

The Sydney Cyclist



Elite rider – **Amber Jenkins**
Racing extremely well in the
Canberra Tour & Ken Dinnerville Handicap

For results & more go to page 5!



Young riders of SCC – who are they?



Luke Youngman

Ben Grant

Bonnie Grant

Damon Wade

Profiles
p20

INSIDE THIS ISSUE

- *Giro d' Italia – Mathew White*
- *Club Patron – Phil Liggett*
- *Racing*
- *Captain's Column*
- *Tour Brief*
- *Social Events*
- *Stories from the wheel*
- *Young Members*
- *Puncture Proofing*
- *Caution!*
- *New Members*
- *Your space*
- *Off the back & Personal*

Mathew White

Giro d' Italia 07- Things don't always go to plan

Well It's been a while since I have dropped you guys a line and its been a very busy start to the year. After leaving OZ. I have done 50 race days and with the tour of Swiss starting this Saturday I will have over 60 race days come July the 1st.

I won't be doing the TdF this year – I am in reserve but they have been preparing 11 guys for it along with myself, on standby. I hope I have reception at the beach because that's where you will find me after the tour of Swiss . Then my plans are to be decided for the second part of the year, whether I do the "worlds" and which races the team needs me are still to be decided, but as long as my arse still points to the ground I wont be going anywhere near the Vuelta Espana, 4x is enough, September is my bogey month and one thing I have learnt is to take one month at a time and don't be at a grand tour when you are not going super !



I have spent the last month in Italy, for those who didn't know I rode the Giro (tour of Italy). It was my 11th - 3 week stage race and definitely didn't pan out like I hoped, but hey that's sport and life in general !

It started when less than a week before the race , our team leader and defending champion Ivan Basso pulled the pin due to a drug related police investigation. We had prepared a team to support him and it was a huge blow ! At discovery we are not a team of winners , we are a very well drilled team which functions super with a dominant leader ! So with another group in our team preparing for the TdF we had to make do . Popovich was our next option but that all went out the window when a nasty crash sent him out of the race. We now tried to go with more of an attacking style of racing and although we managed some great rides and top 10 results we come up short of a stage win and had nobody on General classification.

On the positive side I had some familiar faces supporting me along the last 10 days in including our very own club X-mas dinner MC - " The Doc".

I head off to another 9 day-stage race this weekend. It's one of my favourite races, typically Swiss, well organised , breathtaking mountain stages and I always have great condition after the Giro !

I will check back in after the TdF. For those of you who are having a bet on the results its a must ! Here are my tips below but I take no responsibility for monies lost. Stay safe, and from what I hear stay warm and dry. *Matt*

General Classification Top Ten

1. Vinokourov
2. Valverde
3. Kloecken
4. Sastre
5. Leipheimer
6. Menchov
7. Evans
8. Contador
9. Rodgers
10. Frank Schleck

Jersey Winners

Yellow: Alexandra Vinokourov

Polkadot: Michael Rasmussen *my dark horse pick is my team mate Alberto Contador but I'm not sure if he will go for it !

Green: Thor Hushovd He is coming up very well now may not win a stage but he can do it.

White: Damiano Cunego

Teams Winner

Astana

*Aussies at the tour this year

Allan Davis
Cadel Evans
Mick Rodgers
Simon Gerrans
Brett Lancaster
Robbie McEwen
Matt Haymen

Club Patron – Phil Liggett

“Voice of cycling”



It's been a while, everyone, and I can only apologise. It seems a million years since the great Commonwealth Games in Melbourne as the years continue to fly by. I do bump into Sydney-siders all over the place, especially at the Tour Down Under which now has something of a cult following. This year I started in Australia, as usual, then returned home at the end of January only to go back to Asia for the Tour de Langkawi. After that it was home for five days to replace my passport and visas stolen in Malaysia and then to the Tour of California – a most enjoyable race on the West Coast.

After that, onwards to South Africa and the Giro del Capo, plus a brief holiday with Pat before starting the Classics in Belgium and France, where I took my bike and did a bit with the locals along the canals.

Stuart's win in Roubaix is history now, but what a pleasure to call it. He was brilliant; on the attack all day, puncturing with the leaders, catching them up and then going alone – a Merckx-style win indeed.

Now, my routine is flying to the US every Saturday morning and returning overnight Sunday. Some bright spark decided it would be a good idea to cover all of the races from our new studio in Stamford, an hour north of New York City. So, until the Tour of Switzerland my closest friend is the seat on British Airways flight 176 to JFK!

My riding is suffering and I am almost 700kms behind the same time as last year. Like an idiot I was caught off guard the other day and agreed to ride with Lance Armstrong again in September in Calgary. This guy does not know the meaning of compassion, so somewhere down the line, I must start training again.

Despite all the usual stories in the press about drugs in our sport, I am looking forward very much to the Tour de France, which will start in London this year – and only 40kms from my house! It will be my 35th Tour, never having missed a single day on site since 1973. SBS will be doing their best again and Cadel and Robbie will doubtless be enjoying high profile rides. Watch out for O'Grady, too and even Michael Rogers as I feel he is close to breaking out into a great rider. Enjoy your “winter” until we speak again.

Phil



At the BikeBar – Huge Sale!

Liam Kelly – Director S.E.D.C.

I've purchased Precision Cycles in Caringbah and we are renaming the business BikeBar or BarBici depending on which side of town you are from. The shop will be packed full of exotic cycling gear (Kuota, DeRosa, Colnago, Litespeed, BH, Merlin, Reynolds, Xentis, Argon18, Quintanaroo, Kestrel & more).

Troy Glennon from BikeBug is the shop manager and we have secured the services of Peter James as Head Mechanic. Peter is a certified Campagnolo mechanic (one of only 2 in Australia). He can also service Shimano and SRAM (we have some new SRAM Groupo's too. Also working there is Shaun Higgerson (currently with the AIS)

We are having a massive sales starting this weekend (16-17th) and next weekend (22-23rd June).

I would like to offer SCC members a further 5% off all sale items.

(its 10-300% off all bikes and some accessories are 50% off)

Address: Shop 1 360/2 Kingsway, Caringbah Tel: 9525-7552

Racing

SCC Race Secretary – George Tragaris



The first half of the club-racing programme is over and it's now time to have a break over winter, unless hopefully you race in open events then this is when your racing really begins.

Some excellent results already in with our future 'pro rider' Amber Jenkins finishing in 3rd place overall in the Ken Dinnerville Handicap race and 3rd place in the women's elite Sydney Road Championships recently. Congratulations to all the others who won medals in the Road Championships as well: Tanya Bosch, Lynne Mathias, Richard Dodds and Alan Revell.

It's always tough racing when competing against your fellow age group competitors. This year we had 4 members competing in the Canberra Tour: David Sitsky, Geoffrey Kennett, Sam Rutherford and Amber Jenkins. You can share both Geoffrey and David's stories in this edition so I won't steel their "thunder".....Makes me want to *maybe* race in it next year.

The first club race back after winter will be in September which is the Hillclimb up Waterfall hill. This is a great event organised by Randwick Botany and we all should try and compete in it. In the last 2 years RB have had over 30 members of all standards competing in this race with SCC having only a dozen and none of them female. So how about all you female racers or social riders out there, turn up and have a go up this easy climb and we can finally award the female hillclimb trophy again this year. Meg and Ellen have said they will give it a go.

The off again, on again Kilo event was off again, luckily because we all know how much it rained on Saturday 9th June. The Kilo will now be our last race of the year in November to be held at the Tempe Velodrome (unless I decide to call it off again).

Finally, thanks to everyone who has supported the racing so far this year. All grades are competitive in the championships and all should go down to the wire on who finally wins. We had two new events recently – 1 lap TT at Hefron followed by a Points race. 5 riders broke the magic 3 minute barrier for the 1-lapper with Stan Genakis fastest of them all. Something now to try and beat next year and the Points race was exciting to watch from the sidelines with everyone sprinting for points EVERY lap. Will have another one the these races later in the year and it will be over 10 laps!!

PS. Adrian Atherton has offered to assist me in the Race Secretary role. I will be looking after the club racing programme and Adrian will be co-ordinating all the Open Racing for members.

George

Upcoming races:

We have a few registered for the NSW Individual Time Trial Championships, then Coonabarabran to Gunnedah / Gunnedah to Tamworth are closing soon (17 June). Do not forget the Mudgee race weekend on 7 / 8 July .We have had a huge response in interest for Rosemount on 21 July.

I have developed a spreadsheet that I am putting the final touches on, so it will be on the website soon. Essentially it will make it easier for people in the club to know what others are doing so transport, accommodation, etc can be co-ordinated.

Any suggestions, comments, race results? Do not hesitate to forward them to me: adrianatherton@yahoo.com.

Adrian

Racing Results

SCC Race Secretary – George Tragaris

Macarthur Collegian Cycling Club – Open Criterium Sunday 1st April

Division 4 – 4th Sam Rutherford
A fair while ago now, however Sam Rutherford must have bribed the handicappers as he was placed in D Grade. He managed to take out the prime, however the other riders must have anticipated him taking the honours, so they kept him boxed in like Phar Lap and he did not get chance to compete in the sprint for the line.



NSW Hillclimb Championships Bathurst -14th April

Women's Elite
Bronze Medal – 3rd Erin Chamberlen

Kermese Racing Bathurst -14th April

Women's A Grade – 4th Erin Chamberlen

Randwick Botany Cycling Club Criterium 14th April

A Grade - 2nd Chris Wright
D Grade - 1st Andrew Grant
D Grade - 3rd Roy Keyes
E Grade - 1st Ben Grant

Canberra Tour 27 - 29th April

Women's A Grade

Stage 1 ITT - 38th Amber Jenkins
Stage 2 RR - 5th Amber Jenkins
Stage 3 RR - 26th Amber Jenkins
-1st Women's Team "Landlink"

Amber rode as part of the Landlink team. She finished 20th overall and helped her team mate Vicki Whitelaw to win the Tour. The Landlink team took out the "teams" competition based on the times of the top 3 riders in each team, which Amber's overall time contributed to that.



Men's C Grade

Stage 1 RR - 13th David Sitsky
- 30th Sam Rutherford

Stage 2 RR - 13th David Sitsky
- 53rd Sam Rutherford

Stage 3 RR - 16th David Sitsky
- 49th Sam Rutherford



Men's D Grade

Stage 1 RR - 20th Geoffrey Kennett
Stage 2 RR - 15th Geoffrey Kennett
Stage 3 RR - 40th Geoffrey Kennett

Randwick Botany CC Criterium Saturday 28th April

D Grade
1st Roy Keyes

Goulburn Junior Tour 26 – 27th May

8th Luke Youngman - Overall in GC, JB U15B
9th stage 1 road race
7th stage 2 crit (in finishing bunch sprint)
9th stage 3 TT (caught rider in front)
11th stage 4 road race

Racing Results

SCC Race Secretary – George Tragaris

Oceania Championship Women's Road Race - Murwillumbah NSW Saturday 5th May

9th Amber Jenkins

Penrith Panthers Road Race 39km at Regatta Centre Saturday 5th May

2nd E Grade Steve Youngman

4th E Grade Luke Youngman

ATTA 43km Time Trial - Calga Sunday 6th May

3rd Stan Genakis - 1:05:57

24th Grant Hansen - 1:20:06

Sydney Road Championships – Penrith Saturday 26th May

1st Tanya Bosch - WMAS 5+

2nd Lynne Mathias - WMAS 4

3rd Amber Jenkins - Elite Womens

3rd Richard Dodds - MMAS3

3rd Alan Revell - MMAS7



Here's what Lyn Mathias had to say about her race:

As predicted by our Race Secretary I got a medal for turning up! As you can see I am all on my own out on the track. I fell off the bunch on the 4th lap, just didn't have it in my legs to keep up the fast pace. Not sure how far back I finished from them, but I was pleased with my effort. I averaged over 31 km's hr over the 35 km race, but need to be able to average about 34-35 to be able to stay

with them and more to beat them!!! But its just a start and I know I can improve. I look forward to the next one....I am doing a duathlon in Newcastle in 2 weeks and then the Gold Coast Marathon on the 1st July, then it will be full on cycling.....

Ken Dinnerville Memorial Handicap Race (90km) - Dapto Sunday 3rd June

1st Female & 3rd Overall – Amber Jenkins

Although there was a strong showing from SCC it was Amber Jenkins who stole the show – a terrific effort with only two guys surpassing her. She finished ten places ahead of Amanda Spratt, whom we all have a lot of respect for. Here's what Ambers had to say about the race: *"Was an awesome race...You know those days where you just feel really good, well on Sunday was one of them and it showed on the bike. Felt so comfortable all the time and was climbing well, so yeah am really happy with the result."*



Another notable mention goes to Paul Davies who finished a creditable 14th overall.

ATTA 25km TT – Calga Sunday 3rd June

14th Stan Genakis – 38:25

24th Tony Johnson – 42:49



Captain's Column

SCC Club Captain – Armon Hicks



As we decide whether to get up and ride in the gloom and wet, or not as is more often the case, it's approaching high summer in Europe and the season of the Grand Tours. Like many in the club I'm counting down the days to the start of the Tour de France in London on 7 July - personally I'm hoping for a good clean race with a definitive winner this year.

The lead up to the Tour has again been exciting with a great win by "The Killer", Danilo Di Luca (Liquigas) in the Giro. Cadel Evans is finding his fitness in the Dauphiné Libéré and Michael Rogers (T-Mobile) is riding in the other prelude, the Tour de Suisse. Once again there will be plenty of Australian cyclists to cheer for as they ride clockwise around France this year.

As always there will be a SCC Tour de France dinner along with the tipping contest to see who spends the most time reading Cyclingnews.com. - look out for the e-mail from George Schneller and the e-vite from Stan Genakis

Currently one to two new members are joining SCC each week. Please make them feel welcome in the bunch and encourage them along to the TdF dinner.

A gentle reminder to all SCC members, please remember to pass the calls up and down the bunch. With the wet weather Sydney's roads fall apart and new holes open up every day. Each hole is a potential flat tire for one of your mates, if you let them ride into it by not passing the calls back in the bunch. With the winter gales it's even more critical to pass the calls - the wind makes it even harder to hear from the front and back of the bunch.

The Committee has organised for members and cycling coach Tanya Bosch to run a series of cycling skills sessions at Heffron Park on a Saturday morning. The skills sessions are open to all members so take advantage and use them to improve and perfect your skills – full details next page.

Take care out there, Armon

Recently I completed the historical walk from Katoomba to Jenolan Caves – Six Foot Track. I was accompanied by three other SCC members – Pete Scott, Alan Smith and Stuart Evans. We decided to do it in style – be our own pack mules. I used to be a keen bush walking in the mid '80's so I didn't think too much about the simple fire-trails and tracks but I was wrong! I'd forgotten the 25 year gap since those days and what it meant to have a pack on your back. The first day is all downhill and the second day is all about gaining the ground back – relentless and brutal climbing. I'm no natural "mountain goat" even when it comes to cycling. I don't possess the high spinning cadence and style that I envy in so many of you. I grind and labour and eventually I get there, just as I did on this walk. On the third and final day Stuart captured and summed up the trip well.



We set off early, a little light drizzle in the air with a mystical mist that swirled through the tree canopy, shutting out what little light there was; it seemed eerie yet not threatening. As the terrain became tougher with a small scree pitch (1:4) Alan and I fell behind and in that moment Stuart turned back and called out "Gorillas in the Mist". I can only guess that the outline of my body gave him that impression – bent double, knuckles nearly brushing the earth – I burst into laughter as I too could see the comparison. I think I'll stick to cycling. Thanks to everyone for their contributions to this issue of the Newsletter.

Safe cycling, Frankie (N.Editor).

Captain's Column

SCC Club Captain – Armon Hicks

Improve Your Bike Handling Skills – Four Training Sessions

Training Coach:	Tanya Bosch (club member and medal winner)
How many can participate:	16 maximum
Cost:	Free to club members
Where:	Cannons – Centennial Park
When:	0630hr Saturdays only

Session Schedule & Target personal

30 June - Cornering

Do you find yourself not keeping up with your partner in the bunch on a corner? Are you afraid of doing Heffron because of the corners? Do you find yourself sitting on the brakes a lot on downhill corners?

If you have answered yes to any of these questions, then this session is for you. If you are not racing confidently at Heffron and you know you could improve your cornering this is for you too. I will conduct the session at the "squirle" at Heffron starting with basic cornering and progressing slowly from there.

14 July - Advance Cornering

This session is for those who have done either of the cornering sessions and who want to progress. It is also for those who are already racing at Heffron or other technical courses and feel that they still could improve. It will be run at the "squirle" at Heffron. We will concentrate on cornering in a bunch at speed. Riders will also be taught to deal with situations such as someone taking the wrong line or cornering slower than expected. We will finish with an Italian pursuit race! Please note that participation in the Advanced Cornering session requires completion of a Cornering skills session.

28 July - Descending

Being dropped on a down hill run, no confidence at speed? Then this little skill session is just made for you. Details to be arranged: posted on the "weekly updates"

11 August - Pace lining

Details to be arranged: posted on the "weekly updates"



*Cycling requires skill
So don't be a dill
Remember to up-skill*

*Cornering is breezy
When you're nice-n-easy*

*Descending is a thrill
When you do the drill*

*Pace lining is smooth
Just get into the
Groove!*

Improve your skills now!

RSVP to Armon Hicks ASAP ahicks@capitolresearch.com.au

Tour Brief

SCC Tour Secretary – Julia Avakian



Mudgee Madness – 7/8th July



A great tour for both racers and tourer. Those racing have a 100km handicap on Saturday then a 100km scratch race to face on Sunday. The tourers will be visiting Gulgong along the wine route on Saturday then riding the Lue Valley to Rylstone on Sunday. Wining and dining will take place at the Andrew Harris vineyard and the hip Butcher Shop Café. Climbs and spectacular scenery are abundant. Booking were essential prior to the 15th June - posted on the weekly updates

Kangaroo Valley – 24/25 November



Always a popular tour, this year the weekend to the southern highlands is timed to enjoy the warmer weather. The riding is always superb with challenging climbs and spectacular scenery. Meet at the local pub on Friday evening and soak up the atmosphere where you can choose to eat from a fabulous menu. Make a note in the diary for this one.

Wyong – 5th August



Not to be defeated by the recent floods and train stoppages. This is a wonderful 170km ride via Wiseman's Ferry has been rescheduled, subject to State Rail trackwork. Keep up with your long base mileage rides and you should be ready for this one.

Patonga Tour – 9th December



A beautiful day of riding with water views to Palm Beach, a ferry trip across Pittwater then the old highway through bushland. One of the best 160km day rides in Sydney.

The Sydney CC **Ride for Reason**

Saturday September 22, 2007
Sydney to Bowral

1 day ride
100 miles
1 goal

Supporting our 2007 Charity



**On this one day, we don't just
ride, we ride for a reason!**

Further details
**[www.sydneycyclingclub.org.au/
charity](http://www.sydneycyclingclub.org.au/charity)**

Social Events

SCC Social Secretary – Stan Genakis



Tour de France

Dinner



One of our favourite dining restaurants with good friendly service and excellent food

Una's on Broadway

Friday 27th July

Watch out for your e-vite

Tour of Spain

Dinner



Great Spanish ambience at the

Tapas bar in Glebe

Time & date to be arranged

Keep an eye on the weekly up dates

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The 94th Tour de France
Grand Depart – Prologue & Stage One
Live from London

Catch all the action
on
SBS
7th-29th July 2007

Live Telecast – nightly @ **2230hr – 0100hr**
Highlights – nightly @ **1800hr**



C A L L I N G

CANBERRA TOUR 2007

A rainy day in hell – Geoffrey Kennett

Saturday – Somewhere along the Cotter Road, I gave up on my glasses and took them off. Looking through them all I could see was some shadowy shapes in the mist. This is what bike racing should be like. We are nearly half way through the first of three stages – 75 km, none of which is flat. We have just ridden hard up a long climb that spat some riders out the back. We are chasing a small breakaway group. We are miles from anywhere, in pouring rain, with sheets of water washing across the road, racing hard. We are heroes.....We are D Grade.

Two years ago I entered this event, saying that I wanted to ride in a stage race before I died. More than one person suggested that the two events might occur on the same weekend. I survived, and two years later (it takes that long to get over it) I am here again. I have trained with more purpose this time and I am planning to do better.

80-odd riders greeted the starter in D Grade, despite the weather. Our first stage involved two laps of a circuit taking in Uriarra Crossing and the Cotter Reserve: four insanely dangerous descents and four testing climbs. On the first descent of Mount McDonald, with its off-camber bends, the bunch became well and truly strung out. There was some hard chasing on the climb that followed, but a small group had slipped away and was not seen again.

At the finish we find out that the breakaway consisted of only two riders, and by the end they had gained nearly 5 minutes! There seem to be some questionable gradings, but never mind. I have crossed the line 20th in the bunch time of 2:08:38, without any serious difficulty. I am cold and wet but otherwise fine.



Photo by Allen Sieper

The afternoon stage is insubstantial in comparison: a single lap of the circuit, in the opposite direction. I have put on some dry clothes, eaten some food and had a spin on the trainer. The rain has stopped and I am wishing I had some sunscreen. As we ascend Mt McDonald the pace gradually increases, and near the top a small group of riders goes clear. Among them is the yellow jersey.

I am close enough to the front to be part of a group that sets off to chase the escapees. This also is what bike racing should be like: pacelining through undulating country then down a long gentle slope, gritting our teeth and hammering.

As long as no real bike racers come along to remind us that we are actually D Grade hubbards, this is the real thing. We catch the escape just before the road drops steeply down towards Uriarra Crossing. As we descend I have a close-up view of the back of the yellow jersey. Then, as the road tilts upward, there is another attack and in a few pedal strokes he is gone. I can grind up these big hills with the other D-Graders, but we have no answer to riders who are actually fit and strong. At the top of the climb, a bunch reforms but four riders are away, including the two who escaped this morning. They help themselves to a further 35 seconds by the finish. Nineteen of us finish together and I am 15th in the stage.

CANBERRA TOUR 2007

A rainy day in hell – Geoffrey Kennett

Sunday – According to the overnight results I am 15th overall. I am more than 5 minutes behind the leaders but that doesn't matter – I'm sure there are one or two boys who are in the wrong race. I am well up there among the "real" D-Graders, and only moderately sore. If I ride well, a top 10 finish is not out of the question. This is fun. The rain returns. It delays the start, and by the time we roll out we are all wet again. There are still about 70 riders heading out – quite a low attrition rate given the conditions. Sunday's stage goes out to the Cotter and then turns South, taking the back road towards Tharwa Village. D Grade will turn around a few km before Tharwa, ride back to the Cotter and then turn left. We will once again climb Mt McDonald and ride back to Stromlo Forest via Uriarra Crossing. It is 86 km long and there are so many hills it would be hard to count them.

After the Cotter, the race is blown apart by the pace on the dreaded climb to Pierce's Creek. At the top, I am 100m behind the leaders and it takes a bit of effort to rejoin them. Then the pace is steady for a while as we descend, push through some more undulations and up a long false flat. Nobody wants to attack. People who had been dropped re-join the bunch. We eat and drink. After the U-turn we slow to training pace for a few minutes, as the officials think the Under 19 bunch is going to come past. Everyone is contemplating the pain ahead. Some lone riders try to get away, but they don't persist and are reeled in. Then my race changes in a moment. As we climb a steep little undulation the leaders slow, everyone squashes together and there is a touch of wheels. The rider in front of me falls, and I have nowhere to go except down with him. As I head for the tarmac, three thoughts go through my mind: (1) this is going to hurt; (2) damn, that's the end of the race for me; and (3) well at least I can stop. None of these predictions is entirely correct.

Apart from a bloodied knee and a bump on my hip, I am fine. My saddle is askew and I hit it until it looks straight. Then, looking down at the bike, I am convinced that the rear derailleur is bent and won't work properly. The driver of the spares car persuades me that I am wrong, but this takes time. Eventually I remount. My race is over in a sense, because I will not be part of the peloton again, but I will finish. I don't get to stop.

The spares driver wants me to hold on to the car while he tows me back into the race. However this reminds me of a road safety film I watched in primary school, designed to show the dangers of exactly such behaviour. That film made a deep impression on me. There is no way I'm going to hold on to a car with one hand and steer with the other while it drives at speed on a narrow country road. I settle in behind the car and accept its slipstream. But by now the bunch is far ahead and into some stiff climbing, where I have no doubt there will be some attacks. I never seriously believe I am going to get back. We pass some riders who have been dropped and the driver waves me through: he can't keep helping me without also helping everyone else ride the rest of the stage fairly hard, passing a few other stragglers, but lack the motivation to go at genuine racing speed.

From the bottom of the Uriarra Crossing climb I can see a bunch of riders right near the top, well out of reach. I spin up the climb and then hammer for the last few kilometres, just for the hell of it. I finish the stage in 40th place, about 5 ½ minutes behind the leaders and wondering what might have been. I have dropped to 29th on GC, out of 64 finishers.

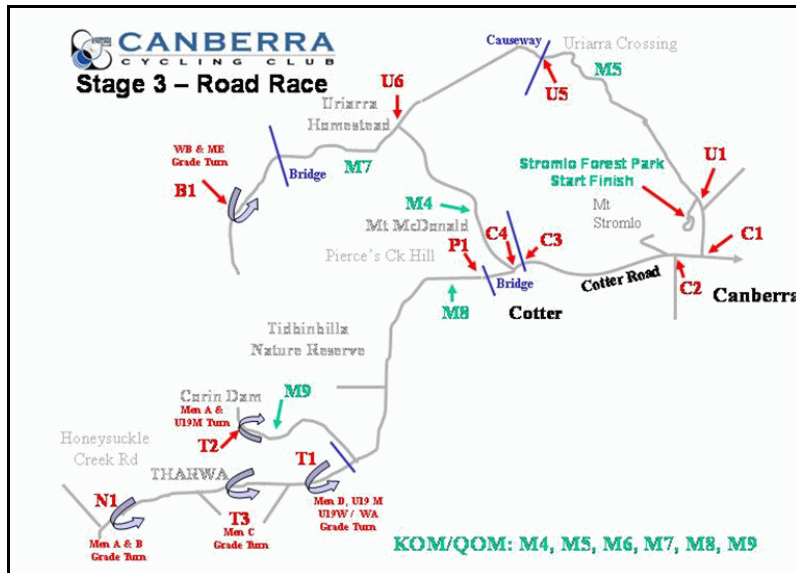
Afterwards – There were some other crashes on the weekend, which is no surprise, but the news about Women's B Grade was sobering. Several riders came down in that race and were hit by a 4 wheel drive coming in the other direction. Weeks later I heard that one STEAM rider was still in a coma. It gives you something to think about.

If most of your racing consists of the odd hour tearing around Heffron Park, the Tour is a glimpse into a different world. It's long and unrelentingly hard, it's out in the bush and it doesn't stop for the weather. There are no laps out for mechanicals, and if you are dropped you are on your own. In every grade there are fit riders who want you to suffer. Having made it to the end, we can dream that we really are heroes. Which is what bike racing ought to be like.

Geoff

Canberra Tour 2007

Synopsis -David Sitsky



The women's B grade race had a horrible crash, with three riders being taken away on ambulances. Apparently wheels had been touched, and one of the riders fell onto the other side of the road onto the path of a 4WD coming the other way. The women's B grade race was cancelled. After waiting for 20 minutes, we walked around the crash-site on a dirt road before continuing our race, in a somewhat sombre mood. This mood was quickly replaced by pain, as we headed up for the first KOM of the day, a horribly steep climb out of the Cotter to Pierce's pass not unlike the climb out of Audley, although it is steeper.) We picked up some fantastic speeds heading towards

Tharwa. At times the peloton was strung out like a thin cord and then it bunched back together on the climbs. There was no chance of any breakaways here.

Heading back from Tharwa, just before the descent into the Cotter rising to the top of Pierce's Pass, a couple of riders right in front of me touched wheels, and before I knew it, I had a rider layed out like a log perfectly positioned for my front wheel. Thankfully, we were going up-hill, so our speeds weren't great, but I braked hard, hit him, and flew over my handlebars. About three other riders were down in front of me. I immediately thought my race was over, but I didn't have anything really wrong with me, except for a slightly sore left wrist, so I clipped back on and tried to case down the peloton, which by now was in the distance near the top of the climb. I was with two other riders trying to get back, before a Clarence Street guy took off. I was red-lined, but took off as well, although too far back from him to get his slip-stream. I managed to peg the Clarence Street guy back at the top of the climb. Then I descended like a madman into the Cotter, and caught up with the bunch, right before the dreaded Mount McDonald climb! Thankfully, the climb was done at a bit more of a sedate pace, so I had time to recover. Like the previous days stage, the final climb out of Uriarra Crossing was going to be the decisive point. Like yesterday, I wasn't positioned close enough to the front and had to work very hard to move up near the top. This time, the bunch was really badly fractured on the climb. I managed to bridge to a group of five or so riders near the front, and we worked our way up and then down to the finish. I was bloody ecstatic when the finish line appeared. At last, the pain could be turned off!

The Canberra Tour was my first road race, up until now, I have done just crits. This was a brand new experience to me. For the record, out of 88 riders I finished in 16th place and was, to be honest, extremely happy. My main goal was to try to complete the whole event.

If I do the tour next year, I now know what areas I need to work on. So watch out! Hopefully more SCC riders can join in so we can work as a team.

Cheers David

Sydney Metro – Penrith Regatta

My first Open race – Alessandro Garofalo



It was tough, as expected, but lots of fun ... well ... fun after the usual 20km warm up when my legs finally got warm and pumped up. Struggled to hang on for the first km, then tried a break away at the start of lap no.6 (total was 15 laps of 5ks each, ie 75km). I was together with another rider who had the great idea of pushing at 43-45 with 9 laps to go! What was he thinking!!!! After a few turns I told him that this pace would have not taken us that far, I slowed down and approx 1.5 laps into the effort we were caught by the bunch.

The following lap Richard went off and with Paul we tried to stall the bunch hoping to give Richard the chance to gain a good gap. It was definitely too early for me to try and push again so thought the best option was to do our best to let Richard gain a good break. Have to say we got yelled from the back for not rolling over ... but Team work allows for it, does it? The tactic seemed to work until a couple of guys decided to break away one & half lap later.

At this stage the mistake I probably made was not to jump on with these two guys. I felt I had energy left but I do not know why I did not go. I did not even try and I am sorry I did not have the chance to work with Richard when he probably needed the most with the two guys blasting on him. Anyway racing is also this, ie gaining tactics experience. With the three in the front the bunch tried to gain ground but failed. Tried to go again at 2 laps from the end and another guy followed. This time it lasted much less than the first attempt a few laps before. Half a lap or less and the bunch was on us. At the sprint, as you all would guess, I tried but ended up 5th or 6th. Sprinting is definitely not my cup of tea. All up great fun in a very tough race (at least tough for me with 40 average on 75km!). I let you guess how I spent the rest of the day ... a lazy resting "loungy" afternoon and ... evening and ... night ... !!! Very tired but all worth it ...

Ciao Alessandro

Safety for all

Don't block the path!

As cyclists and friends of Centennial Park we need to obey some simple rules. At the meeting point "cannons" we need to keep the pedestrian pathway free. Please congregate where the arrow indicates.

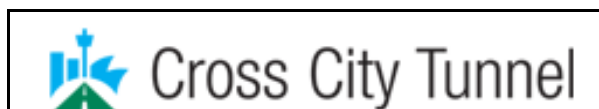


Be alert!

Due to anti-social behaviour, road barriers maybe in place at the turn around point on Anzac Parade, (La Perouse Loop). Caution! is required – look ahead when approaching this point, especially on Saturday morning.



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Tour de Orange

SCC Tour Secretary – Julie Avakian

There was a wonderful show of support for the Club's inaugural Tour de Orange held in April on a glorious weekend of unseasonably mild weather. I think all who attended would agree that the highlight of the tour was the involvement of the Orange Cycle Club boys, led by Tim Hughes, who acted as our guides for the whole weekend of riding and who were responsible for finding the awesome back roads for us to enjoy. Our club group of 27 riders swelled to around 37 with the locals coming along, enabled us to split into good-sized groups for the varied ride lengths and speeds.

Undulations were the name of the game and everyone got a really good workout peddling along the ups & downs on the dead country roads. Coffee at The Old Mill Café in Millthorpe was quaint and relaxed. Kate Vulch managed to test everyone's cakes before we split into groups with some venturing to Blayney (really boring) enroute to home. The fast group got a pretty good work over by the local guys who had this to say later "I think we had just as much fun showing you around – there's been a lot of talk especially about the speed in the fast group in the return trip from Millthorpe on Saturday!" Special effort award to Marcus for staying with this group of speedsters.

Notable mention on Saturday was Eddie Bosch who got a gremlin stuck in his tyre which no amount of tube changes could cure. He had to resort to limping home and changing the whole tyre but not to be outdone, still managed to scale (yes scale is the best word!) Mt Canobolas that afternoon, dirt & all.

It was wine tasting later on at the very chick Belgravia at Union Bank, already a familiar hangout for Maryanne, Debbie & Kate, then dinner at Tonic in Millthorpe for a gourmet feast. The disco charter bus home was the perfect end to a perfect day!

Thank god for Marcus's coffee Sunday morning before we all ventured towards the infamous Mt Canobolas and beyond, enjoying the predominantly downhill ride past Borenore. Our local boys managed to fit in their TT races around escorting us at various points as we then struggled on the predominantly uphill return... The coffee stop at isolated Borenore was a very welcome stop and an example of how great local knowledge is as we sipped and soaked up the rustic atmosphere at this rare find. Then the group headed for the Pinnacle climb with a Mt Canobolas killer option, but only two SCC riders, Yvoine McCort & Mark Cash would show their mettle being the Sunday champions mastering the incredibly tough ascent while the rest of us thought the Pinnacle was enough.

Sadly the weekend ended but we made great new friends and can promise Orange and the local club that we will be back!! Thanks to the boys from Orange Cycle Club for their incredible generosity and showing us their wonderful cycle heaven.



Darksiders

Alyssa Rogan



This is the second half to the Polaris challenge – see last issue for recap.

Darksiding? Well I can't say it was high up on my "Top 10 Things To Do" list. I mean if you can't ride an event why would you want to go and watch it? But with mates starting to tell tall stories of Polaris gone and a previous darksider girlfriend telling even taller ones (mostly about the quality of the food served up to Darksiders, how can you resist that) the hook was in!! So off went the Darksiding registration form to the Polaris Challenge event Organiser, Huw Kingston.

Darksiding is a term used for the 50 or so volunteers who assist Huw in staging the Polaris Challenge - a mountain biking event where competitor's ride in teams of 2, collect point at orienteering checkpoints and are totally self-sufficient throughout the 2 day event. That means carrying all their food, water, clothes, sleeping bag, cooker, saucepan and tent.

Having previously competed in 5 Polaris' I knew how much fun they could be....but not how much work went on behind the scenes. A handful of Darksiders had moved into the small town that was base camp a whole week before the event. These Darksiders check the course, set out checkpoint flags, co-ordinate with police, emergency services and local clubs and set up for registration and the influx of riders.

Once the event starts Darksiders are involved in a range of jobs including cooking, processing enquires, registration, manning checkpoints to ensure that event rules are not transgressed, directing riders, mapping riders arrival times and destination plans, emergency and medical services and generally assisting wherever and whenever asked.

My girlfriend and I were recruited to hand out the course points and overnight camp co-ordinates at the beginning of the race. A great opportunity to cheer everyone on their way and check out the lycra and costumes for this years Rocky Horror Show theme. We also got to harass Yvoine, Mark, Glen and Ellen as they all set off as competitors for their first Polaris.

Our second job was to prepare the event organiser, Huw, for his job as Rocky Horror Director. With a carte blanche on what we could do we settled for a nice little fish net and surgical gown number for Dr Frankenfurter on day 1 and a pristine white, and very disturbing, Janet underwear number for day 2. The left over makeup was used to harass competitors whenever they dropped in on our checkpoint. Much red lipstick and blue eye shadow and artistic Rocky Horror interpretations were to be seen over the 2 days. We also decided to jazz up our checkpoint with some soundtrack and speakers and our own coffee making facilities.

Well, Darksiding I came to realise wasn't just "watching" a race it was being the race. It was hard work, it was fun, the food was bloody fantastic as promised AND we had just as many tall stories to tell as the weary competitors who rolled into base camp on Sunday afternoon.

If you get a chance.....DO IT!!!

Full story of the Polaris challenge (Rocky Horror) is published in June/July issue of MBT Biking



Younger Members – In Action!



Damon, age 10 has been riding around in various bicycling contraptions (trailer bike and tandem) with his dad since the age of 4. He now rides his own bike which he cycles to school, company by his dad. Even though Damon

has his own bike he still can be found helping his dad out on the tandem.

Accomplishments:

Uphill TT at Lansdowne

3.5 NSW Big Bike Rides via the tag-along and tandem . There are some challenging terrain through NSW and his dad would not have made it except for Damon's help.

Bike North Challenge (64km) – Damon hopes to do the 100km loop next year.

Cycle Sydney (60km)

Wolongong ride – starting at Heathcote.



Bonnie is a newcomer to the club but not to cycling. She's been doing that since the age of 5 and is now 10. Road racing is her favourite, especially The Kowalski Junior Tour. Bonnie is motivated by beating the

boys and winning more prize money than her dad. Both her road and track bikes are by Jim Bundy.

Accomplishments:

Time Trial Champion 2005 NSW Under 9 Track-

2005 NSW Under 9 Derby Champion

2005 NSW Under 9 Criterium Champion

2005 NSW Under 9 Road Race champion

2005 NSW Under 9 Road Time Trial Champion

3rd 2005 NSW Under 9 Scratch Race Final

2005 NSWCF Under 9 Cyclist of the Year

3rd 2006 NSW Under 11 Metropolitan Road Championships

1st GC Under 11 Girls Canberra Kowalski Jnr. Tour

2nd Under 11 Metropolitan Championships.



Ben Grant is also a new - comer to the club but like his sister he's been racing for a while (age 8). He's now 14 and for the past year you may have seen him along side his dad on the regular Sunday rides – Ben even does a good turn out the

front. He's been getting stronger and stronger and soon he'll be surpassing his dad. Ben's favourite ride is the The Kowalski Junior Tour and Friday night Track racing. He's motivated by winning money at Heffron Park. Ben currently rides a "Wheeler" road bike and a Jim Bundy on the track.

Accomplishments:

Bronze Medal 2004

Metropolitan Scratch Race

6th NSW 2004 Scratch Race

Final

2007 Completed Johnny

Warren Cycle Classic



Damon Wade was instrumental in getting Luke started in racing – "knowing he'd done the uphill TT at Lansdowne spurred me to race – I lined up for my first kilo TT at Heffron on my sisters mountain bike and since then I've been hooked". He got his first road bike in '05 and now ride a BMC. At 13 he's a very accomplished rider and racer.

Accomplishments:

Under 13 TT - Gunning June '06. (First Sydney CC junior to show the club jersey at an open or championship). Most Improved SCC rider '06 – Matt White presented the award. Panthers – 4th in a 40km adult race. First stage race (Goulburn) 8th on GC in the 15Bs - only u/14 in the race.

Luke will be contesting the Canberra Tour & the State TT championship in July. Competing on the track in October – Metro Track Championships and Open races too – trying to beat his dad in a club TT.....may have to wait a bit longer for that.

Photos by www.actionsnaps



Puncture Proofing – Steve Hogg

Ssss, sss, sss, sss, "Puncture!" How many times have you heard that?



I would rather spend my available time on my bike than beside it on the side of the road fixing a puncture, and I suspect any one reading this feels the same. How many spare tubes do you carry? If the answer is more than one, you are either cautious in planning for the worst which is commendable, OR unaware that 95% of punctures are avoidable. Here are a few tips to help minimise inconvenience and maximise riding time.

1. Check your tyres after each ride or at a mid ride stop if the ride is a longer one. Most punctures caused are caused by small sharp pieces of glass, metal or stone. The smaller the offending rubbish, the longer it usually takes to work its way through your tyre. That puncture you have now may be caused by something you ran over 5 - 50 kms ago. Hold each rear wheel off the ground in turn and turn them slowly and investigate any small nick or slash. Use the smallest allen key in your tool kit or a short piece of a spoke to pry open the nick and flick out any rubbish that may be present.

2. Use 23 or 25mm tyres. Large bag tyres are less prone to pinch flat punctures because of their greater air volume and tend to pick up less rubbish generally. This is because the specific loading of the tyres contact patch is not as high as it is with narrower tyres.

3. If you have unavoidably run through a patch of glass, use your gloved hand to brush any rubbish off your tyre. Start with the front wheel and then do the rear. This may sound counter intuitive as the rear tyre carries more weight and is more prone to puncture BUT as the front wheel fulfils the steering function, front tyre punctures are more likely to result in a fall than rear wheel punctures. After you have held your gloved hand on the top of the front tyre for several revolutions, do the same to the rear. If you aren't confident about putting your gloved hand on the rear tyre behind the seat tube, hold a bidon onto the tread strip for a couple of wheel revolutions.

4. If you see a hole at the last moment and can't avoid hitting it, lift your weight off the seat and sag at the knees and elbows as you hit the hole. This momentary unweighting of the wheels can lessen the chance of a pinch flat.

5. Make sure that your tyres are in good condition. 80% of punctures occur in the last 20% of the life of a tyre.

If your tyre (s) are a bit thin, it can be false economy to try to get every last kilometre out of them.

Let's assume that the worst has happened and that ssss, ssss, ssss in the bunch is your tyre. It shouldn't take more than 5 minutes for anyone to change a tube. A bit of practice will go a long way to making your bunch ride companions happy. A few tips for when the worst happens.

6. Carry your spare tube with the plastic valve cap still on it. Many people remove these only to find that over time, the thin edge of the valve stem wears a hole in their spare tube.

7. Check inside the punctured tyre for what punctured it. Run your fingers around inside the tyre until you feel something sharp. Remove it before fitting a spare tube. This may seem obvious but is often overlooked. If there is no obvious cause inside the tyre, carefully examine the outside of the tyre and pry open any small nick or slash until you are certain that any rubbish is removed. 60 seconds spent doing this can save the next puncture several kms down the road from the same piece of rubbish as caused the first puncture.

8. Just in case – carry a sleeve for your tyre. Any hole in a tyre that gapes needs to be sleeved to be safely ridden home. If the tube protrudes or is pinched by the edges of the cut, more punctures result. A folded 5 dollar note is an effective sleeve as is a short section of old tyre with the tyre bead removed.

9. Carry a real pump or carry gas cylinders. Many mini pumps are toys, not pumps. If your mini pump of choice won't allow you to inflate your tyre to 100 psi plus, then carry 'bombs' or get a real pump.

See you on the road Steve

Ouch!



What 's a saddle sore? It's thought to be caused by skin bacteria that invades surface abrasions that have occurred due to friction. It can be red, tender, painful and may develop into a boil. Avoiding one in the first place is the best solution. Here are some tips for keeping your posterior out of trouble.

1. Purchase good quality nicks and avoid those with seams that go where they shouldn't. **2.** Always use a clean pair of nicks and avoid

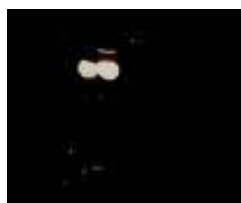
wearing underwear as this usually increase friction. **3.** It's hard to keep your "nether" regions dry on long rides but avoid sitting around in your nicks for any long than necessary; strip and wash well ASAP. **4.** Quality chamois cream can be very helpful – a barrier between your skin and the chamois. **5.** Petroleum jelly may be a cheaper option but may not serve as good. **6.** Stand as frequently as possible to take the pressure off your perineum – you can do this on short hills and/or on take-offs. **7.** Saddle position and type requires specialist assistance – saddle choice is a rather personal one but it helps finding someone with knowledge who can point you in the right direction.

Boil is forming — Ouch!

You'll need to take a few days off the bike. Use a warm compress -hot pack, water-bottle or sit-baths. This will help increase the blood supply to the area and in addition alleviate pain and hasten drainage as the boil comes to a "head". You can purchase over-the-counter topical medication and/or anti-inflammatories to assist the process. Be sure to seek professional help if it fails to heal and/or becomes out of control – infections can run deep which may develop into a sinus.

Nurse Desiel

Can you be seen?



Australian
Award winning
design

"Gator"

Being visible in the dark is imperative. Not only for our own safety but for the safety of all road users. Under the Road Traffic Authority regulations all cyclist should display a "white" light at the front and a "red" reflector light at the rear, often this is not enough.

Lights serve two purposes

1. Others need to see you. So often you see cyclist with ill fitted lights attached to the rear of their person (helmet/backpack/jersey/). Make sure you've tried and tested the lights visibility before you go on the road – your natural riding position is not usually in the erect position. Use flashing lights on the rear as this enhances your visibility from behind.

2. You need to see where you are going. There are plenty of potential hazards - "black hole" broken tree branches and the like. These hazards can have serious consequences.

There are an assortment of lights available to suite all budgets so there should be no excuse not to be well lit this winter. Shop around and/or see what your fellow members are using. Check out Sam Vella's display of illuminations – they are so bright that Kate Robers gets a migraine just looking at them. Recently the "Gator" bicycle light by Knog won one of the 2007 Australian Design Awards. It's – simple, compact and bright, just what the cyclist wants.

There are other aides that can be worn to make you more visible. When purchasing cycling attire look for fluorescent trim as this really stands out in the dark, even on cycling shoes. Ready made fluorescent aides can be purchased in: anklets, wrist and chest wraparounds, which are very effective and inexpensive. If your present cycling gear is devoid of trim or it's worn away, purchase fluorescent strips and reapply to garments

Be Visible.....

Be Safe.....

Be Seen.....

Caution! - a lesson for us all

Sent in by Alan Revell

The "Hell Ride" cyclist who collided with an elderly man who later died of his injuries told police he ran a red light because he was worried other cyclists would strike him from behind.

William Raisin-Shaw has admitted hitting James Gould, 77, last August as Mr Gould crossed Beach Road in Mentone.

The cyclist was one of a large group participating in the Hell Ride, an informal weekly 75-kilometre high-speed ride through Melbourne's bayside suburbs.

Coroner Graeme Hohnstone, conducting the inquest into Mr Gould's death, has condemned the ride, saying a dangerous "pack mentality" existed among cyclists which police needed to counter.

Melbourne's cycling community has backed the calls, with Bicycle Victoria general manager Harry Barber saying that while the vast majority of cyclists obeyed road rules, the Hell Riders were "cycling's equivalent of Bay 13".

Raisin-Shaw, 30 of St Kilda, has been charged with failing to stop at pedestrian lights, an offence that carries a maximum penalty of \$215. He declined to give evidence yesterday. Senior Constable Robert Hudson told the inquest Raisin-Shaw had approached him at the scene of the incident and admitted he collided with Mr Gould.

"He said, 'I hit the pedestrian'," Senior Constable Hudson said in a witness statement tendered to the court.

According to the statement, Raisin-shaw told the officer: "We got caught at the lights just as half



By DAN HARRISON & BEN DOHERTY
THE AGE – Melbourne



made it through. I was braking and everyone in the let stopped, they were yelling out "rolling, rolling" from behind. I didn't want to stop suddenly because I was worried about being hit from behind". Mr Barber said Beach Road which is used by up to 5000 cyclist every weekend, had become safer in recent months. "People are tightening up the rules," he said. "If a rider runs a red light, other riders are telling them, 'If you're going to ride like that then, I'm sorry, but you can't ride with us'."

But he said a greater police presence would deter flagrant law breakers. "What needs to be done is more policing...we need to have more consistent policing approach to make it really hard for these people to behave the way they do."

Raisin-Shaw told police in a tape-recorded interview tendered to the court that the light was red when he entered the crossing but felt he could not have stopped safely. "My fear was that braking heavily would cause me to cause an accident." He did not realise there was a pedestrian at the crossing until he felt the impact with Mr. Gould. "My impression was that there was no one at the crossing," he told police. "I can't tell you why – why I didn't see him – but I didn't see him standing there."

He told police he had been on his "fourth or fifth" Hell Ride on the day of the collision.

Police say they patrol Beach Road on Saturday and Sunday mornings, with officers from the traffic management unit at Kingston and Bayside rostered on every weekend.

The inquest has adjourned before final submissions next month.

Journalist reported Mr Dan Harrison from THE AGE stated: July 25th has been set for the final submission. Conclusion story will follow.

Be part of the Newsletter

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by 13th August
to

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Or by post

Frankie Hopkins

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Petersham, Sydney 2049

Next Newsletter
due out
23rd August

New Members

David Jorden.



I have a blue and white Azzurri Uno – the latest string of road bikes over the years. I generally ride with an informal group on the week - ends but am looking for longer, faster rides and perhaps do some competitive riding. I also have a commuter bike for riding to work and hauling children around on weekends

Charles Scalf. No photo available but he did suggest a photo of Brad Pitt would suffice – the people at work say he looks a lot like him. Life is a balance. Started riding 21 years ago in an attempt to give up smoking and lose weight, I gave up smoking but the balance was that I gained weight. I ride the lower end of the range Baum type bike measured for my gorilla like proportions by Steve Hogg. I chose a yellow colour so I would look fast when stopped at traffic lights. My aim in cycling is to burn a few calories so I can eat a little (lot) more. My real aim is to get some exercise and enjoy some camaraderie

Kathryn Granheim. I ride a red Cannondale R500, not because it 'goes fast', just because it was the last one in the shop and they were trying to lift it as it was old stock! I promptly started a 'learn to ride class' with Ian Dupree, rode for a bit, then got sidetracked with running marathons so the bike went into the shed. I then went to Perth for 6 months, where my cycle passion really took hold, where I rode with 2 different groups all over the Perth metro area...which was very flat. Work brought me back to Sydney and its big hills, being friends with Adrian Atherton made Sydney Cycling Club an easy choice (he is a very good salesman!). I wanted a club that wasn't too competitive, and had lots of rides to choose from with differing abilities, and a mix of male and female, including social activities as well. My goals are to become a competent endurance cyclist, enjoy a nice long Sat or Sun. morning ride, and compete in this year's 'Round the Bay in a Day' (Melbourne) and the Cycle leg of the Busselton Ironman.



Kieran Williams.



I really got into cycling when my wife and I did some cycle touring in Europe. What originally was intended as a cheap form of transport has turned into a bit of a love affair. We cycled through Western Europe and loved the whole experience. I started road biking a couple of years later while we were living in Scotland. The beautiful countryside and largely empty roads are ideal for cycling. I was getting tired of being out on my old battle axe touring bike and having lycra clad roadies flying past me. Well if you can't beat them- join them. I managed to pick up a cheap steel De Rosa on Ebay and started churning out the miles in the hills around Aberdeen. In both 2005 and 2006 we headed to France to watch a couple of the mountain stages of the Tour. This involved cycling up the cols with a backpack full of lunch, enjoying a leisurely picnic and then watching the riders fly up gradients that had me sweating and cursing a couple of hours earlier. Last year we bit the bullet and took part in the Étape du Tour - Gap to Alpe du Huez. It was a killer day in the saddle and I swore I'd never touch a bike again. Obviously I have since relented.

Sadly my De Rosa and I parted company when I sent it off to be resprayed only to find out that it was riddled with rust- thankfully it hadn't collapsed while I was careering down one of the Pyrenean passes. I've since replaced it with a Pedal Force carbon QS2. We've now returned from Scotland and I have joined SCC for the morning rides and obligatory coffee. I'm not sure if I'll get into racing at the moment but who knows what the future will hold. Does the club have a Z grade?

Other member: Andrew Bennett.

Your Space

Who's this wearing the SCC kit?
Looks like Borat in Kazakhstan
Sent in by – Tony Johnson



It's Eric Wardell
Some where in Canada
X-member who rides with us when
in town



Not often you see Julie Avakien
off her bike



Three beauties after the
girls wednesday am ride



At the Movies

Starts and Watercarriers -
Giro d' Italia 1973

Detour de France 2005

Good viewing on both
accounts



Your Space



Shipwreck

After the fierce storms over the Queens Birthday long weekend this yacht was washed up on the beach at foreshore



A water logged
Centennial Park



Day-n-Night

Some knobbly-tyre SCC cyclist on their recent Canberra MTB weekend



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Your Space



Adrian Atherton - Calls foul play! Chris Wright

Chris: I saw Adrian in Centennial Park one morning speaking to a Park Ranger. I was curious and sent him an e-mail later asking him what it was all about.

Adrian: I ran over a swamp hen. Not the best start to the day. I was training with Stan and it came in from stage-right and literally ran under my wheel. Like cats do when they wait until a car is close before they run across the road just to make it interesting. The Ranger said that they are stupid things and about ten of them get un over to every one of all other things combined. Suffice to day the seamp hen is in a better place and I will nominate it for a Darwin award.

Chris: RIP the swamp hen – did you come off the bike?

Adrian: I stayed upright, however feathers went everywhere. There was even one stuck to my frame to remind me when I arrived home.



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Thanks to Steve Nemeth for his kind contributions

Off The Back & Personal

With Sally Thomson

Q1. What tickles your fancy?

Jazz and good wine while sitting in front of a log fire on a cold night

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

Mayan Indian because of their amazing archetechutre structure of that time

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

Pointer in the bunch and perhaps a shout in a race

Q4. Is there a passion in your life?

Traveling third world countries

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

The 2000 TdF cycling tour with Walter John Stanton and Brucefields commencing in Ireland

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

Bush walking & snorkeling

Q7. What disappoints you the most in people?

Dishonesty

Q8. What's your favourite food?

Vietnamese noodles

Q9. Do you have any regrets in your life?

Not working overseas when I was younger

Q10. Do you ride to work?

Yes



G.T.
I'll
Fix
It

Goodonyageroge

SCC Rides

Day	Time	Meet	Ride Description
Tuesday	06.00	Cannons	La Perouse Ride. Two bunches: Fast or Steady. Takes the same format as for Thursday.
Wednesday	06.00	Cannons	Girls Paced Watson's Bay Ride. 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.
Thursday	06.00	Cannons	La Perouse/Anzac Parade/Malabar. Approximately 35km. Fast clip (35-40ish km/h) with three even faster (40-55km/h) intervals. Back at approximately 7.00am.
Friday	06.00	Cannons	The 3 Beaches Bondi/Tamarama/Bronte 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.
Saturday	06.30	Cannons	La Perouse Ride. Approximately 45km. Three bunches leave the park rolling easily until Foreshore, then do 3 laps around Port Botany practicing pacying. 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.
Sunday	06.30	Cannons	Waterfall Ride. 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
1st Sunday of the month	06.30	Cannons	Akuna Bay. 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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