

The Sydney Cyclist

The Monthly Magazine of the Sydney Cycling Club

sydneycyclingclub.org.au

January 2003

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A new season beckons.

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None this month, I always get myself in trouble!

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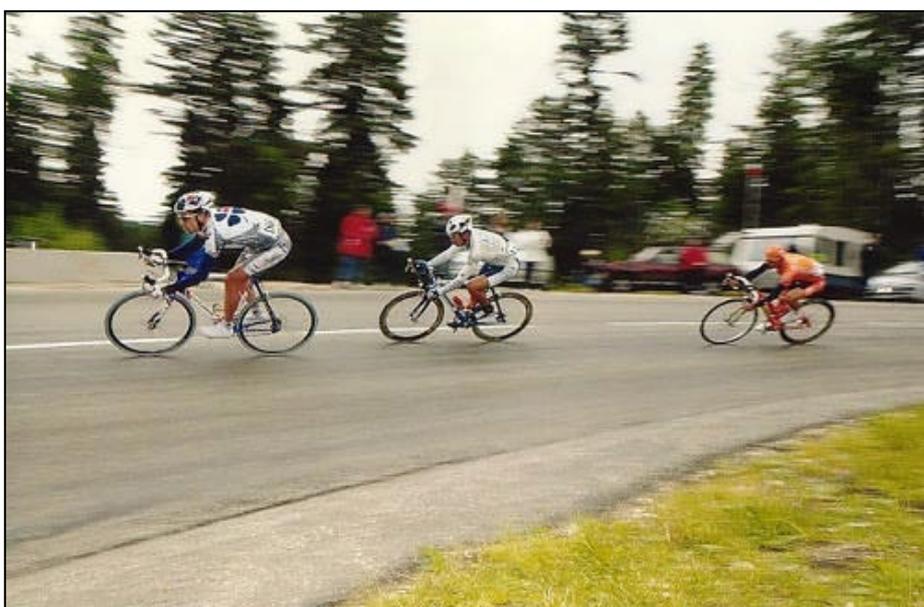
Pump it up.

Stuff for Sale:

Bike and bits.

Rides and Contacts.

Submissions gratefully accepted. Thanks all contributors. Sam Kosky, Phonak and Brad Mcgee's website for pics. Across the page layout requested by Paul Rigby.



Showing his form: Bradley McGee was at the SCC Awards night. He won the Big Piston for ride of the year.



Winners are grinners: Deb Pearce, Phil McKnight and Anneliese Aarts were just three of the recipients.

The President

Paul Rigby



I hope everybody had a very Merry Christmas and a Happy New Year. Hopefully you didn't indulge in too much Christmas Pudding and don't need to go on a crash training program in the first half of the year to get those excess kilos off.

Personally I worked through the festive season and so suffered from a dramatic reduction in weekly k's and a proportionate increase in waistline! I certainly will be working on some long rides in January to get back to race weight.

For the club, this is a quiet time of year with many members going away on holidays and also having their normally regular routine interrupted by many unscheduled social activities and family commitments. However we have still enjoyed a large turnout on many of the club rides, including a few special Christmas Rides in the Christmas / New Year week.

As we all come back to holidays are replaced most of us will fall back patterns. I look forward the Sunday rides.

"On the horizon for the coming year is a full calendar of Racing, Touring and social events"

routine life and our with the regularity of work, into our regular riding to many holiday tales on

Debbie Pearce has produced a draft of the handicaps, with a new 'D' Grade being introduced, hopefully this should enable closer racing in all grades, and so I would encourage all members to attempt some kind of racing this year, be it TT's, Crits or Road Racing, both with the club and also at an Open or perhaps even State or National level.

Debbie has also pencilled in some dates for the Club Racing events, however we have to wait for the NSWCF to confirm the dates of the Open Races before we commit too far ahead. For those of you keen to see the results of your Summer Training the first TT of the year will be held on Feb 8.

Richard Dodds is working on the Touring Program as well, as soon as the Federation Calendar is confirmed we will be able to confirm the club calendar for at least the first half of the year.

As some of you are aware Sam is already investigating the format and timing of the 25th Anniversary dinner. Stay tuned for more developments with this.

As I write this I am sitting in Adelaide waiting for my bike to turn up, after arriving today I was informed by Qantas that my bike had taken a little trip to the Gold Coast for the day. Hopefully it will turn up in the next few days, enabling me to work on reducing the waistline, increasing my fitness and also hopefully leaving some stress behind in the hills of Adelaide.

Safe riding.

The Secretary

George Schneller



A Happy New Year to all of you from Lea-Ellen and myself!

A different year, but the same old tune! SCC FEES ARE NOW DUE!

The SCC membership year runs January 1st to December 31st. If you plan to race at Heffron etc your membership needs to be current. Club events start at the end of January – members who are not financial by then will not be allowed to start – the Race Secretary will hold a list of

eligible members. If you have genuine difficulty raising the funds at the moment, you can contact me in confidence.

A word on the Dangers of Tennis

Thanks to all the people who rang, emailed and visited me in my disabled and immobile state over the holidays. A snapped Achilles' tendon ruined my Christmas Day and will take a long time to heal. (Who would have thought that tennis was more dangerous than cycling!) I don't expect to be on the bike until early May, but I'm still able to harass you to pay your membership fees.

At least I have coverage of the Tour Downunder to look forward to.

Social Events

Sam Kosky



Welcome to 2003!

Now that Santa has stored his red suit and we are over fireworks (but wait, there's more! - Australia Day is still to come) we can look forward to what this important year will hold.

In case you've missed it, 2003 is the 25th anniversary year of SCC. We owe our rides, our routes, our home in Centennial Park, our club races, some of our trophies and lots of things that attract us to SCC, to many faces that

have gone before us. That's something to celebrate!

Of course, your old and favourite social events will still be in place, but as in recent years, hopefully a few new and different things to fill the occasional blank in the social calendar. What's most important are your feedback and ideas. There are plans afoot but not too much to reveal yet. Keep your eyes glued to this site.

Think cakes and candles everyone - we're all 25 years old

We have put together the SCC race calendar for the first three months of the year, club races for the remainder of 2003 will be finalised as soon as we have received the draft race calendar from the NSW Cycling Federation to ensure we don't clash on race dates. Planned for the 2003 SCC calendar are time trials, hill climbs, criteriums and road races – something to suit everyone. We also plan to hold a series of skills sessions to assist less experienced riders fine-tune their riding/racing skills, dates for these will be announced soon.

Handlers have been allocated for the first five SCC events - if you have been designated to handle and are unable to do so, it is your responsibility to find a replacement. Please let Debbie know of your replacement if this arises. Handlers are awarded a massive six points towards the Championship Pointscore for their first event and awarded one point for any subsequent events.

Please note that registrations for all SCC races are to be received at least two days prior to the races - no entries are accepted on race day.

All race registrations to Debbie Pearce.
Email - debbie.pearce@barclaysglobal.com
Telephone: 0411 472 040 or 9365 3632.

Happy Racing!

SCC Racing Team
David Clarence, Leigh Ringrose and Debbie Pearce

Date	Race	Handlers
Sat 1 st Feb	One Lap Time Trial Centennial Park Start time : 6.40am	Chief Handler: David Clarence Eddie Bosch, Annaliese Aarts, Mike Avakian
Sat 15 th Feb	Short-Course Time Trial Centennial Park	Chief Handler: David Clarence Andrew Geddes, Paul Davies, Karl Bellamy
Sat 22 nd Feb	Long-Course Time Trial Centennial Park	Chief Handler: David Clarence Julie Avakian, Alison Gregory, Stan Genakis,
Sat 8 th March	Extended Time Trial Centennial Park	Chief Handler: David Clarence Glen Butterworth, Beth Bowen, Ruth Lax
Sun 23 rd March	Hilltop Round 1 Yanderra	Chief Handler: David Clarence Rob Hood, Scott Chapman, Stuart Davis, Meg Croft



I hope you all had a good Christmas and New Years. I've been back in Switzerland just over a month now - doesn't time fly when you're busy - and things haven't been going too bad. It wasn't a white Christmas here. The last 3 Christmases have been, but we're now having rather unusual "heatwaves" for this time of year - we had 9 degrees on Boxing Day. I spent Christmas with the Wamister's, good friends of mine from Oftringen here in Switzerland.

Two days after I got back the whole of the Phonak Hearing Systems cycling team packed up and went to the team training camp in Saillon, which is in the Valais region of Switzerland. It was a wee bit nipply there to put it mildly - it'd been averaging around five degrees every morning since we'd arrived, and didn't even get near double figures during the day either. When the guys were training they were wind stoppered to the max. Nothing looks quite as evil as a wind stoppered balaclava clad rider. It took me a whole five nights of Stilnox assisted sleeping tablets to get back into the right time zone.

We were only about 35km from the new UCI headquarters / indoor board track at Aigle, and our riders were doing a lot of training on track bikes there. Some of the old diehard kiwi trackies would love it. The place is so cool. Yours truly rode round it one morning - you'd cringe - wearing jeans and sandshoes. The banks scared me for a bit till I got the hang of them again. Our team manager Urs Freuler got on the track also, and was still able to show a bit of the class that gave him 10 world championship titles.

Some of the new road bikes have arrived, and we built a new bike for each rider the two days before we departed for Saillon. They are all very cool, but most special would have to be the Swiss champions bike. Aren't too many like that one around. They've given Alex a special Red and White paint job with the Swiss Cross emblazoned in it too - très cool baby.

We have a couple of new riders including Miguel Martinez - man he is tiny! Miguel was Olympic MTB champ in Sydney, and has been World Champion and World Cup winner a few times over as well. We did a team hike at Saillon one day and passed a house with a Great Dane dog tied up in the front yard - no kidding the dog was huge anyway but it was eye level with Miguel. He took a while to live that one down.

I spoke with Alvaro - our head sports director and my program for the season looks good leading up to Tour de France, doing a lot of the Classics in Belgium, German tour, Tour de Romandie and Tour de Suisse. I have 50 / 50 chance of Tour de France if we get selection, if I don't I'll do Vuelta.

My job has changed this year a little bit - I am based a lot more at Service Course and am responsible for what goes on there. This entails making sure all the bikes are in top order when they arrive / leave for races, ordering components and material when we need it, making sure we have good contact with suppliers and sponsors and keeping them up to date with news of



any problems we may be having with equipment. I'm also looking after all the vehicles, making sure they're all serviced when they need to be and everything's in top running order.

This last job has been keeping me busy the last week or so. The two camions are here and there is a list a mile long of things that have - and still need - to be done to them.

We have a very busy January, Three training camps and one overseas tour to prepare for. We don't yet know if we'll be going to the tour of Qatar – all really depends on what Mr Bush gets up to between now and the end of January.

I go back to Mallorca at the end of January for about 10 days. All our new wheels for 2003 have yet to arrive. We have been using 2002 wheels to date, and will keep 20 pair of each three models we use as our third "reserve" set for the one or two times a year we have three races on at the same time. So most of January I'm going to be up

to my eyeballs (literally!) in tubular tyre glue and Nitro. Only 120 pairs to go!

All the riders now have two new bikes built, as well as their training bikes at home. I / We build their 3rd and 4th race bikes at the end of February, and the new riders get their time trial bikes as soon as the frames arrive.

Not bad - this year for 23 riders we have a minimum of 115 bikes. Minimum as some of our best riders also receive a reserve time trial bike, and / or a super lightweight model for the mountains. Also, if we do Tour de France all our selected riders get a new bike to ride there.



With our change of Service Course I'm currently still homeless, living in a hotel at the south end of Lake Zürich or the "Zurichsee" to those from round these parts. Hopefully I'll get set up in an apartment shortly.

That's about all for now; catch up with you all again later.

FYI.

All SCC members are welcome to contribute their thoughts and views or sell their clapped out bikes etc in this journal of record. A little Argy bargy is good but try to keep it thoughtful and hopefully amusing. Nudity is not allowed but if you have pics please send to the editor anyway for thoughtful contemplation and as evidence to be used at a later date. Bad language is frowned upon but Australian slang used for the purpose of clarification and endearing vilification is always enjoyed by our readers. ED.

Weekly SCC Rides

Tuesday	06:00	Cannons	Watsons Bay hills ride, approx. 25 km. 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
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. 35 km. Fast clip [35-40ish] with three even faster [40-55 km] 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, 45 km. Two bunches leave the park rolling easily until Foreshore, then the first bunch picks up the pace at La Perouse for the run home via Maroubra Beach with a paceline developing along Anzac Parade. Second bunch does the same route at a slightly slower pace with an emphasis on bunch riding. All round off back in the park for coffee about 8.20am or Regular Time Trials, Criteriums or Road Races as per published calendar in latest newsletter. At the conclusion of TT's all members are invited to attend a bunch training skill session, starting at 07:45 at the Cannons.
Sunday	06:30	Cannons	Waterfall ride, 90 km plus. Medium to hard ride, out at 28-35 km, some turn round at Sutherland (60 km). At Waterfall, smaller groups sometimes go on to Stanwell Tops (120 km) or back through the Royal National Park (110 km). Main bunch U-turns, pacelines back to Sutherland, collects the stragglers, then a fast ride back to the park for breakfast. Or a more medium paced ride, medium/average fitness level. Same route as above or maybe Short or Long Cronulla (60-70km), Kurnell or Cape Solander (70-80 km) or maybe even Sutherland, then back via Como and Hurstville (70 km). All rides finish back in the park for breakfast (approx 9:30).
First Sunday of the Month	06:30	Cannons	Club Jersey Ride. 100 km plus. 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.

SC TT: Short Course Time Trial

LC TT: Long Course Time Trial

Ext TT: Extended Course Time Trial

FMM : Frank Murray Memorial Trophy

- **1 point awarded for riding and finishing the event.**
- **Penalties for drafting or breaking in TT's will be 30 secs.**
- **6 points will be awarded for handling once in a season, 1 point thereafter.**

Registration: TT's at start by 06:40, first rider off at 06:50 SHARP! No restarts allowed for missed starts.

Race Secretary's decision is final.

For Sale

Terrific bike for the little guys.

Fondriest

Italian road bike equipped with nine speed Campagnolo components and look pedals

Multi coloured and in excellent condition

\$1200.00

Contact Reg Shortland

E-mail: shortland1@hotmail.com

Mobile: 0408 227 460



For Sale

Wanna look like this guy? it won't cost you much.

One pair of Carnac Ellipse Exclusives, size 44 never ridden used in a TV commercial shoot. \$240 or ONO.

One Limar F107 helmet, large, yellow. \$130.

One pair of Giramondo shorts large, yellow and blue panel. \$40.

One matching Jersey, Xlarge. \$40.

All as seen in pic. (Prosthetic gut and helmet mirror not available)

Contact Martin at: martinrenwick@ihug.com.au or 0407 492 518



Product Review

Fill up fast! CO 2 inflation devices.

Get more exercise pumping up your tyres than riding? Feeling the pressure as your mates watch and wait for too long as you fail your bicycle tube basics in front of them?

Co2 Air Inflation devices have been on the market for many years now but only recently have the road racing community embraced this innovative product. Used by MTN Bikers and then Triathletes, they've been shunned by "roadies" who have stubbornly held on to their trusty frame fit pumps like Saddam holds on to power in Iraq.

But a few things have changed to make them a more viable and user-friendly product for the inflation challenged amongst us. Firstly, the manufacturers have designed some clever Inflators to suit every need, secondly, with the introduction of compact designed frames, finding a decent pump to fit your bike became more difficult, and the current fetish with weight means these devices have really come into their own.

Recent introductions by companies like Innovations and Topeak give much greater versatility and usability and make your on road inflation that much quicker.

Both companies have Inflators that are dual use and work with both 12g threadless and 16g threaded cartridges, however, the 16g threaded version is the most suitable for "roadies" and will inflate your tyres to around 125 psi. You just remove the body of the inflator and simply thread the 16g cartridge on to the inflator/trigger head and squeeze the trigger to control the rate of flow of air. Easy.

Lately, I've been using a new and even better product designed by Innovations called the Air Chuck (see pics) which works just like an air compressor head, made from brass and anodised aluminium, it's faster, lighter, compact and even more user friendly than previous designs. Just screw the 16g cartridge into the Chuck and press firmly onto the valve and off you go, pull the Chuck off the valve and the air cuts off, no triggers needed.

The initial cost may seem high but the time and efficiency savings will make it worthwhile. Air Chuck and similar Inflators cost around \$39.00 and the 16g cartridges are usually priced at \$20 a pair.



Contact List

<u>Position</u>	<u>Who</u>	<u>Phone</u>	<u>E-mail</u>
President:	Paul Rigby	0419 205 113 (m)	paulrigby@bytecraftertainment.com
Club Patron:	Phil Liggett		
Secretary:	George Schneller	9319 2899 (w) 0418 581 951 (m)	FlashFrames@bigpond.com
Club Captain:	Jamie Bedford	0418 677 579 (m)	bikeboy@ozemail.com.au
Treasurer:	Phil McKnight	0419 278 932 (m)	mcknight@bigpond.net.au
Race Secretary:	Deb Pearce	0411 472 040 (m)	debbie.pearce@barclaysglobal.com
Tour Secretary:	Richard Dodds	0419 729 206 (m)	rads102@hotmail.com
Social Secretary:	Samantha Kosky	9518 1518 (h) 9568 9370 (w)	samkosky@optusnet.com.au
Boutique Manager :	Andrew Hudson	0412 266 391 (m)	andrew.hudson@exel.com
Newsletter Editor:	Philip Gomes	0412 417 865 (m)	transition@optusnet.com.au