



The Sydney Cyclist

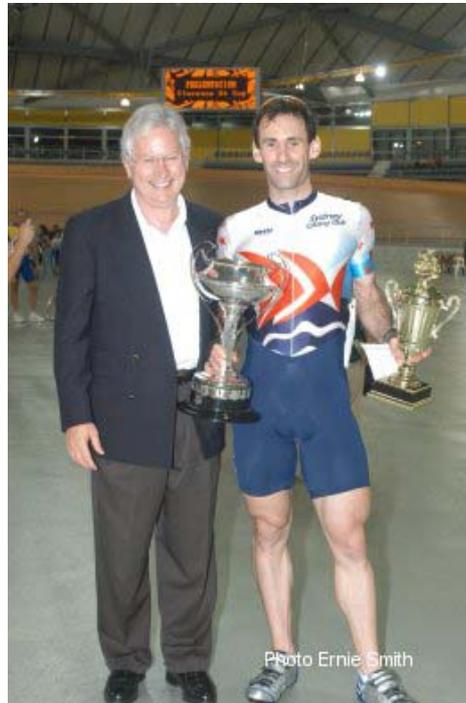
Official Newsletter of the Sydney Cycling Club
April 2003 Edition

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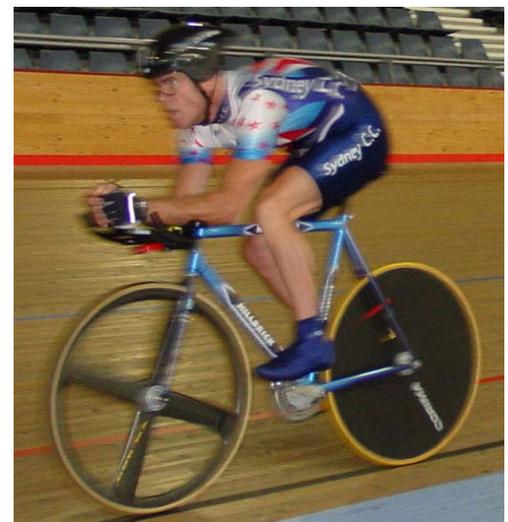
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Dan O'Callaghan, Winner of this year's CSC Wheelrace Cup



Phil McKnight in full flight during recent State Pursuit Championships



Photo Phil McKnight

Stage 1, Final Lap of the Tour Down Under

Celebrating our 25th Year in 2003



It's been an interesting month for the club in the last month. I am disappointed to say that we have had some major accidents on our rides which are always of concern to all of us.

The worst incident took place during the first round of the Club Road Race series. In this incident Tony Johnson, Steve Hogg and Dave McAlpin all came down after a touch of shoulders, bars or wheels. While Steve and Dave got back on and rode to the end of the race, Tony's day was over and had to come home in the car. Another chapter in the ever increasing tale of Tony's woes.

Later in the same event Des Sullivan had a nasty fall close to the finish line. For all of us there this was quite an eye opener into the dangers of the sport that at times most of us take for granted. Des had some major injuries including a broken collarbone, a broken bone in his back, some broken ribs and probably worst of all his little finger on his left hand had to be amputated.

It was a very nervous time for all of us as we waited for the Ambulance to arrive on the scene. A big thanks to Tanya Bosch and Kate Roberts who tended Des whilst we waited.

The club also had a fall during one of our Sunday rides last month that resulted in Nes being ridden over by another rider.

To me this highlights some of the inherent dangers of the sport and prompts me to remind us all of a few basic things. Firstly, please be aware and alert at ALL times while riding with SCC. When you are in an SCC Bunch, please remain alert and focused at all times. I know it is easy to chat to the person next to you, but the place for social catch up is at coffee afterwards. We all have a duty to protect and watch out for the riders around us. It also reminds me that this is a dangerous sport and our safety should not be taken for granted at all.

So, enough of the bad news – now for some good news.

For those of you who may not have heard, Dan O'Callaghan won the Clarence St Cup on 22 March beating home Keith Oliver and Rod McGee on the night. This was a great effort and something Dan and the club should be incredibly proud of. Needless to say Dan was in no condition to ride Hilltop the day after the event, having raced the Cup the night before, but he was still smiling for the whole morning we were at Hilltop.

Congratulations must also go to the SCC Team Pursuit Team of Phil McKnight, Tim Rice, Dan O'Callaghan and Alex Simmons who place a credible second in the NSW Team Pursuit Championships on April 5. This is the club's highest placing in this event and is a great result for us.

As you read this you may notice that we have a new Newsletter Editor. Yes that's right, Malcolm Wade has returned for yet another stint as Newsletter Editor. After some months of slowly losing the battle against time and work, Phil Gomes has decided to step aside to allow someone less time challenged to edit the Newsletter. I'd like to thank Phil for his work so far this year, as most jobs on the committee are onerous and thankless I think Phil has done a great job and we wish him well as an ordinary member of the club.

For Malcolm, this is a job he is well used to, being the Newsletter Editor for some 3 years before. As Malcolm is already our Web Master I see this as a natural progression as the 2 roles are now very intertwined and also as we move towards a more web based information flow these two roles should really be rolled into one Committee Position.

So that's the news from the President for this month. Please stay safe on the road and hopefully I'll see you out there.

Paul



Photo Phil McKnight

"Hey Dirk. Need a training partner? I've got the right bike!"

From the Secretary's Desk



Rear lights – be seen!

Something I harp on about every year is lights, in particular, rear lights. Going to work before 5.30 am every morning I notice that a lot of cyclists have very dim rear lights. They may be bright enough in the lounge room at home, but are they bright enough to be seen by a driver 200 metres behind you and closing fast? New batteries cost very little and may save your life.

Hilltop injury update

Des Sullivan is out of hospital and is on the long road to recovery. Tony Johnson has also had surgery on his hand - for a torn tendon and fractured finger, and is on the recovery trail.

I'll be starting a bunch for "for invalids" once I can ride again, and it looks like I will have quite a few takers!

Following the injuries at Hilltop, the club has invested in a new large Red Cross backpack First Aid Kit – here's hoping it won't get much use!

Clothing Update

New stock of club clothing is due after Easter- it's the same design but from a new supplier. Contact the Merchandise Manager Andrew Hudson for further information. We apologise for the delay in getting jerseys out to some new members, but it took time to find a suitable supplier.

Malcolm's back as Newsletter Editor.

Following the resignation of Phil Gomes as newsletter editor, I would like to welcome back SCC Webmaster and previous Newsletter Editor Malcolm Wade to the position. Thanks Phil for your contribution over the past 12 months, and we look forward to your continued input from the sidelines.

Malcolm has also obliged us with some new features on the website – if you haven't noticed, take a closer look. www.sydneycyclingclub.org.au

Be careful out there!

George

Editor's Column



Yes, I'm back!

After a 12 month break from producing the SCC newsletter I'm back in the hot seat. Many thanks to Phil Gomes for his efforts over the past year.

I recently spent some time trawling through an old set of paper newsletters, compiled by long time club member Walter Rolli. Walter has fastidiously filed away every paper newsletter he has ever received since late 1988 and we must thank him for this. Those copies seemed to be the only set of records of the club life and times the SCC has kept. They are a great insight into how our club has evolved. They contain early race results, some fantastic reports of the old one day tours, committee decisions and member reports from Australian and Overseas trips.

I spent a good few weeks, with the help of Peter Montford, scanning these newsletters into digital format for a more permanent archive.

You've all read about the recent spate of racing injuries. Not known to many is that one of the club founding members, Allan Smith recently took a tumble on a piece of dirt road whilst eying off a young lady riding a Colnago (not an SCC member) on the second last day of RTA Big Bike Ride. Allan said he was fine, albeit a little embarrassed after the initial fall; but then the damage was done when he was run over by an MTB rider as he lay spawled in the road. He had to be rescued by St. Johns ambulance and was taken to hospital for a check over. After returning to Sydney for further tests it turns out he broke a small bone in his pelvis which will have him hobbling around with a cane for another month or so. We wish Allan well and a speedy recovery. The moral of this story is "keep your eyes on the road, even when she's riding a Colnago!"

There's lots of good stuff in this month's edition; I'm running out of space on the page so you'll have to read the newsletter right through looking for the juicy gossip!

'til next month, take care on the road.

Malcolm

Clarence Street Cyclery Wheelrace Cup

By Alex Simmons

Dan "Do you feel lucky, punk?" O'Callaghan, wrote a new chapter in the SCC and NSW cycling history books in an evening in March by becoming the first ever SCC rider to win the most keenly contested track cycling event on the NSW calendar - the 21st edition of Clarence Street Cyclery Wheelrace Cup at Dunc Gray Velodrome. His win, ahead of quadruple world masters champion, Keith Oliver, and 1995 world team pursuit champion and FdJ rider Rod McGee (Brad's brother) was all the more remarkable for Dan who had only made his comeback to track racing six weeks earlier.

Last year's CSC Cup winner was Mark Renshaw (member of Australia's current world champion pursuit team & world record holders).

Two SCC riders lined up for the CSC Cup this year, Dan and this correspondent. Such is the competition just making it to the final is an honour in itself as there are many qualifying heats and repechages simply to get there. Earlier in the day, Dan had also ridden in the qualifying round of the NSW Kieran Championships and was up against World Sprint Champion, Sean Eadie in the same heat. Thanks to Sean, Dan didn't progress through to the next round of the championship and so he was left to concentrate on the CSC Cup.

Riding off 220 metres in his qualifying round, Dan found himself with a few riders willing to work together (which is the secret to success in wheelraces – yours truly wasn't so fortunate and was left high and dry in his qualifier). Dan won through and immediately qualified for the final. I had to face the repechages and this was where my bid for glory ended.

Realising that the competition in the final would be intense, the cunning Parramatta rider, Keith Oliver, made sure that the front markers would work together but Dan was wise to these less than subtle tricks and while putting in some solid turns, also made sure he maintained good positioning for the final sprint to the line. With 2.5 laps to go, it looked like the front markers would be caught and a last ditch effort by one of the boys kept the gap wide enough for Dan and Keith to fight out for the win. As you can see from the photo, the fast men were on their tail (note the two FdJ

riders coming home quickly). It was very exciting to watch.



Dan was stunned with the win and had to quickly practice riding around the steep banks, waving to the crowd while carrying the flowers handed to the winner. After several victory laps and a track-side kiss from his new bride Rachel, Dan finally came down to earth to collect his trophies and get a photo on the podium that I'm sure he'll never forget.

Now onto the team pursuit championships...

For those that are less familiar with track racing, the CSC Cup is a "Wheelrace" event, which is track cycling's version of a handicap. All riders are given a handicap which sees them start from various points around the velodrome (usually expressed as so many metres in front of scratch), pitting local club riders against the world's elite track stars. Riders are given a one step push by their holder. First past the post wins. The CSC Cup is a 7 lap (1.75km) race and is the biggest money race on the annual NSW track calendar.

The SCC is interested in encouraging any member to have a go at track cycling, the "purest" form of our sport. If anyone is interested, then just ask one of the regular trackies (Alex Simmons, Tim Rice, Tanya Bosch, Phil McKnight or our latest track star, Dan) to find out more. It's not as daunting as you might think and loads of fun. You never know, you may just end up winning the big one.

Your track correspondent

Alex

Clarence St. Cyclery

THE ULTIMATE BIKE SHOP

104 Clarence St, Sydney NSW 2000

Phone: 02 9299 4962

Fax: 02 9261 3802

Website: <http://www.cyclery.com.au>

Email: info@cyclery.com.au

The Captain

Jamie Bedford

It has been heartening to see so many taking responsibility for their riding, by turning up to the Pace line Skills sessions on Wednesday mornings. A BIG thank you to Josh Kersten and Andrew Price for taking the time to make a difference. All of us must remain ever vigilant for unsafe riding in the bunch. Just as professional drivers tend to become over confident and ignore the dangers signs so do we cyclists when we have been in the club a few years.

If you are concerned with the quality of riding in the bunch, please don't hesitate to contact me, with NAMES and, what happened in that particular situation. Just mentioning that so and so bunch was terrible on Saturday, doesn't really help unless I can get to the riders in trouble and sort them out with a few keep out of trouble skills or hints.

Most of my correspondence is from riders saying how much fun they are having and how much they have enjoyed joining the club, so congratulations on making the new riders feel at home.

Easter Weekend and general holiday period, quite a few people are having about 10 days off. At this time the only difference being on public holidays the rides start at 6:30 am instead of 6:00. Some members will be taking advantage of the extra days to put in training

The Passion Continues

Dear SCC Members and Friends,

It is now just over three weeks since my spectacular, solo crash over the handlebars as I approached the finish line in my first ever Hilltop handicap race and I am happy to report that there are definite signs of light at the end of the tunnel.

The reason for the accident remains unclear - I have a flat front tyre which may have caused the crash after striking a cats-eye or something else on the road. My right foot may have come out of the cleat as I increased the pressure towards the finish (the cleat had been loose and I tightened it in recent weeks), or I may have overbalanced as I stood to try to catch Steve Hogg and Andrew Price - both of whom are far younger and more experienced riders than me!

The bike is relatively unscathed. The toll for me is a broken right collar bone, three (right side) broken ribs, a broken T7 (back) vertebrae, a badly smashed little finger on the right hand (subsequently "terminalised" according to Prince of Wales Hospital speak - read "amputated") and the usual abrasions from a fall, mainly on the right upper back and the left forehead. I had a total of 12 days in hospital and am now at home in Coogee, working hard with various physio exercises, to get this ageing body back into shape.

I need to record my deep gratitude for the widespread support shown to me by SCC members. In hospital, I had visitors, flowers, cards, telephone calls and at home this has continued with visits, telephone calls and email messages. I am very appreciative and want to say thanks to all those who reacted, including many who helped out at the crash site, at the Bowral Hospital and by getting my car and bike back to Sydney. I do not want to name names for fear of missing somebody (the drugs in hospital were great!) but each of you know to whom I am talking.

From my reasonably wide circle of triathlon, running and swimming friends and contacts, it is the cyclists whose support has moved me the most. Maybe cyclists have the ability to empathise more significantly with another cyclist who has had a fall. It must be an occupational hazard! The accident demonstrated to me the depth of compassion that exists in SCC and the club's approach to its membership in adverse times. It is a club that continues a proud tradition.

I can confirm that the crash has not diminished my passion (which we all share) for this terrific sport of cycling. I will be joining you again in club rides just as soon and sensibly as my recovery permits.

Enjoy your extra time for riding over the Easter and Anzac Day holidays and take care. My skull was not damaged, thanks to my habit of always wearing a helmet and making sure it is fastened tightly.

Regards

Des

blocks. This refers to several days of training put together to gain maximum effect. Others will want to see how they feel each day or work around family commitments. Guess what I'm trying to say is, there will most likely be a couple of different rides each day to choose from.

And last of all anyone interested in participating in the Around the Bay in Day ride which is on the 19th October, should contact Steve Alperstein on:

Email: steve.alperstein@solution6.com

Ph: 02 9278 0834

Fax: 02 9278 0411

If Steve enters a team from SCC he can get the preferred direction and when the ride is 200km that definitely something worth aiming for. You can find out more about the ride on <http://www.bv.com.au/content.cfm?submenuid=39&contentid=462> Teams must be at least 4 riders. If we get an indication as to who is interested we can look to putting together teams of similar ability.

Until next time

Jamie

Touring with Richard Dodds

Tours at a Glimpse

- ❖ May 10-11, Kangaroo Valley 2 Day Tour (120-170km Sat + 60-80km Sun)
- ❖ June 28-29, Hunter Valley 2 Day Tour (125km Sat + 90km Sun)
- ❖ August 31, Wyong Tour (170 km)
- ❖ October 4-5, Cessnock 2 Day Tour (approx. 125km Sat + 90km Sun)
- ❖ November 30, Patonga Tour (160 km)

Don't forget the Kangaroo Valley tour scheduled for May 10-11. There is some great riding to be had at KV and it's only a 2 hour drive from Sydney.

I need to get an idea of the number of people attending this Tour. If you want to come along please let me know by COB Friday 18th April. Please send your responses to rads102@hotmail.com.

Be sure to state your preferred room option, as A - shared or B - couples. I'm taking bookings now so

SCC Kangaroo Valley Tour Detail

Date: May 10-11, 2003

Location: Kangaroo Valley Tourist Park, Moss Vale, Kangaroo Valley, NSW, 2577. Ph: 1300 559 977

Cost: Option A - Shared room. \$110 per person
Option B - Couples room. \$220 per couple

Included: Accommodation covers Friday and Saturday night. Linen and towels are provided. 3 course dinner Saturday night.

Excluded: NO breakfast, lunch, or transport is included in the deal.

Payments: Payment must be via Cheque payable to: 'Sydney Cycling Club'. All payments sent to: Richard Dodds, 11/48 Cambridge Street, Stanmore, NSW, 2048.

Rides Descriptions:

Friday: No planned rides. Drive to Kangaroo Valley in the afternoon or evening. Look after yourself for dinner. We usually head down to the local pub for a night cap.

Saturday: 8:00am Start. Various rides ranging in length from 100 km to 170 km.

This ride starts at Kangaroo Valley heading west up a very long (10+km), winding climb to Fitzroy Falls Reservoir. It is then on to beautiful little county towns like Exeter, and Bundanoon. The ride out of the valley is tough. It's not too steep but it goes on seemingly forever. If you're not up for the climb that's ok you can always get a lift/drive to Fitzroy Falls and start there. Rest assured we'll be catering for all fitness levels on this Tour.

Sunday: 8:00am Start. Various rides ranging in length from 70 km to 120 km.

For the masochists, more hills. This time we climb the east side of the valley and ride along the ridge top roads that look out over Nowra - fantastic riding. Last year some riders also did the ride out to Barron Flat and Lake Yarrunga. This is a shorter ride but it has a steep decent down to the lake.

*For full club calendar including all results and photos please refer to the club web site
<http://www.sydneycyclingclub.org.au/Racing Results 2003 Index.htm>*

For Sale

Giant carbon fork, aluminium steerer with head set \$150.00 and Giant carbon bladed seat post 30cm long \$180.00. Contact Stan Genakis on stangenakis@hotmail.com or 9746 5954 for more details.

don't delay. All contact and tour details are listed below.

My apologies to the girls who'll miss KV because they are attending the Bathurst Women 2 Day Tour. The SCC and the NSW Cycling Federation race events are numerous between March and September to the point where it's very difficult to find a spare weekend. Good luck in your race. Bear in mind that there are still 2 other weekend tours this year so I'd like to see you attending those.

Thank you to Richard Scriven for captaining the day tour down to Wollongong. Unfortunately I was unfit to ride the distance while recovering from a cold. I hear you had near perfect weather on the day and trust you all enjoyed the ride.

I look forward to touring with you soon.

Richard



Race Team Report *Dave, Leigh and Deb*

SCC Races

Great to see such a brilliant turnout for the SCC racing events this year with plenty of both new members and “old-hands” turning up to the events in record numbers. Even the nightmare weather that greeted us on the morning of the Feb LC TT did not deter eleven hardy souls eager to clock up those championship points.

The number of PBs that have been thrashed so far this season has been just ludicrous.

The introduction of D-grade has been a great success with plenty of friendly competition amongst the “D” brigade in their bid to win the 2003 pointscore championship. The other grades are also being hotly contested and with another fifteen SCC races still on the calendar – it’s anyone’s win at this stage. There are also plenty of other racing awards to fight for – go to the website for more details.

(<http://www.sydneycyclingclub.org.au/RacingAwards-2003.htm>)

Track

Track riding has been going from strength to strength with a few more members taking up the challenge. Dan O’Callaghan won the prestigious Clarence Street Cyclery Cup last month. Dan’s first class performance was a very impressive win as he beat a few world-class cyclists for the top podium position. Dan’s silky smooth legs and the absence of the bum-bag must have helped at least a little.

Well done to the SCC pursuit team who won silver at the NSW State Pursuit Championship held in late March. Phil McKnight, Tim Rice, Dan O’Callaghan and Alex Simmons flashed around the course in 2.26:40 in their qualifying round. Unfortunately a

mechanical problem left them with three riders in the final round – even then they recorded a time 2:29.56 and came in to win the silver medal.

Road

The road season is getting under way with one of the first events of the season being the **Bathurst Two Day Women’s Tour**. We have over ten girls entered for the tour so far, which is a great representation for SCC.

The Ken Dinnerville Memorial Handicap Road Race scheduled for Sunday 25th May is the next race on the SCC calendar. This is a handicap road race, which means you will ride in a group of riders of similar ability with time differences allocated between the slower and the fastest groups (same as SCC’s Hilltop). The course distance is 90kms, mostly flat with just one small hill to get over. The course is three times around a 30kms circuit so you get to do the hill three times! Great race to enter if you are new to racing. Enter early as there is a strict limit on numbers. If you need any more info, please let us know. A map of the course can be found within the [race calendar](#) on the [web site](#).

Kate Rowe completes first Ironman

A special mention must go to Kate Rowe who completed in her first Ironman up at Forster on the first weekend in April. Kate had a brilliant race competing the distance in 13.01.49 and coming fifth out of eleven in her age group. Fantastic result. A more complete report from Kate herself is found further on this newsletter.

Happy racing

Dave, Leigh and Deb



Photo Phil McKnight

Australian champion Stuart O’Grady wasted after Stage 5 of Tour Down Under



Photo Bob Wilson

Jane Despass displays SCC jersey in the recent Sea Otter Classic in California

Stretch Away

By Club Captain Jamie Bedford

Stretching

- ❖ Reduce the chance of injury
- ❖ Reduce muscle tension and soreness
- ❖ More flexibility allows for better positioning on the bike to generate more power, because of increased range of motion.
- ❖ Allows more relaxation when doing hard efforts
- ❖ Better quality of life over a long period of time.

Keys to remember when stretching:

- ❖ Do each stretch a couple times, first, a very light stretch, holding for 15-20 seconds. Then stretch it again, as it will become a bit easier and hold for up to 30 seconds.
- ❖ Focus on the muscle(s) being stretched and relax the rest of your body. For example, when you stretch the hamstrings, make sure you quads are not tightening up, as this is very common.
- ❖ Patience. This takes time, a lot of time. You are possibly reversing years of getting tighter and tighter, so this must become a habit.
- ❖ No pain. Stretching should be done with minor tension, no bouncing and no pain. Again, this takes time and as you progress with the program, you will become more flexible.
- ❖ Don't hold your breath. Breathe deeply.
- ❖ Remember, that some days you will be looser than other, don't force it.

Lower Back: Gently pull your legs toward you evenly. Alternate by pulling ones side closer than the other. Also, gently rock yourself back and forth. This feels great after long rides.



Groin: I love this stretch. It simulates exactly the movement of being on a bike. You can feel the stretch of the inner groin. Continue to reach lower and lower as practice this stretch.

Hamstrings: Using a wall/doorway combination, stretch the hamstring while the other leg lays horizontal on the ground. This is a great stretch because the back remains relaxed and only the hamstring is isolated. To increase the stretch move closer to the wall.



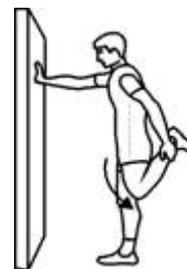
Upper Hip & IT Band: With this stretch, concentrate on trying to keep your pelvis level and flat to the ground; alternate legs.

Piriformis: The piriformis is a deep muscle that inserts into the top of the femur (thigh bone) and is used to laterally rotate and stabilize the hip. It often gets tight with cyclists. Keep you lower back straight and you can alternate this stretch by rotating yourself by putting your right elbow in front of your left knee and left elbow in front of your right knee.



Hip Flexors: The key here is not to lean forward with your lower back, but to "sink" straight down to stretch the hip flexors. To do this, I like to position myself in a doorway and use the walls as guides to not lean forward. Alternate legs, 30 seconds each. This also stretches the tops of the hamstrings.

Quads: Stretch each quad, but make sure you experience no knee pain. Keep your leg you are stretching as close to the stance leg as possible. A lot of times, your IT band here can be a limiting factor, so as you become more flexible in the IT, this will also improve.



Training Tips

By Dave Sanders, Head Cycling Coach, VIS/AIS road coach.

Recovery

This is the “magic” ingredient which is very individual and must be monitored daily. You must be very honest with yourself and decide whether you are coping, going forward, backward, or no where at all. In elite training programs, this is often the one major factor which is not managed correctly, with disastrous results.

There are various methods of monitoring your state of fatigue/recovery:

Morning HR must be recorded upon awakening each day. During heavy training blocks you will notice a slight rise for several days. Don't panic, you must be fatigued at some stage or you would not improve. If your waking HR is well elevated 10bpm or more above normal, you would be advised to take it easy for a few days, reduce intensity, or look for a reason why this could be so. E.g. Late nights, stress from work, etc. Also if you find it difficult to elevate your HR to A.T. levels during efforts, or it will not recover quickly afterwards, back off and try another day. The same goes with injuries. It is far better to take a couple of days or even a week off training to mend a sore knee or muscle strain than to be “Pig Headed” and push on to “tough it out” which could cost you a month off or even a whole season if you are not careful. To survive any high level training program, you must fill in all the gaps with proper “planned” recovery. This comes in both **active** and **passive** forms.

ACTIVE recovery includes massage, stretching, slow recovery rides, saunas, spas, psychological recovery like music tapes or movies etc. Proper warm-up and warm-down procedures are vital to your survival during intense training or competition periods.

PASSIVE recovery means just that – sleep, rest, meditation etc.

These things should not just fit in when you have nothing else to do, you must plan your days, weeks, months around adequate recovery periods or you will find that all your hard work will have been for nothing when you are sick, injured or just stuffed on race day.

Health

Your general health should always be a priority, because without good health, you've got big problems. If you manage yourself properly you should not have too many problems. Find a good sports doctor to advise you on your own personal needs, but the basics include hygiene, nutrition, recovery/fatigue, vitamins, supplements etc.

Programming

Programming is a very individual and personal situation. I would never hand out programs to a person that I had no background information to work from. I would also not give a program to someone if I could not monitor their progress through the stages and make decisions along the way. With that said there are basic steps which could help you design your own program.

1. Find a large, single sheet calendar and mark all the events for the whole year that you are aware of. Mark in everything including races, training camps, holidays, social events etc.
2. Now prioritise the major events and minor events as to when you would like your peaks to be happening.
3. You must always start the season with a good endurance base, with as many kms as your lifestyle allows you. You can blend in some strength and strength endurance work through out this phase, but there is no need to ride yourself into the ground at this stage because it is a long year to come. ENDURANCE, STRENGTH and STRENGTH ENDURANCE should be the priority for the first three months of the season as you can fall back on this base through out the year.
4. On a clean sheet of paper block the months into zones through out the year around your priority races. I believe it is possible to have several minor peaks through out a season so we should mark these in. Be prepared to alter and rethink your program before you decide “this is it”.



5. Count the weeks backward from your peaks and include a reduced recovery week two weeks before the event so that you can train back into your peak in the final week.
6. Count back either 5 or 6 weeks from your peak and structure a 3 or 4 week build up, one reduced week and one final build up week. This is where you can include a km build up and also include some intensity work outs. Plan it so your intensity peaks come at a reduced endurance week so that you are able to handle it. Vice versa on high volume endurance weeks you must reduce intensity also. It is possible to blend all in together at the end of a block if you have been very disciplined and are in good condition, but you can only keep this up for a couple of weeks.
7. Sometimes you will be able to use competitions eg. Tours to build up your endurance base, or criteriums to enhance your HR intensity build up or maintenance. So decide whether you need to race, or train through certain periods.
8. After each peak you will need to plan a short break of dramatically reduced training or complete time off. This could be a week or so when you mentally relax and switch off for a while. Be careful not to relax too much at these times as it's often a good time to get back in the gym, clean the system out with some fruit juice fasting etc. You're not completely off the hook if you are a serious athlete. Then you start again with an endurance rebuild
9. Plan a month or so completely out of competition after your major peak to regenerate for the following season. Also this is a good time for gym or cross training etc
10. By now you will have filled in much of the year, so all you have to do is block in your remaining months with three week build up, one week reduced cycles emphasising whatever facet you feel you may be needing at the time to prepare for a particular event. It is important to maintain the other facets of the program even if it is not the priority at the time. E.g. Power/Intensity phase, you must still do two days endurance maintenance.
11. After your endurance base I find that most people can rebuild and maintain each facet throughout the year together.
12. The basic principle for a general program should always be recovery, then higher intensity/lower volume first, then reduce intensity and increase volume day by day as the week goes on. Then recovery and race on the weekends.

E.g. Monday: Recovery ride
 Tuesday: AM: Hill Sprints, Power Starts PM: VO2 Max HR INT
 Wednesday: S.E. Hill Efforts, TT HR INT, Threshold INT
 Thursday: Endurance, S.E. – Massage etc
 Friday: Recovery ride
 Saturday: Repeat Wednesday plus Endurance/Race
 Sunday: Repeat Thursday /Race.

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Newsletter	Next Deadline: 5 th May 2003. Please submit articles to the Newsletter Editor via e-mail or		
Submission Details:	post to 108 Rothschild Ave, Rosebery, NSW, 2018 or the Club PO Box.		

Boutique Sale!

After what seems an eternity, our new clothing is scheduled to arrive during the week of the 28th April. The plan is to distribute the clothing over coffee after the crit on Saturday May 3rd.

Anyone interested in purchasing the new design wind vest, knicks or jerseys, we are now taking orders so please [email](#) me what you require. For all those new members waiting on clothing, thanks for your patience it will be soon rewarded!!

Andrew

Club Calendar

Day	Time	Venue	Comments
Sat. 3 rd May	07:00	Heffron Park	Criterium Series # 2 Handlers: Dave Clarence, George Schneller, Cameron Lee, John Kearney, Daniel Hynes.
Weekend 10-11 th May	-	Kangaroo Valley	SCC Kangaroo Valley 2-Day Tour
10 th May to 1 st Jun.	-	Italy	Giro d'Italia, http://www.cyclingnews.com/road/2003/giro03/?id=default
Sat. 17 th May	07:00	Port Botany	Kilo Series # 1 Handlers: Dave Clarence, George Schneller, Simon Ward, Victoria McNeill, Kris Bruckner.
Sat. 24 th May	TBA	TBA	Hillclimb Series # 1 Handlers: Dave Clarence, George Schneller, Jenny Green, John Perry.
Sun. 1 st June.	TBA	TBA	SCC Road Race Championship Handlers: TBA
Sat. 21 st June	TBA	TBA	Hillclimb Series # 2 Handlers: Dave Clarence, George Schneller, Tim Rice, Vikki Bishop.
Weekend 28-29 th June	-	Muswellbrook	SCC Hunter Valley 2-Day Tour
5-27 th Jul.	-	France	Tour de France, http://www.letour.fr/ and http://www.cyclingnews.com/road/2003/tour03/?id=default
Sat. 12 th July	07:00	Heffron Park	Criterium Series # 3 Handlers: Dave Clarence, George Schneller, Grant Hansen, Dave McHugh, Jeff Sofair.
Sat. 23 rd Aug.	07:00	Heffron Park	Criterium Series # 4 Handlers: Dave Clarence, George Schneller, Kate Everett, Ken Lore, Kate Roberts.
Sun. 31 st Aug.	TBA	Cannons	SCC Wyong 1-Day Tour
Sat. 6 th Sep.	06:50	Centennial Park	Extended TT
6-28 th Sep.	-	Spain	Vuelta a España, http://www.cyclingnews.com/road/2003/vuelta03/
Sun. 14 th Sep.	09:00	Yandarra	Hilltop Handicap Road Race, Race # 2
Sat. 27 th Sep.	06:50	Centennial Park	Long Course TT
Weekend 4-5 th Oct.	-	Cessnock	SCC Cessnock 2-Day Tour
Sat. 11 th Oct.	07:00	Heffron Park	Criterium Series # 5
Sat. 1 st Nov.	06:50	Cannons	Short Course TT
Sat. 15 th Nov	06:50	Cannons	One Lap TT
Sat. 29 th Nov.	TBA	Port Botany	Kilo Series # 2
Sun. 30 th Nov.	TBA	Cannons	SCC Patonga 1-Day Tour
Regular Rides			
Tuesday	06:00	Cannons	Watsons Bay hills ride, approx. 25km. Eastern suburbs hills and in-between flat bits. Faster riders wait up at the top of Military Rd. for new kids/the hill-challenged. Back at approx. 7am to Bar Coluzzi (<i>café</i>) in Bondi Junction.
Wednesday	06:00	Cannons	Coaching session focusing on developing rider fitness and general riding skills. Popular change is one lap of the Olympic road course.
Thursday	06:00	Cannons	Foreshore Road/La Perouse, approx. 35km. Fast clip [35-40ish] with three even faster [40-55km] intervals, back in the park at 7ish. We wait up for training enthusiasts but not quite as religiously as Tuesday.
Saturday	06:30	Cannons	La Perouse ride, 45km. Two bunches leave the park rolling easily until Foreshore, then the first bunch picks up the pace at La Perouse for the run home via Maroubra Beach with a paceline developing along Anzac Parade. Second bunch does the same route at a slightly slower pace with an emphasis on bunch riding. All round off back in the park for coffee about 8.20am <i>or</i> Regular Time Trials, Criteriums or Road Races as per published calendar in latest newsletter. At the conclusion of TT's all members are invited to attend a bunch training skill session, starting at 07:45 at the Cannons.

Sunday	06:30	Cannons	Waterfall ride, 90km+. Medium to hard ride, out at 28-35km, some turn round at Sutherland (60km). At Waterfall, smaller groups sometimes go on to Stanwell Tops (120km) or back through the Royal National Park (110km). Main bunch U-turns, pacelines back to Sutherland, collects the stragglers, then a fast ride back to the park for breakfast. <i>or</i> a more medium paced ride, medium/average fitness level. Same route as above or maybe Short or Long Cronulla (60-70km), Kurnell or Cape Solander (70-80km) or maybe even Sutherland, then back via Como and Hurstville (70km). All rides finish back in the park for breakfast (approx 9:30).
First Sunday of the Month	06:30	Cannons	Club Jersey Ride. 100km+. Typically combined group goes north to Church Point, where the faster or more keen riders split off heading for Akuna Bay with the rest of the bunch going straight to Terry Hills for coffee at the Bonds Nursery. All then regroup for the ride back.

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

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

Legend: SC TT= Short Course Time Trial Note: 6 points will be awarded for handling once in a season, 1 point thereafter.
 LC TT= Long Course Time Trial 1 point will be awarded for riding and finishing the event.
 Ext TT= Extended Course Time Trial Penalties for Drafting or Breaking in TT's will be 30secs.
 FMM = Frank Murray Memorial Trophy No restarts allowed for missed starts.

Registration for all events to be received at least two days prior; no entries accepted on the day.

The Race Secretaries decision is final. No correspondence will be entered into.

For full club calendar including all results and photos please refer to the club web site

<http://www.sydneycyclingclub.org.au/Racing Results 2003 Index.htm>

Kate Rowe – Iron Woman!

Well, it's all over and I did it! I finished in 13.01.49. My splits were:

- ❖ Swim: 1.20.11 (4km)
- ❖ Ride: 6.49.54 (180km)
- ❖ Run: 4.35.43 (42km)

I was fifth in my age group and I think there were about 11/12 of us AND I got a roll down spot for next year.

My transitions times were woeful. Over 9min for T1 and 6.15 for T2. Next time, apart from getting help with the wet-suit, I will change myself. I didn't have stuff in order and just spilt it on the ground and fumbled around looking for things. The volunteers are wonderful, but a bit of a distraction from my focus.

I was very relaxed in the swim and went for the extreme outside and when I caught others up, I went wider again. This meant that I swam a bit further, but I had a rhythm going the whole way and actually enjoyed it.

I didn't do a very good second lap of the bike but I think I really could have done with a few more long 180 -200km rides.

In the last 5km of the run, I could easily have lifted the pace, but just didn't think about it until I hit the top of the hill before the last bit to the finish, then I realised how much I still had in reserve!. I also found it very hard to eat on the bike and did, but not as much perhaps as I could have (sure I don't want to see another Powerbar or gel for a month!) but I did drink. It just wasn't hot, in fact I wore a sleeveless spray jacket and arm warmers the whole way and really glad I did.

The support was AMAZING, the atmosphere like five Mardi Gras rolled into one and the finish ... well I will have to get the video of course. I already have the photos of each of the finishes.

What a learning experience and now I have the opportunity to improve my training and set goals for the next twelve months.

There was a Japanese woman called Nanami, an SCC member now living in the states and she got 3rd in her age group. I think she was spotted wearing her SCC jersey on the ride. There were also some SCC members there as support crew (not for me necessarily) and it was great to see their faces.

The Ironman has certainly made me change my attitudes about what one can achieve with perseverance and a positive outlook. If I can do it, anyone can and I thought that cycling training was hard.. You won't find me complaining again that is for sure.

