an unwanted burden – it squalls up there, open and barren with nothing to protect you, squeezing as much out of you as possible before the apex is reached. Charlotte's Pass is the highest village (1760mt) in Australia, it was named after the first women to climb Mt. Kosciusko in 1881 Charlotte Adam. A quick nibble at the top, don-on a few warmer cloths then turn for the brisk decent into the valley floor and eventually home to the bakery.



## Smiggins Recovery Monday

The group always dwindles at this point, commitments else where calls in Sydney.

A cooler change today as the clouds and mist rolled in – arm warmers were definitely required. A nice easy pace was set by a couple of kind souls that kept the group relatively together, some finding the pace and strain over the last two days hard on the legs.....not surprising....“ease-up”.

The mist stayed with us for much of the ride becoming like pea soup in patches, the further up we went – a pleasant relief from the hot sun of the passed two days. The return was fast and for those who had done the

mileage and hills over the previous two days were now showing signs of genuine fatigue.

## Always a Warm Welcome

Extended thanks to Elaine and Bruce Vote for being the perfect hosts as usual. They have sold Bianica and Isabella (the units at the top of the hill) so next year the overflow will be accommodated else where. As for the main house Elaine and Bruce are firmly planted in the snow for a few more happy years yet

Megaburn bars and electrolyte powder was proudly provided by our Club Sponsor

Italia Spring Tour  
Pino D'Aguanno



Great weekend had by all –  
Julie  
SCC Tour Secretary

## 24hr Audex – New Zealand – Mark Cash



For a long time I'd been hearing about how great New Zealand is for mountain biking - Rotorua

in particular – and now I understand why!

The day before the race we headed down to "RotaVegas" from Auckland to do a quick recce of the course, meet up with our 'sponsors' from N-ZO and generally shakedown the bikes to make sure everything had survived Sydney's baggage-handlers.

We soon discovered lots of smooth, fast flowing single-track that wound its way through lush forest and giant redwoods. The only steep bits were downhill, but the track was so well made with

solid berms that braking was optional. This was going to be fun!

### BIKE Vs POSSUM...

(Yvoine ONE – Possum NIL)

Maybe it was the mesmerising lights of hundreds of mountain-bikers doing laps in the wee-small hours or perhaps Yvoine's blistering speed that caught it unaware, but the poor nocturnal marsupial didn't stand a chance in the infamous section of the track called The Grinder claimed an-



other victim - two went down, but only one lived to tell the tale. (Although on the final lap, now delirious from lack of sleep, Yvoine tried the same trick with a tree. The tree won – Karma?)

### Highlights for me:

- 1 Racing at night.
- 2 Staying awake for over 36 hours, racing for 24 of them.
- 3 Post-race jacuzzi and beer – Rotorua style!
- 4 The incredible generosity and hospitality of the Kiwis – especially the McCort clan!
- 5 New Zealand – the food, the beer, and the mountain biking!!
- 6 Winning!! (by nearly 5 laps!!)

Mark



A man in fish net stockings and a little tartan skirt sat on a rocky hillock watching riders struggle up it to claim 20 points at his lofty checkpoint.

Fish net man, Ellen and I discovered later, was not only a transvestite, he was also a 'darksider' - Dark-siders are Polaris volunteers. Polaris is rogaining on mountain bikes - riders pair up, carry overnight camping gear, food, map, compass and in this particular event the theme was "Rocky Horror Show" - a rock was an official item to be carried throughout the event. Besides getting frocked up, and having a lot of fun, the idea is to accumulate as many points as possible over the weekend of riding. To make it even more challenging competitors find out where the checkpoints are located only the night before within 640 square

kilometres. Alyssa, normally a competitor, went to the dark-side this year. Dressed in a gold lurex outfit she stopped riders mid track shortly after the start of the event. Alyssa gave us slips of paper with the point value of each checkpoint. Armed with this vital information Ellen and I quickly worked out our route and were off hunting for points. Mark and Yvoine also blasted off down the track chasing points – we regrouped at the overnight camp and compared notes over a beer.

Over 240 pairs competed in the event, many in 'horror' outfits. None could top the organiser though, who with a wicked sense of humour presented prizes in woman's underwear chosen for him by our very own Alyssa. All the Sydney Cycling Club participants had a great weekend and are itching to do the Urban Polaris ride around Canberra later this year. June's issue of the Newsletter will have the inside scoop from a "Darksider" point of view so remember to tune in.....Glen Butterworth

*Congratulation to Glen & Ellen who finished 7th with Mark & Yvoine just behind in 9th place...Well done guys*



# NSW Big Bike Ride

## 17-25th March Tour de Mid North Coast — Bruce Vote



The 20007 Ride saw less Sydney Cycling Club participants than previous years. Meg Croft, Julie and Michael Avakian

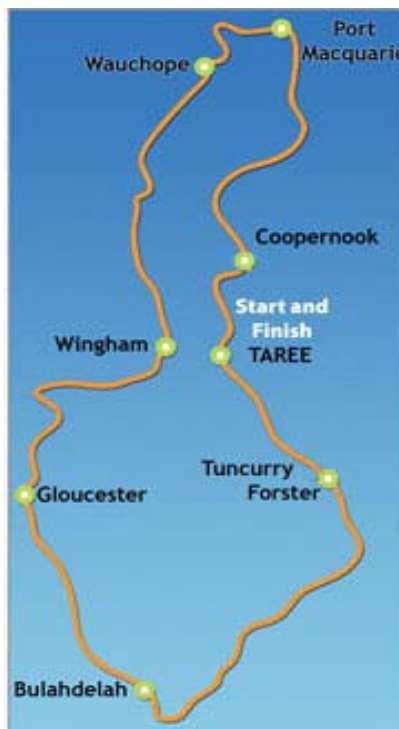
and with road bikes, Malcolm and son Damon on a tandem and myself on a flat bar road bike – a Specialised Sirrus to be specific. The Ride was advertised as:

**“Starting and finishing at Taree, adding convenience to an awesome route. Imagine travelling through NSW’s most beautiful forests and staying at a slice of coastal paradise for nine fun-filled days – One of the best Big rides in 18 years.”**

This was not an exaggeration except it didn’t mention the couple of rainy and some organization stuff ups.

**The start** was good with very little delay in registration and luggage check and a 1pm departure from Taree’s main street.

It was only 33 km to camp at North Tuncurry but it was very hot and quite hilly so most riders felt blooded. The astute weather watchers should have realised that the weather was an indication of the downpour we were to get during the night. So our first beach-side camp was a bit of a non event. My strong memory of the Tuncurry camp was a reacquainting with Big Ride camp life, the steam room shower vans, toilets always with a queue, good meals,



old friends and drinks in Café Big.

This year we had the addition of The Big Hub, a huge portable furnished tent which could accommodate most of the riders out of the weather.

**Day 2** was 70 km to Bulahdelah and although quite flat for the first 50 km it included some steep hills towards the end. The front group of Sydney riders got to camp about 11.30 and booked the driest cow stalls in the showground. We had rain till about 10 and Bulahdelah had obviously received the same bucketing as we had the previous night.

The main campground was awash so the food and beverage facility was moved to a covered sawmill about a kilometre away – a bit inconvenient but dry. At the evening briefing we were informed by the COE of Bicycle NSW that next year’s ride would be a

joint venture with Bike Victoria. This started a week of innuendo and rumours throughout the camp.

The ride from Bulahdelah to Gloucester was 90 km making **day 3** the longest for the whole ride, combined with a 200m climb near the start and a warm headwind for the last 40 km, made it also the hardest. Scenically it was very rewarding with the top of the climb traveling through Myall Lakes National Park, through to Booral then up the Buckets Way to Gloucester. I actually had morning tea with the rest of the Sydney riders but by the time I arrived at lunch they were long gone. Being the old fox that I am I managed to sit in with a group of young riders for the last 20km of headwind.

**Day 4** was quite hilly at first, continuing on the Buckets Way to Wingham, a distance of 66 km. The climbing was eased by cool misty weather early and when it warmed up we were on the flat to downhill section. I actually arrived at lunch about 10am just as Meg, Julie and Michael were leaving, our only lunch encounter on the ride. At the evening briefing we were instructed as to the arrangements for the mandatory bus lift up to Comboyne (**Day 6**).

**Day 5** was a rest day but the bikes were being taken by truck to Comboyne that afternoon. There was a lot of misgivings about how the precious steeds would be handled so Michael decided to retrieve his vehicle from Taree and take the bikes up, a very generous gesture. There was some disappointment expressed at the whole arrangement and the shortening of the ride. We all did a ride of some sort on the rest day to make up for it.

## Tour de Mid North Coast

With the bus lift on the morning of day 6 – only 34 km including a 700m descent we were camped in the grounds of Timbertown, a mock historic village. The set up for the Big Hub and Café Big was very pleasant on the village green on the 'old' town.

**Day 7** was the third of three ½ days being only 44 km to Port Macquarie. The camp site was great on the city cricket oval and just over the road from the beach – the weather was ideal for it.....What's happening?..... I've arrived at camp before Meg and the Avakians, that's right they threw in an extra 50 km up to Telegraph Point.

**Day 8**, Port Macquarie to Coopernook was 83 km. It was warm in the latter half with dirt road climbs in the Middle Brother and Coopernook forest. The whole day was scenic past the south Port Beaches and in the forests. It was also polling day so riders who hadn't pre polled voted at Rainbow Beach, Laurieton or Kendall. There was also a booth at our lunch spot at Lorne. There was pre ride advice from Bike NSW to prepoll even though we didn't strictly qualify, being within 6 km of a booth on the day. I suppose it was a deal done with the booth managers so they wouldn't be swamped by absentee voters. Coopernook is a tiny place, the camp site was too hot to stay in so most of the riders spent the afternoon

either at the pub or in the river, despite the publican's warning of bull sharks, we just created a protective barrier with the children. That evening the heavens opened .....“BIG TIME”

The **last day** only 30 km to Taree was a shambles. The regular paths through camp were ankle deep in mud, it continued to pour and was obvious that the luggage prime movers would not be able to retrieve the trailers which had mistakenly been brought onto the camp with knowledge of the forecast. We rode off to Taree to retrieve our vehicles and come back for our luggage as did the majority of riders.....How those who had booked bus transport home got on I've no idea. I looked up the Bureau Website before the ride which gave the expectation of 12 wet days in the month for March – our 3 days in 9 was about average so I suppose we can't complain about the weather. However, the management of the results left something to be desired.

Overall the ride was as billed – scenic forest and coastal but a bit too short. However the company both old and new was great, except we missed some of the regulars – Smithy, Stewart, Frankie and Pete.

Bruce Vote

## Centennial Park Changes to main restaurant and cafe

A revamp of the main restaurant and kiosk café has commenced to create a 114-seat fine dining restaurant and a 220-seat café, for casual dining including a covered outdoor seating area.

A Kiosk will cater for high level daily trade, in take-a-way food.

Public amenities located adjacent to the restaurant will be demolished and a replacement built into the new facilities with internal and external entrances.

A temporary café will operate adjacent to the current restaurant till completion (Autumn 2008)

There may be new and unknown obstacles/hazards while construction is undertaken so please take extra care when cycling around this area

For more information go to  
[www.cp.nsw.gov.au](http://www.cp.nsw.gov.au)



## Club Profile – Frankie Hopkins

Membership	190		
Male	152		
Female	38		
Ratio	4:1	♂:♀	
Racing Licence held	95		
Non competitive	95		
<b>Catogories</b>		♂	♀
U 13	1	1	
J 15	2	0	
Elite 19-23	4	2	
M1 30-34	10	3	
M2 35-39	21	5	
M3 40-44	34	13	
M4 45-49	27	2	
M5 50-54	23	7	
M6 55-59	12	4	
M7 60-64	10	0	
M8 65-69	8	0	
M9 70+	1	0	
<b>Total</b>	<b>152</b>	<b>38</b>	
Mean age	46 +/- 10 yrs.		
Median age	45 yrs.		
Range of age	11 – 82 yrs.		

### Male Representation

9.2 % (14/152)	19-34 yrs
77% (117/152)	35-59 yrs
12.5% (19/152)	60 yrs+
55.6% (83/152)	Racing licence

### Female Representation

13% (5/38)	19-34 yrs
81.5% (31/38)	35-59 yrs
N/A	60 yrs+
31.5% (12/38)	Racing licence

Contrary to popular belief the club is not an old farts club. The over 60s represent a mere 0.1%. However the club certainly reflects the \*middle years+ with 88% (167/190) of all members represent a “class of grey”. In contrast to the under 35’s who represent a megar 12% (23/190).

Perhaps these figures reflect the type of club we are. Since its foundation in 1978 it has embraced sport and recreation — day and weekend tours, social events, coupled with road racing. Through the years and despite some opposition for change, it’s managed to maintain its uniqueness — it is not the traditional “only racing” club. Perhaps it’s this, that people find appealing— a bit of everything to suit everyone. However, the future and the longevity of the club is often dependent on new and younger riders to ensure the club lives on.

Currently 55% males and 31.5% females hold a racing licence, that ‘s half of the membership (50% - 95/190). A racing licences is not cheap so members give due consideration to the cost involved versus actual racing.

\*78 years for males (middle age=39yrs) and 82 years for females (middle age 41yrs)

### Demographics

Inner City (+CBD)	13	6.8 % (13/190)
Eastern	113	59.4% (113/190)
Inner West	31	16.3% (31/190)
West	1	
North side	14	7.3% (14/190)
South	10	
Hills	2	
St Geroge	3	
Southern Highlands	1	
Interstate	2	



**Total 190**

As an eastern suburb based club the majority of members reside in this part of the city followed by: Inner west, north side, inner city/CBD dwellers.

\*Australian Institute of Health & Welbeing: life expectancy in Australia Male=78yrs. (middle age 39yrs). Female=83yrs (middle age 41yrs)

Information as of April 2007 SCC database

Thanks to George Schneller for supplying the data

# Club Profile



Occupation	
<b>Management</b>	40
(Buisness/production/project/directors/public relations/CEO/HR)	
<b>Law &amp; Order</b>	24
(Lawyers/police)	
<b>Health professionals</b>	14
(Doctor/nurse/dietitian)	
<b>Finance/Business</b>	19
Bankers/inverstors/accountants/book keepers/analyst/supervisors consultannt/actury)	
<b>Shop &amp; Retail/Sales</b>	6
(shop keeper/hairedresser/other sales)	
<b>Trade</b>	10
(painter/builder/joiner/cabinet maker/machanic)	
<b>Infomraiton Technology</b>	9
<b>Design</b>	9
(graphic/architect/photography)	
<b>Real Estate</b>	4
(sales/consultant/valuer)	
<b>Education</b>	11
(student/teacher)	
<b>Animal Welfare</b>	3
(vet)	
<b>Travel/Hospitality</b>	3
(consultant/restauranteur/café managers)	
<b>Sport</b>	3
(Professional cyclist/coach)	
<b>Science</b>	1
(chemist)	
<b>Retired</b>	1
<b>Undisclosed</b>	33
<b>Total</b>	190
For convenience broad catogories were used.	

How long's your Membership	
25 years +	14
20 years +	0
15 years +	7
10 years +	18
5 years +	56
1-4 years	60
New Members 2007	35
<b>Total</b>	<b>190</b>



Pictured are some of the older club members, who call them selves the "old farts"

In 2008 the club will mark its 30th anniversary. Of the 14 who have held membership for 25 years+ three will celebrate 30 years of continuous membership.

Membership and retention has been strong since late 90s.



## Italia Spring Tour Club Sponsor

Pino d' Anguanno has been a prominent club sponsor and SCC member for the past decade and is the face behind Italia Spring Tour. Over time, through his tours Pino has introduced a significant number of new members to the club. He is well known to many people in Sydney and the world of cycling; even those who've never met

### *The face behind Italia Spring Tour*



him will recognise his tours from the many riders sporting Italia Spring Tour knicks and jerseys. A native of Rome, Pino came to Australia in 1977 to join his older brothers Emilio (both hairdressers), working along side his brother till they opened a new salon in the prestigious Queen Victoria Building in 1986. Pino remained at the Rose Bay salon till he opened his own salon in the same suburb in 1995 – Salon 789. Pino is married to Colette, who's also a hairdresser; they have three children (Luca Siena & Marco). Colette is very supportive of Pino, who manages the salon and household whenever he's travelling for Italia Spring Tour.

As Pino, reflects back. It's been ten years since an adventurous bunch of Aussie cyclists first took on the rides and sights of central and northern Italy, during the springtime.... It's been memorable states Pino. Since then, Italia Spring Tour has become Sydney's most recognisable name in international bike tours taking hundreds of cyclists across thousands of kilometres of some of the most celebrated roads of world cycling.

Italia Spring Tour has followed in the tracks of the Giro d'Italia, Le Tour de France and the Tour Down Under. Riders of the Italia Spring Tours have the opportunity to cross paths with the greats of a generation of professional cyclists as they tackle the grand tour- Pantani, Cipollini and Armstrong not to mention the Australian

greats McEwen, O'Grady and Evens. Two of Italy's premier cyclist Francesco Moser (winner of Giro d'Italia, World Championship, Paris-Roubaix (three times) and the first rider to break 50km in the one hour ride) and Andrea Tafi, (dubbed "Il Gladiatore" The Gladiator who retired in 2005 having won five UCI World Cup races, including the memorable solo victories in the "Hell of the North" the legendary Paris-Roubaix classic along with the Ronde van Vlaanderen, two of the hardest one-day races, in the world). These two legends are regular guest on the Italian tours where many riders have picked up tips and brushed shoulders with these cycling greats.

Italia Spring Tour delivers a high standard of commitment to detail, never cutting corners on accommodation, meals transfers and side tours. One of the great benefits of Italia Spring Tour to club cyclists is on ever tour of every ride, a ride coordinator and coach are available. Riders who come away from an Italia Spring Tour not only get the holiday experience of a lifetime but also an opportunity to hone and

boost your cycling skill, coming back better riders.

See you on the road somewhere ...perhaps on an in Italian Spring Tour.

*Ciao Pino*

For more information on Italia Spring Tours go to: [www.italiaspringtour.com](http://www.italiaspringtour.com)



## Have Your Say

### The Newsletter is your Voice

As club members we value your opinions and input. If you have any issues, comments, cycling news and/or stories then the committee wants to hear from

**YOU!**

## Please Forward

Correspondence to the appropriate Committee Member details are on the back of this issue

## Snippets



A pushy ambulance officer came a little too close for comfort

as I was commuting home. I waved my arm in protest but to no avail. As the ambo. passed I noticed a fellow cyclist in the passenger seat..... It was none other than our Amber Jenkins.

Amber cringed as her fellow colleague brushes past.....She duly had a word in Officer Dibble's ear.

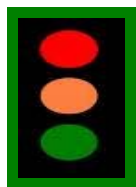
Thanks Amber, keep up the good work and keep your colleagues honest.

Pete Scott



How are your cycling skills coming along?

### Stop!



Am I colour blind?

No I just didn't have time to stop! - pertinent

reminder for all those who think it's OK to run a red light, especially when cars and pedestrians are present.

Susane. L



### What is this?

Malcolm Wade sent in this photo from his recent trip through Italy. There's obviously an athletic track but what's the smaller one? Could it be a mini velodrome?

Please send in your thoughts.

It's all leather for Kevin Crowie in the latest head gear



### Development

Owned by Cronulla Surf Club, the rustic charm of the seaview restaurant is temporarily closed. There is a juice bar adjacent but it lacks that "old" charm of the wooden shack. The Surf club will develop the site back into a café after the water board constructs a retaining wall.



Who's legs are these? He has a broad accent, likes smutty talk and tarts — custard that is.



# Racing

**SCC Racing Secretary – George Tragaris**



I would like to thank everyone who has participated in the club racing programme so far. The turn out has been fantastic so far this year with good numbers and competition in all grades.

Don't forget that you can drop your 2 worst TT events and 2 worst RR events so most of you are still in the running for the championships.

The road race at Lansdowne was a success with everyone enjoying racing on the new re-surfaced track. I was thinking of moving more races there this year but the feedback I received was to keep them closer to home at Heffron and not to change the programme that already has been set. Some dates have changed due to clashes with some Opens and the Club Event Calendar and Point Score has been updated.

The current Open racing season is starting so if you wish to be reimbursed for any 'out of Sydney' Open entry fees or wish to have any prizemoney matched then you must **inform** me on the amounts you would like to claim by email otherwise you will miss out on the benefits available as described below.

## Open' Racing Subsidies

The committee have approved a budget of \$5,000 to go towards Open Racing for members. A list of benefits can be found on the website. ALL benefits will be paid out in September 2007. If we do go over budget then there will be a scaling back of all amounts (by a %) to allow the budget to be met.

If you do win any prize money in an Open event or you do enter and race in a regional or interstate Open then you must inform the Race Secretary of the amount you wish to claim (all after the race event please).

More assistance for racing may be available on request to the committee.

To qualify for these membership benefits you must wear the registered club kit at Open events and sometime participate in the Club Racing Programme....

*George Tragaris*

**Support your club  
Come and give racing a go, you may find you like it!  
Talk to the racing secretarty  
George Tragaris  
scc.racing@optusnet.com.au**

# Racing

## Fri 9 Feb.- Lidcombe Track Racing

Luke Youngeman –3rd Jnr Div 1 Scratch Race

## Sat 10 Feb. RBCC Crit – Heffron Park

Luke Youngeman –1st Jnr. Handicap (off scratch)

## Wed 14 Feb – Dunk Gray Track Racing

Luke Youngeman –2nd Div Scratch Race

## Sat 17 Feb – Randwick Botany – Heffron Park

Luke Youngeman – 1st Jnr. Hcap Crit Race 1 Off scratch

Luke Youngeman – 1st Jnr. Hcap Crit Race 2 Off scratch

## 2-4 March NSW Masters Championship (Track)

**Tanya Bosch**

Women's 500m Time Trial

43:069

**Gold**

Women's Scratch Race

**Gold**

Women's Sprint

**Silver**

Men's M3 Sprint - 5th Tim Rice

Men's 750m Time Trial – 11th Tim Rice

## 27 Feb –1 March – Geelong Women's Tour

Stage 1 – 8km TT – 84th Amber Jenkins @2:01

Stage 2 – 30km Criterium –82nd Amber Jenkins

Stage 3 – 115km Road – \*21st Amber Jenkins

Stage 4 – 80km road – 60th Amber Jenkins @7:12

(\*finishing in the winning bunch)

**Overall place 63rd. @14:51**

## Fri 2 March Lidcombe Track Racing

Div 1 Scratch Race

2nd – Luke Youngman

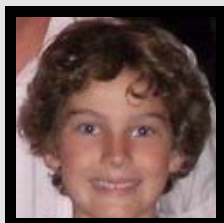
## Sat 3 March Southern Cross Track Open – Tempe

U/15B (u/14) Scratch Race

4th – Luke Youngman

Luke's biggest result of the season – racing in a top quality field from all over the State.

**Well done Luke  
from all at SCC**



## 3 March UCI Geelong Women's World Cup

51st Amber Jenkins @4:00

## Sat 3 March RBCC Criterium – Heffron Park

A, B & C Grade Handicap Race

1st Unplaced C Grade – Barry Doosey

2nd D Grade – Roy Keyes

1st F Grade – Luke Youngman

## Junior Handicap Criterium

1st Luke Youngman

## Sun 4 March ATTA 25km Time Trial – Calga

2nd Stan Genakis 36:27

12th Alessandro Garofalo 39:20

13th David Sitsky 39:22

17th Grant Hansen 44:03

## Sun 4 March Sri Chinmoy "Classic" Triathlon, Canberra Number 673



Number One in her age group (50+) Overall 107

Breeda Kelly did a fantastic overall time of 2:58:34

Swim: 1.5km – 36.33

Bike: 40km – 1.24 Brilliant Effort

Run: 10km – 57.11

## Sun 11 March Lidcombe Auburn CC Criterium – DGV

6th Amber Jenkins (women's race)

## Sat 31 March RBCC Criterium – Heffron Park

B Grade – 3rd Anton Allen

## Sun 1 April Macarthur Collegians Cycling Club - Open Criterium

Division 4 – 4th Sam Rutherford – won the sprint prime.

## New Members



Originally from Melbourne.....needed a change of lifestyle — working in a corporate environment meant I was nearly always seated at a desk, keeping positively active was a challenge. First challenge to shed the kilos (22kilos lost) then get more active — City to Surf and half marathon. Every Tuesday is "Pain in the Domain" day in pursuit of my Triathlon goals. Joining Sydney Cycling Club is a way I can get on my bike, be part of a bunch and learn more about riding safely as well as the social benefits that come with riding in a group. Since shedding the kilos I'm a changed man, it makes it a whole lot easier to go uphill — perhaps an investment in new equipment would help. I'm looking forward to getting out at least a couple times a week.

*Steve Politis*

John began cycling when he was around 5 years old and although he has traded in his green dragster with tuff wheels for a slightly more expensive model and more fluoro gear (lycra only when absolutely necessary!) his enthusiasm has remained the same. John has regularly commuted to work over the last 15 years and has cycled in Ireland, Japan, India and Australia on a variety of cycling machines of which his Irish Postie bike bought for 10 punt was a favourite although by far the most dangerous.

His motto is "two wheels good, four wheels bad"

*John Ferguson*



No respectable photo available, only the bike.

I have recently bought a road bike and spotted SCC around the park so I made a few inquires. The fact that the club caters for all levels of riders and myself being a novice made me join. Another factor is that the club rides most days which making it easier to factor it in regarding work. I live in Randwick so the park being the clubs meeting point is handy for me. My aim is to improve fitness as well as riding skills ie bunch and pace line skills....to start with!!!! I ride on a Orbea Vuelta, it seems to be a good quality bike thanks to Cheeky Monkey multisport.

No mug-shot available — digital camera is "stuffed" and I'm not the best looking bloke around.

*Stuart Murray*



The photo is me on touch down when I relocating to Sydney two months ago. I had the three bags my bike in a box (Scott S1 - Silver), totalling 45kg which incurred no levy. I'm studying secondary teaching this year, and have been finding plenty of time to enjoy Sydney's coast. I dingy sail at Balmoral, and want to do as much cycling as I can handle. SCC was the first to "pop up" on Google under 'Sydney Cycling Cubs'. It's been treating me very well so far.

*Malcolm Brown*

### Welcome other New Members:

The Grant family: Andrew, Jocyn and their children Bonnie and Ben  
Scott Collings, Rodney Petersen, Mo Bajhdadi, David shein, Patrick McLaughlin, Stefano Blochowiak  
& Venessa Blockhorni

## Easter Break 6 – 9th April

### Sydney Roadies Go Bush! - Ellen Loois

In a Nutshell. The Easter weekend cluded plenty of stacks, blood, scenic railway. You would think avid sure their bikes are in top condition well think again! Our first day! with not started off with a mechanical – this did we know that after our ‘challenging’ Leura’s coffee shop, where we were up for the Mt. Hay out and back trip, were going to spit the dummy. On this shops in sight the tour was dealing chain, unworkable gears and wrecked

Not wanting to be defeated so early in the tour, the Saturday for some



mountain bike package in-mechanicals and the infamous cyclists know all about making when going on a cycling tour – even 10m down the road was only the beginning. Little ride from Katoomba to the getting ourselves all caffeined some other ‘well-kept’ bikes fatal Friday, with no open bike with slashed tyres, broken spokes.



started off by heading down the mountain in search for a bike mechanic whilst the others were able to resolve their problems at the Katoomba bike shop. By mid morning, all bikes were now in tip-top condition and being carefully put in the youth hostel's bike shed!? The weather god had other plans for us ie. providing us with a display of some great downpours. Mean-



while, whilst we were waiting for Kate to surface from Sydney, we decided to play tourist and meet up with the Sisters down the road for some lunch, sightseeing and experiencing the famous scenic railway trip.

Teaming up with Kate on the final part of our bush walk – wasn't this a mountain bike tour?? We found out that she had left her bike shoes at home ..... but no despair, some clever thinking with more money being spent at the bike shop, we were going to make sure our mountain bike tour happened. Sunday, our bellies full of two day of good food, chocolates, and gin and tonics we headed off good spirited to do the Anderson and Oaks trial. Meg decided to have a few close ups of the trail and swim along the way with others joining in and successfully becoming part of the crash and mechanical club. Nevertheless, I'm pleased to say that the tour ended up “safe” and well. Prior to heading back to Sydney (Easter Monday) we did a quick dash out to Grose Head South Lookout.



A great and very memorable Easter Weekend – *Ellen*

The Avakians, Meg Croft, Dan Tess, Mark Cash, Kate Roberts, Breedia Kelly



## Easter Break 6-9th April

### What did the rest of the club get up to?



If you managed to get out for a ride over the Easter weekend without getting wet you were lucky, because few remained DRY!

Overall numbers were down on all but one of the rides – members were either away on their own quest for a good ride or taking some “time out” to catch up with family and friends.

**Easter Friday** saw approx. 25 riders turn up all heading south in their perspective bunches – under dubious skys. It wasn't long before their were ducking for cover – some under shop awnings, some making a dash for home, others returning to the park and for those who needed a wash remained out in it – either way you got a drenching. The sancturay of Rob's kiosk back at the park was a popular spot – standing room only as the body twitches a tune. When a rainless gap appear an egar member took off for a lap of the park – he got caught out in “no mans land” and came back looking like he'd been for a swirls in the washing machine without the spin cycle.....nice try Jeff.....Sofair.

**Easter Saturday.** Practically no one ventured. Some met for coffee at the kiosk. One such member was Stuart Evens who walked to the park but unfortunately had to take refuge in a bus-shelter on his way home. This would not be so funny except he was there for an hour.....Suzane remarks “You should have caught a bus somewhere”.

The sun became visible by **Easter Sunday** so a few bunnys came out to play. It remained dry enough for a resonable ride – a dozen went to waterfall, with some turning at sutherland.

**Easter Monday** was fine and dry. The small group was split into two – faster group to Sutherland and a slower group to Cronulla. Patchy rain still thwarted the day but it managed to be either in front, behind or somewhere else – each group remaining dry.



### New SCC Website

In SCC we are multi skilled so instead of my Racing Secretary's hat I'm now wearing my Webmaster's hat.

Does anyone have the skills to update our Website to a more modern look and feel?

What I currently have done is just very basic but at least it works and it's easy to navigate and find things.

David Levitski is helping with the design work for the front page as well as the logos for the inside pages.

If anyone is interested please e-mail me with your CV otherwise we will need to outsource or just keep with what we have.

*George Tragaris*

[scc.racing@optusnet.com.au](mailto:scc.racing@optusnet.com.au)



## Off the Back & Personal

### With Michael Avakian



Q1. What tickles your fancy?

*Getting my legs waxed*

Q2. If you could go back in time where would you go and why?

*Land of the pharaoh's, Egypt – would be very interesting*

Q3. Are you a shouter or a pointer when out with the bunch?

*A bit of both but I only shout when required and quietly*

Q4. Is there a passion in your life?

*What! Other than cycling and Julie*

Q5. Of all the cycling you've done what ride stand out the most for you?

*Maratona Deles Dolomites in Italy (pictured above)*

Q6. Other than cycling what other activities do you pursue?

*Kayaking, bush walking, mountain biking, and just the general outdoors*

Q7. What disappoints you the most in people?

*People not standing by what they say*

Q8. What's your favourite food?

*Amenin – Mante, it's a bit like ravioli, with mince inside, devoured with mint yoghurt*

Q9. Do you have any regrets in your life?

*What, other than being 6ft.4*

Q10. Do you ride to work?

*It would be a bit hard with all my building tools*

**The First Australian Cyclist**

**Professional Cyclist Stuart O'Grady (CSC)**

**wins the prestigious one day Classic**

**Paris Roubaix**

**"Hell of the North"**

**Highlight of the race will be shown**

**on**

**SBS Sunday 29th April 11am.....be there**

**Words!**

While in the bunch last week a voice shouts  
from the back

**OVER...**

**WAIT...**

**OVER...**

**WAIT !**

John Slater then says.

I feel a bit insulted

I'm not.....**OVERWEIGHT**

## Ben Isaksen

### *Amateur racing in Europe*

Ben was introduced to cycling by his father at the age of 6. He rode a converted BMX bike and from there rose through the ranks, both in track road with Lidcombe Auburn before moving to race as an amateur in Northern France for Quimper some three years ago – a friend of the family provided the introduction and he's been taking up the challenge ever since. It's seasonal racing so in the off season he's back home racing and earning a quid as a bicycle mechanic Ben converses to a myriad of avid family, friends and well wishes via e-mail on life as an armature cyclist. He's what Ben has to say at the start of the season.....It's the end of February and for the first time since I've been coming to France it hasn't been snowing and its not raining either; temperature is a nice 10-12 degrees so all in all, not bad. Unfortunately Air-france managed to loose my luggage but didn't delay it long enough to miss the first race which I had no legs for – I felt like I was peddling triangles, which are even worst than squares.

The jet lag abated and I felt much better the following week with a little bit more training in the legs leading up to the racing weekend. I struggled in Saturdays' race as the bunch belted along between 50-60kph for the first 20km. Then a group of 14 got away and stayed away until the finish. I had no legs for the first 100km, got a bit of food into me and ended up finishing 22<sup>nd</sup>. My Polish team-mate Radek was 10<sup>th</sup> our best placed rider.

On the Sunday the team travelled to Nantes for a flat circuit (20 laps 4.6km). Over 120 riders on some narrow, poorly surfaced roads and a couple of tight corners, staying up front was important. The race was on right from the start; everyone wanted to get in front, which pushed the speed higher and higher. Within the fist kilometre I hit the derailleur and broke a spoke – with such a long circuit there were no laps out for a wheel change and with the speeds around 50kph, there was no way I'd be able to get back. However a break of 9 got away with my team mate Radek in there. A crash followed which was enough for the pack to lose momentum and for me to get brought back. I was staying out of trouble, using as little energy as possible, as it got closer to the finish, it become clear it would stay together for a bunch sprint. I was doing my best to stay in contact but I was suffering BIG TIME.....4 laps to go, I couldn't hold the wheel and went out the back. As I slowed down I realised how badly my wheel was rubbing on the breaks, it wouldn't go a full revolution by this time. I didn't no whether to laugh or cry! The race finished in a big bunch sprint, I was absolutely gutted to see riders who I had beaten last year in sprints take the top 2 positions.....C'est la vie!

Beside training and racing there isn't much to do so the world wide Website gets a hammering at the flat. I've found an interesting web site which has plenty of funny video diaries especially of Hoppy, which is worth a look ([www.brandbandracer.com](http://www.brandbandracer.com)) Cheers Ben

### **Classifieds**

Mountain Bike Required  
for a male beginner  
Must be in good condition

For further details please contact  
Stan Genakis  
0404-077-030  
Stangenakis@hotmail.com



### **Road Changes**

The once narrow intersection situated along Malabar Rd. – pictured has been amended to provide cyclist with a little more wheel room.

If you recall it was always a little too narrow for comfort and safety when pushy vheicles drove past

## Triathlon — Richard Kerr

### April Fools Day - Port Macquarie

The Ironman is an event that is composed of two parts, the training and the event itself.

Personally, the training should represent a physical investment and the payoff is the event itself.

It's a special day, and really shouldn't be overwhelmed with great expectations, rather it ought to be a celebration of what you can achieve.

It took 18 months to train and the key is stay injury free and train consistently.

I am very busy so 10-13 hours per week is as much as I could do.

Armstrong said "it's not about the bike" well I think he was talking about Triathlon.

Being a solid long distance rider is a huge asset. However if you undertrain the other events you will get demolished.

I am a crap swimmer and was DNFed in a half Ironman as I got stuck in a current and exceeded the time limit! Also, if you get out of the water knackered and cold good luck going flat out on the bike for the next 90km or whatever. Finally, no one who can run well seems to do poorly...if you've got the legs then you are in business.

By the way I'm not much of a runner either!

And finally, get the fluid/carbo intake right and train yourself there.

My first half Ironman was done on three figs and a GU and I was ready to die at the finishline.... Don't go there.

Anyway it's a fun day if it's where you want to be.....living hell if it's not.



Cheers

Richard  
Kerr.



*Share the Vision.*

## Who is Andrew Harris?



Cross City Tunnel

kinselashotel





## SCC Rides

Day	Time	Meet	Ride Description
<b>Tuesday</b>	<b>06.00</b>	<b>Cannons</b>	<b>La Perouse Ride.</b> Two bunches: Fast or Steady. Takes the same format as for Thursday.
<b>Wednesday</b>	<b>06.00</b>	<b>Cannons</b>	<b>Girls Paced Watson's Bay Ride.</b> One of the more popular rides. A different route from the Tuesday ride and the girls lead the way. The bunch re-groups after all the climbs. Back at approximately 7.20am at Bondi Junction for coffee.
<b>Thursday</b>	<b>06.00</b>	<b>Cannons</b>	<b>La Perouse/Anzac Parade/Malabar.</b> Approximately 35km. Fast clip (35-40ish km/h) with three even faster (40-55km/h) intervals. Back at approximately 7.00am.
<b>Friday</b>	<b>06.00</b>	<b>Cannons</b>	<b>The 3 Beaches Bondi/Tamarama/Bronte</b> A good warm up for the weekend with a quick pace up Military Road then back along Campbell Parade towards Tamarama Beach. From there it's onwards and upward to Bronte. Back at approximately 7.00am at Bondi Junction for coffee.
<b>Saturday</b>	<b>06.30</b>	<b>Cannons</b>	<b>La Perouse Ride.</b> Approximately 45km. Three bunches leave the park rolling easily until Foreshore, then do 3 laps around Port Botany practicing pacelining. The first two bunches pick up the pace at La Perouse for the run home via the hills around Maroubra Beach with a paceline developing again along Anzac Parade. The third bunch does the same route at a slightly slower pace with an emphasis on bunch riding. Back in the park for coffee at 8.30am.
<b>Sunday</b>	<b>06.30</b>	<b>Cannons</b>	<b>Waterfall Ride.</b> Approximately 90km. Two bunches leave the park to Waterfall, medium to hard ride, out at 28-35km 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, pipeline 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. Waterfall rides finish back in the park for breakfast at approximately 9.30am
<b>1st Sunday of the month</b>	<b>06.30</b>	<b>Cannons</b>	<b>Akuna Bay.</b> One or two different paced bunches head north to Akuna Bay (100km) via Wakehurst Parkway and Church Point. Those wanting to miss the hills can take an easier route by skipping 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. Back at the park by 10:30am for brunch.

**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.**

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