

The Sydney Cyclist



OFFICIAL NEWSLETTER OF THE SYDNEY CYCLING CLUB
ISSUE 12 → DECEMBER 2003



Photography: Julie Howard

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Special thanks to Malcolm Wade

Malcolm Wade, former Clubman of the year, long-serving newsletter editor, webmaster and now SCC Treasurer is a guy who gives generously of his time and talents. Malcolm is slow to anger; quick to chuckle, modest, unassuming and blindingly efficient. He seems to have a gift for making hard things look easy. Thanks Malcolm, for all that you do.



From the Presidents Chair

Jamie Bedford



Well it's the day after the Christmas Party and I don't even have a hangover. That being said a few people rang me and they did, so hopefully a good time was had by all.

Thanks to Ruth, Kate and friends for all their hard work. Special mention, Phil McKnight who went the extra yards to supply us with some rather exceptional trophies this year. And my personal thank you to all the presenters who made my life a lot easier on the night.

Nathan (Chookman) Russell made a special guest appearance on the night to tell us how he progressed from a struggling schoolboy rider to the professional ranks. Unfortunately a few members felt the need to heckle from the back of the room. Now its bad enough giving our own members a hard time but when we have a guest willing to, at short notice, make the effort to come and give us an insight into the life of a pro cyclist I think its poor form to be yelling drug references at him. Division 3 teams don't pay a lot of money and the training and racing effort it takes to survive year to year is an inspiration to me.

Luckily Chookman took it pretty well and has agreed to give us a little of that insight via his race diary from last year and keep us updated with the odd email when he goes to Belgium this year.

I thought the most ironic point of the evening was when Andrew Hudson received a Horses Arse award for his record of entering events and then not turning up only to say he was coming to the Christmas party and then not turn up!

The committee has appointed John Revesz as Club Captain for 2004. I hope you can give him the same support that you gave to me in the role for 2003. Anybody who thinks they can help John as a Ride Captain or with new rider inductions please contact him and declare your interest.

I am hoping that 2004 can be a great year for SCC but it takes a lot of effort from the membership to make things happen. I am hoping to set some dates shortly for at least four member forums as we had at the AGM. The idea is to set a date and agenda early enough for everyone to have a good think on the issues we wish to discuss. It's your bike club so don't be afraid to be heard.

Anybody wishing to be involved with the planning of the 25th Anniversary dinner should contact Ruth Lax. A sub committee is to be formed and I would like there to be representatives from the whole 25 years involved. In other words don't be put off if you think you are a new member. The 25th Anniversary dinner is a celebration of the club, and we have a lot to be proud of, old and new. We are a Racing, Training, Touring and Social Club that is unique in my experience of bike clubs. I hope we will have so many responses our next problem will be who to choose for the sub committee.

This month our new Editor, Victoria McNeill has been putting in some seriously hard yards to bring you this newsletter so remember that she does it as a favour to her fellow club members and deserves your thanks and gratitude when you see her next.

Lastly as we move into the holiday period, please be very careful out on the road. Early morning rides and late finishing Christmas Parties can bring cyclists into conflict with tired or drunk motorists. So lets look out for each other and be that extra little bit careful for the next month.

Thanks

Jamie

CYCLING CENTRAL

SBS will continue its support of the international and domestic cycling scene with a new program "Cycling Central" programmed into its summer schedule. Airing Sunday afternoons at 5:30pm from 14 December, it's sure to ease the end of weekend cycling blues for 10 weeks over summer. More information can be found on www.sbs.com.au/sport/

Tour de France
Tour Down Under
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Chookman's Race Diary

by Veronica Bates

You have the "good fear" and the "bad fear". The "good fear" keeps you peddlingthe "bad fear" keeps you hang'in on the edge of a cancelled flight, as the whole of new York City blacks out, thus leaves you and every other man and his dog stranded at the airport...waiting on hold only to realise you CAN'T rebook your flight for Sunday morning, as YOUR race, The US Pro Crit Championships starts that day and all you have going for you is that your stranded with 2 aussies and NO coffee!!!!

Phew.....

Thus, brings me back to the "good fear"- which after such an ordeal made these two Colavita Bolla riders, Nathan Russell and Greg Wolf, stronger riders, alone an as a team. This is the story that kept Nathan and Greg nimble and alert.....

Greg Wolf mixing it up at the front of the bunch.

Being stranded at the airport for 4 hours is like, my friends, a PUB WITH NO BEER!!!! Gulp!!! Although I must admit I got a lot of my "touristy" thing's done- postcard, Big Apple key rings, and every other merchandise that I've been un able to get a hold of since being here in America-sigh..... now I can tick that of my "to do list" and be on the "Christmas card list" with my mates back home.

Since this weight had lifted off my shoulders.....a new weight of uncertainty had grown in the last 4 hours, on the boy's shoulders....A new challenge, a BIG bright question mark above our heads ...with a red flickering neon light that suggested "a good time" and good times were not about to be had.....because "how in the "ell" are we gonna get to Chicago for the US Pro Crit Championships"?????

It must have been the lack of oxygen in the air, the fumes off the buses or the lack of space between the boys ears because Nathan and Greg had this "crazy" notion- We HAD to get to Chicago, no matter what!!! A challenge, I figure, but No plastic fence or re run of Friends was gonna stop this team...FOLKS, WE WERE DRIVING..... we didn't have too even think twice, no questions asked, Greg & Nathan- pumped up there chest (with a nervous twitch)....YES, we were off....and with that (as we Aussies say) Before we knew it, it was time to hit the road (cracking the whip) yerrrrr, Go'orn GET BEHIND!!!!

Nathan and I had No idea what we were in for.....15 hours...of one long.... road....one straight....long...road.....white line...white line...hallucinations..."I see dead people", "the horror", "the horror"...Day dreaming of being an exotic dancer to pay for my shoe fetish, (and that was just Nathan).....ha.....This car trip was enough to give me a drug addiction, pity the addiction was only a Star bucks skim latte and at least by the trip home, they all new our first names and my star sign...YES..my fellow kooky friends..this was a very SAD story..sad, sad..I TELL ya!! Where's Betty Ford when you need her.....I have a nasty rash????

Feeling like we ALL needed therapy once we arrived in Chicago...Greg looking like Forrest Gump, Nathan a taco short of a combination plate- I could even ear-the-insects-thinking insanity...One sheltered work shop!!! But we made it, safely. Amen.

Prime Alliance at the front, with Saturn behind and Nathan, on there wheel.

With two hours before Saturdays crit race - Nathan, Greg made there way to the starting line....Adrenalin pumped...the boys were ready to RUMBLE. Me, well, I found this little Mexican restaurant on the second corner of the criterium race....(there is a God) and this is where I sat and sipped on my Margaritas ...blathered to anyone who would listen about our 15 hour journey and watched as the blur of bike riders whooshed passed...even though I hadn't crossed the Mexican boarder, I felt like I was a million miles away, nice.

Sunday was the day. The Us Pro Crit Championships. A sound sleep and a big breaky (breakfast)the 'old girl' (Nathan's bike) was given a spit and polish (some people refer to there bikes as women..?). With every detail of race preparation out of the way it was time for us to make our way down to the start line.

I quickly jotted down, on the back of the A4 envelope, the little tale of how we got to Chicago. The story of two "hard nut" Colavita Bolla riders caught up in the black out of New York. After scribbling down my story I raced down to the commentators, handed one guy my story and asked him if he could read it to the crowd.....if he gets a spare minute....i waited, waited.....and No report read over the mic....sigh ...Making my way to the feed zone I could here loud chuckles of the two commentators..and then...OVER the mic he read my lil' report.... laughing like two little school girls- they gave Colavita Bolla the best plug over the loud speaker....Nice work.

The race was a bit of a blur to me, stuck in the feed zone, not much race commentating to report from me. I do know that Greg and Nathan were mixing it up through out the whole race...A solid hammer fest....With a bunch finish....3 deep of spectators..the atmosphere was cranking.... this is what makes the sport worth while.

With Chook throwing the bike with the bunch finish for 19th place and Greg skidding around a crash coming into the home straight- top 30ty....our mission was complete....with exhausted smiles.

Nathan and Greg, with every obstacle that got thrown your way, you managed to keep everything together. With 32 hours in a car you both mustered up some kind of motivation for each other..to get you here...to race and feel complete....This shows passion, integrity and one BIG fat chain ring driven by the "good fear" we all have inside.

Your life is all about choices....here's too double espresso shots, cheap gas and a long extension cord from Australia to New York for those testy times with electricity....



Nathan (Chookman) Russell in the San Francisco Grand Prix this year.

Full name:	Nathan Russell
Nickname(s):	Chook
Date of Birth:	30 January 1973
Birthplace:	Sydney, Australia
Height:	1.75 m / 5' 9"
Racing weight:	64 kg / 141 lb
Resting heart rate:	(beats/minute) 38 with espresso

CYCLING CAREER

Year you began racing:
1990

Former amateur teams:
Caravello (Australia)Giant/Northern Suburbs

Career highlights:

1st place, Mt. Kurradjong Classic (Australia), 2002 5th place, Grafton-Inverell 235k (Australia), 2002 3rd place, Tattersals Cup Series (Australia), 2002 9th place, Stage 7, Herald SunTour (Australia), 2002 10th place, Stage 12, Herald SunTour (Australia), 2002 10th place, Cross Country, National Mountain Bike Championships (Australia), 2002 5th place, Cross Country, Oceana Mountain Bike Championships, 2001 1st place, Road Race, NSW State Championships (Australia), 1995 Many top 10 placings in Belgium kermises Commonwealth Bank Race Competitor

Favorite aspect of cycling:
Being up for the win

Career goals in cycling:
Self supported professional

Race you fantasise of winning:
Any legendary Classic

Worst advice you ever received in cycling:
Go with the early break.

Any other notes or background you would like us to add? **Be bold and courageous. When you look back on life, you'll regret things you didn't do more then the ones you did.**

"Just a quick one to say thanks for having Veronica and myself along to your Christmas party. It was real nice to sit back and enjoy the fine food and vino. Maybe if I hadn't done 100k in the morning then worked eight hours I might have had more of a go. Give us a few days to put some magic together and will chat soon". Nathan

From the Secretary's desk

George Schneller



Membership Renewals

Current Club membership expires on the 31 December 2003. Membership renewals have been sent to those members without Internet access and for the remainder of the members the renewal kit is available in the Members section of the Club's website at www.sydneycyclingclub.org.au. Please allow 14 days for processing by the Secretary and if you have any queries, contact me on 9319 2899 (work) or at gschnell@bigpond.net.au.

New Committee

It would appear that the new committee has been finalised and I would like to welcome both Victoria McNeill (Newsletter Editor) and John Revesz (Club Captain). I would ask that all members support them as they settle into their new positions on the 2004 Committee.

Christmas Function

The 2003 Christmas function was held last night and I believe it was a great success. I would like to thank Ruth Lax and her able assistants, Kate Roberts and Des Sullivan for all their efforts in organising the proceedings especially at such short notice. Special mention should also be made of the club photographer for the evening, Julie Howard, as well as both Debbie Pearce and Phil McKnight for organising the trophies. Thanks everyone.

I would also like to congratulate all the trophy winners, and thank those members who attended and helped make the evening a success (apart from the usual interjectors!).

Clothing

We expect to have new arrangements in place in early January in respect of Club clothing but in the meantime contact me for any clothing needs.

On behalf of Lea-Ellen and myself have a Merry Christmas and a safe and happy New Year.

Be careful out there!

George



A note from the Editor....

So here it finally is, the big Christmas Issue! Enjoy, take it all in....I would love to get some feed back on the new look, what's good....bad....what you would like to see more of (or not see!). More training tips? More gossip? I'll do my best, so watch this space. There will be plenty to come in the new year, so if you have any articles of interest you would like published or some great photos you want everyone to see, please email or call me.

Victoria

Track Day!

Just a reminder that the "Come and Try Track Day" is on this Saturday 13 December 7.30am to 9.30am. The venue is Tempe Velodrome Earlwood Ave Tempe. The cost is roughly \$2 to \$3. This will be cancelled if it is raining. If unsure, ring Tanya from 6am on on 0419217974.

If anyone out there has a track bike hiding and wouldn't mind lending it for the day could you contact Tanya.

The helpers are: Tanya Bosch, Alex Simmons, Jamie Bedford, Dan O'Callaghan, Phil McKnight, Dave Bullock and Tim Rice.

Each is bringing one track bike with the exception of Jamie and Alex is bringing two. Could each helper bring: tools for the bike especially allen keys and pedal spanners and have the bike fitted with an 88 inch gear if possible with Look pedals. Also could you bring a tape measure.

Could all participants bring full cycling gear including shoes and pedals and their seat height measurement. Please bear in mind this is a skill session and not a fitness session. Perhaps riding to and the venue will be a good warm up and warm down. As you can see the track bikes will have to be shared so there will be time where you will have to sit it out.

The Skills that will be taught are:

- starting and stopping
- getting used to a fixed gear whilst riding the bottom of the track
- how to get up the bank
- accelerating and Decelerating – getting out of the saddle
- standing start (optional)
- riding in a paceline (optional)

Some of you might only do the first two whilst some of you might do it all. The main thing is to have a go.

See you there!

Tanya

Social Secretary's Report

Ruth Lax



The club's Annual Awards Night and Christmas party last Saturday was a great night with the help of many people, not the least being the guests who came along with lots of energy and good spirits.

Nina and the staff at the Dolphin provided great food and service and made sure that our glasses were well topped up. The video screen in the room, which normally shows Foxtel Sport, was given over to Eddy Merckx and Steve Roche, and that, together with a giant Christmas tree provided the appropriate background for the festivities.

There are so many people to acknowledge that I feel like I am at the academy awards.

Thanks to all of those who donated the lucky door prizes (which Des did an entertaining job of handing out).

They were Woolly's Wheels, Turramurra Cycles, Tanya Bosch, Grant Hanson, Armon Hicks, Dave McHugh, Mark Melzer & Marguerite Young.

Our guest speaker Nathan (Chookman) Russell, professional for the Colivitta Pro team USA /Italia told us a bit about his life as a pro cyclist.

Phil McKnight arranged to have the huge number of trophies engraved with the winner's names and also found us the party venue.

Julie Howard was our photographer, snapping through the night.

Some of these are in this newsletter and the rest should be on the club website soon. I think this collection is going to be hard to beat.

Kate Roberts helped me make sure that we got the right food and drinks for the night. She is also responsible for convincing me to give up two days of my life to wrapping lolly parcels.

And lastly thanks to our new President Jamie, who kept things rolling as MC and co-ordinated the award presentations throughout the evening.

Ruth

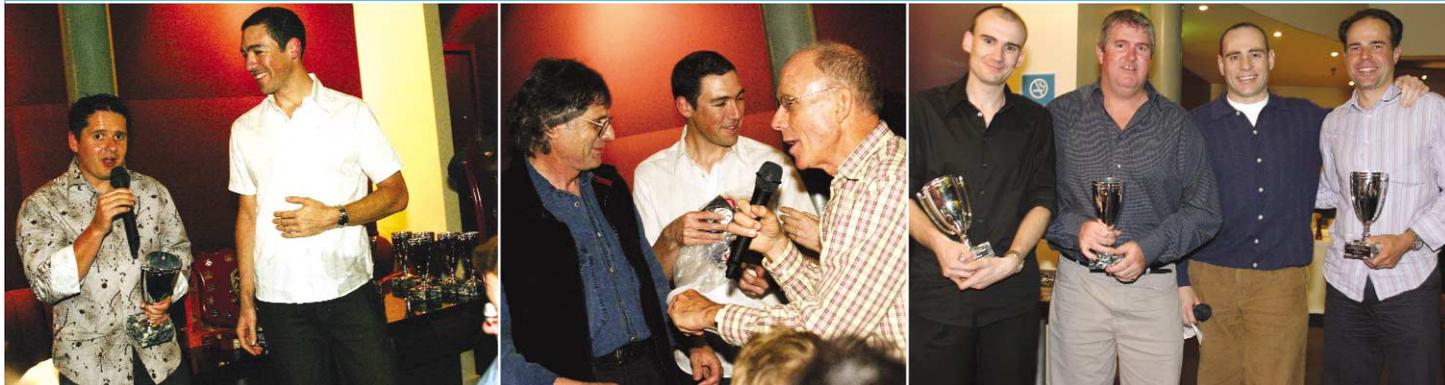
Who said.....what?

"I love handling! It's the easiest 6 points I'll ever get, and I get to stand around and talk all day!"



Photography: Julie Howard

SCC 2003 Award Winners



Racing Awards

A Grade Pointscore Champion
Tim Rice and Dave McHugh (joint)

B Grade Pointscore Champion
Kevin Black

B Grade Pointscore Runner Up
Steve Orfanos

C Grade Pointscore Champion
Scott Chapman

C Grade Pointscore Runner Up
Julie Howard

D Grade Pointscore Champion
Steve Youngman

D Grade Pointscore Runner Up
Vikki Bishop

Road Race Champion
A Grade – Richard Dodds
B Grade – Alessandro Garofalo
C Grade – Gavin Russell
D Grade – Vikki Bishop

(Hilltop) Road Series Champion
Tanya Bosch

(Hilltop) Road Series Runner Up
Scott Chapman

criterium Series Champion
Steve Orfanos

criterium Series Runner Up
Kevin Black

Hillclimb Champion
Men – David McHugh
Women – Julie Howard

Time Trial Champion
A Grade – Stan Genakis
B Grade – Steve Orfanos
C Grade – Scott Chapman
D Grade – Steve Youngman

Kilometre Time Trial Champion
Men – Tim Rice
Women – Julie Howard

**Frank Murray Memorial
Time Trial Champion**
Steve Orfanos

Club Awards

Clubman of the Year
George Schneller

Big Piston
Tanya Bosch
Andrew Price

Most Improved Cyclist
David McHugh
Steve Orfanos

Multi Tool Fool Award
John Tsalos

Multi Tool Runner Up
Richard Scriven

Bent Spoke Award
Des Sullivan

Bent Spoke Runner Up
Kate Roberts

Mongrel
Dan O'Callaghan

Horses Arses
Andrew Hudson
David McHugh
Alessandro Garofalo

On the road with the Captain

John Revesz ...tied to the whipping post



Bigger deeds await Jamie as he moves out of his role as last year's club captain and into the role of presidency and now that I am getting an inkling of what's required in this role, I wish to offer my thanks and hopefully do so on behalf of all the members of our diverse club for the efforts he has put in over the last year. Many of you will be aware of his efforts in trying to get us organised into bunches on the weekends. A lesser number will be aware of his efforts in supporting and enabling others to race in the club's name. Lesser still are aware of his efforts in assisting people with basic bunch and handling skills and unfortunately fewer still of the behind the scenes involvement that enables all of us to collectively enjoy our bike riding. Once again mine and hopefully your thanks for his efforts this year and I hope to be able to approach his motivation in assisting all.

I mentioned earlier that we are a diverse club and to quote from a past president, James 'Doc' Guthrie, "we do not model ourselves on any other cycling club and we cater for cyclists who are interested in a range of activities, including training, touring, racing, social events and perfecting the art of cycling". In order for all of us to safely enjoy our particular interest for being in the club, past years club captains have iterated the need for safety and the improvement of bunch skills. Naturally, I endorse these sentiments as I, and I am sure everyone else does, in looking forward to safe, enjoyable and sensible bunch riding. To this end my particular mantra for the year will be responsibility, both personal and group.

Whilst I appreciate that for some of us the bunch ride is a training (and for some dare I say it a racing) session it is also for some a chance to ride with mates. None-the-less, we are there for our personal enjoyment

and whatever our involvement in the club, first and foremost it is our responsibility to know how to ride safely in the bunch.

For the less experienced riders, and there have been a lot of newer riders over the last few years, it is your responsibility to learn these skills. For the experienced riders it is your responsibility to impart this knowledge in a tempered and non-abusive way.

For the people who are riding lead in the bunch it is your responsibility to ride an even tempo, to be aware that whilst you can take your back wheel through a gap in the traffic, lights, roundabouts etc, you must also be able to take the last person's back wheel through that gap. For the people on the back it is your responsibility to be aware of potential lane changes required ahead and the traffic behind. For riders wanting to ride down a grade for an easier ride it is your responsibility to do exactly that, not rip people's legs off and if you're feeling strong assist that bunch's ride captain. For the people in the middle it is your responsibility to pass on the various calls.

The list obviously goes on but as you can see we are all somewhere along the line responsible for the smoothness of the bunch ride.

Finally, there is a language of bicycle behaviour and it is called bunch etiquette and fortunately the club possesses a number of people who are knowledgeable and experienced and who have gone to the effort in past years to produce a booklet (we have Lea-Ellen Schneller to thank here) outlining the basic essentials. The text of which at least, you will find published in this newsletter over the next few months and I urge each of you to take the time read it. It is the responsibility of all to ensure that you do not just sit on your saddle, pedal the bike and rely on someone else to carry your butt.

Sorry to have lectured but your enjoyment of club rides and the safety of all is paramount to me and I hope to you as well. In support of the above I am introducing a skills/bunch/handling based ride at recovery pace for the newer riders and those who wish to improve upon their basic levels and I hope that this will be up and running in time to outline in next month's newsletter.

As this year's AGM demonstrated the support of separate bunches on weekend rides is strong and popular and we will be looking to continue this theme. Generally speaking ride captains will be appointed for the overall responsibility of the bunch and they make the rules. Please listen to them. Should you disagree with them by all means express yourself but no standup arguments please – on that particular ride the captains win. Address your issues to me and we'll resolve things from there. At the end of the day basic politeness is to be respected.

Naturally, with a club our size I expect someone, sometime (i.e. always) will have questions and/or complaints. Questions are welcomed and if I can't sort it I can put you in contact with someone who can. I won't say complaints are welcome but by all means email/approach with them. One proviso though, whilst I am tied to the whipping post for the year, I won't appreciate complaints based upon self-righteousness, vilification or abuse to myself and particularly to others. These are not the basis of arguments and they will be returned to sender for editing.

On a personal level I hope that every one finds the next year as an enjoyable and safe time on the bike and that the coming Christmas brings good cheer to you and your family and, yes, your support of me and others helping to support our rides is appreciated.

John

You're New to the Bunch?

- Take time to practice your bike and bunch skills; attend scheduled skills sessions.
- Take corrections with a smile. Good bunch skills improve your safety, that's worth a smile!
- Be courteous to other road users, many are protected by steel.
- Get help from experienced riders, or a properly trained cycling coach.
- Listen to your ride captain and obey their instructions.
- Ride towards the back of the bunch.

The Basics

- Be on time!
- Maintain your bike in good order!
- Carry enough food, water and spares!
- Learn to call and signal all hazards!
- Stay alert, and chat only when it's safe!

Riding tips on bunch etiquette

By Tanya Bosch



Why ride with a bunch? Some do it to motivate themselves to get up and train, others do it for safety in numbers on the road or simply for social reasons. Many friendships have been forged while spinning away the kilometres. Some view bunch riding as a personal challenge: if only I can keep up with them going up this hill then I know I've really made it.

So how do you join a bunch? If you join on the road, keep on the back unless you have permission to move towards the front. Some bunches are groups of cyclists who are paying a coach and others are not keen to ride with a cyclist that they do not know.

Don't join a bunch unless they show some kind of support. Some will support slow riders by waiting at the top of long hills or having some kind of recognised short cut on the course. Others support faster riders by having some fast sections for them that don't break up the bunch too much.

There should also be some support for those suffering punctures or mechanical breakdowns when either the whole bunch stops or one or two people stop and help. Most bunches ride two abreast as it is safest to take up one lane of the road.

Adapted from two articles that first appeared in the Jun/Jul 2000 and Aug/Sep 2000 editions of Australian Cyclist.

Accelerating

Accelerating away from lights and across lanes should be done in a more dignified manner than when you are on your own, so that other cyclists are not dropped.

Braking

Avoid braking as much as possible and give warning beforehand. When stopping for lights, do so gently without slamming the brakes on. The same goes for stopping pedalling suddenly, which can cause an accident.

Cornering

Give your partner plenty of room in the corner and keep level with them. Corner at a safe speed so that everyone behind can keep up and hold your wheel. If you find that you are continually "losing wheels" then it is time to do some cornering practice. (See next article on Cornering)

Downhill

If you are at the front of the bunch, keep pedalling down gentle gradients. If you don't everyone else will be putting on their brakes.

Half wheeling

"Half-wheeling" is one rider always riding in front of his partner, which then puts the whole bunch out. It is essential that you keep level with your partner if at the front. Keep your handlebars level with the handlebars of the rider next to you, rather than your front wheel level with theirs.

Sitting on

Keep reasonably close to the cyclist in front of you and again keep level with your partner. If too much of a gap is left the bunch is always playing "catch up". Keep your head and eyes up. Don't watch the gap between bikes. Scanning ahead will give you early warning of changes.

Uphill

In some bunches everyone splits up and goes up at their own pace while other bunches try and stay together. If that is the case and you feel like dropping off, pull off quickly so that others don't get caught behind you. When climbing a hill and deciding to get out of the saddle do it in one continuous flowing movement. Otherwise the wheel slows momentarily and can hit the wheel of the cyclist behind, causing a fall.

Warnings and hand signals

If you are riding well into the bunch, you won't be able to see very far ahead. Hence the need for warnings about obstacles that lay ahead. Usually there are calls and hand signals.

Hazards The most common hazards are glass, rubbish and potholes. The calls are "glass", "rubbish" and "hole". Hand signal is point of the finger.

Parked cars "Car left" is the call and the arm swings back and goes behind the back.

Slow rider "Rider left" and the signal is the arm swings back and goes behind the back.

Lights or stopping "Lights" or "stopping" is the call and the arm goes up straight above the head.

Car behind "Car back" is the call and no hand signal

Changing lanes "Over" or "wait" whichever safety dictates. Called by the person at the back and on the right.

All these signals except "over" and "wait" should be called from the FRONT and passed down as quickly as possible. Use courtesy and think of others, because it could save you or them from a serious accident.

SCC Bunch Etiquette

Regular Rides

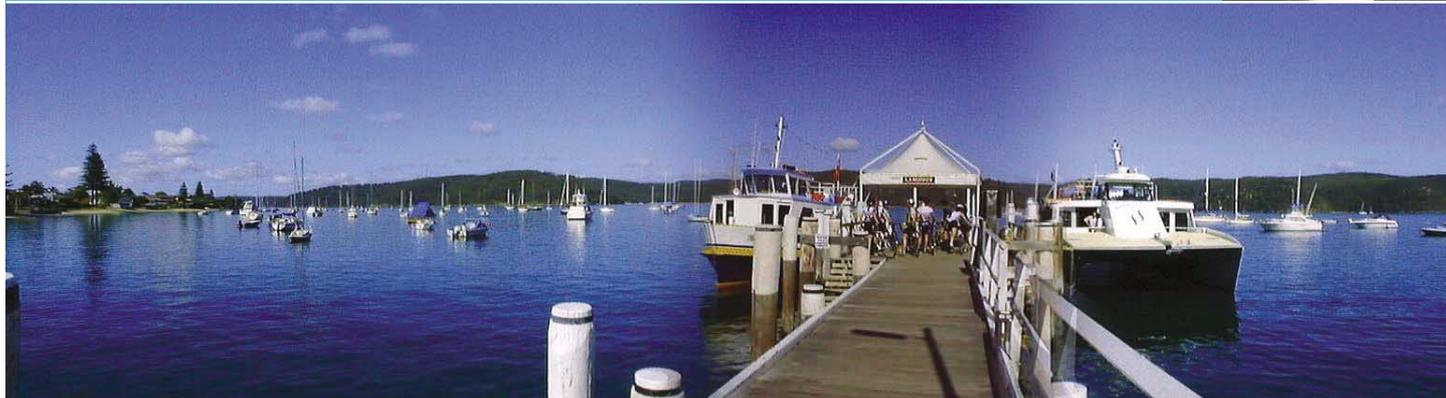
DAY	TIME	VENUE	COMMENTS
Tuesday	06:00	Cannons	Watsons Bay hills ride, approximately 25km. Eastern suburbs hills and in-between flat bits. Faster riders wait up at the top of Military Road for new kids/the hill-challenged. Back at approximately 07:00am to Bar Coluzzi (café) in Bondi Junction.
Wednesday	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, approximately 35km. Fast clip (35-40ish) with three even faster (40-55km) intervals, back in the park around 7:00am. We wait up for training enthusiasts but not quite as religiously as Tuesday.
Saturday	06:30	Cannons	La Perouse ride, 45km. Two bunches leave the park rolling easily until Foreshore, then the first bunch picks up the pace at La Perouse for the run home via Maroubra Beach with a paceline developing along Anzac Parade. Second bunch does the same route at a slightly slower pace with an emphasis on bunch riding. All round off back in the park for coffee about 8:20am or Regular Time Trials, Criteriums or Road Races as per published calendar in latest newsletter. At the conclusion of TT's all members are invited to attend a bunch training skill session, starting at 07:45 at the Cannons.
Sunday	06:30	Cannons	Waterfall ride, 90km+. Medium to hard ride, out at 28-35km, some turn round at Sutherland (60km). At Waterfall, smaller groups sometimes go on to Stanwell Tops (120km) or back through the Royal National Park (110km). Main bunch U-turns, pacelines back to Sutherland, collects the stragglers, then a fast ride back to the park for breakfast. Or a more medium paced ride, medium/average fitness level. Same route as above or maybe Short or Long Cronulla (60-70km), Kurnell or Cape Solander (70-80km) or maybe even Sutherland, then back via Como and Hurstville (70km). All rides finish back in the park for breakfast (approximately 9:30am).
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. s

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.

Tour Secretary's Report

Richard Dodds



Hi All,

It's been another great year for me at SCC. I've enjoyed my second term as Tour Secretary and managed to fit in a decent amount of club and open racing. I look forward to setting up another years' worth of tours for 2004.

I'd like to say a special thank you to Bruce and Elaine Vote for all the work they put into the Snowy Mountain Tour, to Alan Revell for yet another outstanding event at this year's KV Tour and to Paul Montesin for all his assistance on the Cessnock Tour. Thanks also to all those that helped me out with ride captaining duties, photography and tour articles. Our tours would not be what they are without all of your efforts.

The plan for 2004 is to run our traditional tours - Snowy and Kangaroo Valley as well as tours to the Hunter Valley and possibly Canberra. As always I'm open to suggestions on how to improve the tours, whether this be through the way things are organised or the tour locations or ride routes.

Standby for January's newsletter where you'll find the 2004 Tour schedule. I may not be able to confirm all of the dates by this time but it should give you an idea of what's in store. Our first weekend tour will be the Snowy Mountains scheduled to run March 6-8th.

Now the wrap on our last tour for 2003 thanks to Julie & Michael Avakian.

Patonga Stories

The Patonga Tour was about as good as cycling gets in Sydney. We scored a gorgeous day to admire the Middle Harbour views up Battle Boulevard (huff puff) then Pittwater glimpses on our way to coffee at Palmy, followed by a scenic cruise to Patonga and a lovely bush ascent. Not daunted by the closure of our Kariong refreshment stop we raided Yvoine's chocolate and pushed on, aided by a lovely nor-easter, to lunch with the "Other Bikers" at Mt White.

After admiring the tats and bike fashions (I'm thinking of chapps for the Sunday rides in future...) and now fully charged we all flew up the Brooklyn hill pausing for more liquid refills at Pie in the Sky. This was a mistake as at this point Vikki Bishop and Kate Roberts made a break and it took the rest of us till Hornsby to chase them down! A great effort by Vikki, this being her longest ride ever, and a special mention for Kate, both riders showing impressive determination.

With the bellbirds still ringing in our ears we finished the ride, tired and completely happy. Nice group, great captaining and many thanks to Richard.

I hope you all have a Merry Christmas and a great New Year and get plenty of R&R. Vikki and I will be taking it easy in Queensland for a couple of weeks and keeping the kilos at bay with some easy rides in the Sunshine Coast hinterland....training for Audax.

See you on the bike soon.

Richard

Race Secretary's Report

Tim Rice



Lidcombe/Auburn CC Crit Round 2

Top: Beth Bowen and Julie Howard.

Middle: Beth waiting to start.

Bottom: Richard Scriven and Steve Orfanos doing far too much work on the front!

Welcome to a new year (almost).

I am generally not one to voice my 'personal' goals but as Racing Secretary I have some very clear goals for the coming year.

To achieve them I need your help – so I guess I should tell you what they are:

1. To have 40 regular participants in the clubs races – either TT's, Crits, Hilltop etc
2. To have 20 regular participants at Heffron on Saturday's
3. To have 15 regular participants at road race 'opens'
4. To have all those that have competed in one club event to try at least one 'open' race
5. To have (by the end of the year) 10 regular members attending Track Racing – either at DGV or elsewhere.
6. Try and hold a SCC 'Open' race to lift our profile and raise some cash

Now you know what they are – what do I need to do to convince you to 'have a go'.

If there is anything you are unsure of regarding racing please ask – I am more than willing to help out and get you over the barrier, onto your bike and into a race.

As for the past month, since I have been 'in office', you should have been kept up to date (via the weekly racing round-ups) on the plethora of racing that has been happening, Randwick Botany 100 Years, Lidcombe Crit Series (rounds 1 and 2), plus our own 1 Lapper and Kilo plus the various other regular events (Heffron).

Please, in the future if you have competed in any race let me know (it's only an e-mail) that way I can report accurately on who did what, where you placed and what you experienced, all this goes along way to encouraging others to race. Take it from me; if you've got team mates in your bunch you have a much better chance of grabbing the glory and some cash. I must also apologise for some inaccuracies in some of the earlier weekly round-ups I am now keeping notes. Also please keep the photo's coming - I am sure they will feature in this and future Newsletters.

Over the Christmas break I will be planning the calendar of events so please have your say about this and next year – what did you like, dislike, suggestions of various race formats – basically anything that relates to racing. If you want to get it off your chest now is your chance, because come mid January the calendar will be set and it will be too late.

Not sure what else to say apart from have a great Christmas and New Year, eat heaps, keep safe, keep riding and brace yourself for a jam packed calendar of racing in 2004.

Tim Rice

TIP OF THE WEEK →

Navigators National TT Champ Chris Baldwin is going to share some of his secret training techniques with us.

Latest Tip: So let me get you up to speed; after my month long break; think beaches, alcoholic beverages with umbrellas, kahula, baileys, ice cream and a bit of surfing I got back to business. I always train in three day blocks unless the weather is AWESOME then I'll tack on an extra day. The fourth day is a day off or an easy one hour spin at most. This is basically an insurance program to protect me against overtraining.

I've found it's pretty hard to over train if you rest every fourth day or so. This plan seems much simpler than a week based program. Of course if your weekends need to be your big days, i.e. if you work during the week, then this doesn't work quite as well.

So, I began with 4 three day blocks of easy riding. I started at 2 hours and added 30 minutes to each day per block. It looks like Monday 2 hours, Tuesday 2 hours, Wednesday 2 hours, Thursday off, Friday 2:30, Saturday 2:30, Sunday 2:30, Monday off. I kept my pulse under 150 or so and tried to stay seated as much as possible. I also threw in one day with 4x1:00 single leg

spinning to smooth out my pedal stroke and one day 4x5:00 high cadence, above 120 rpm, for the same purpose. I know it isn't fancy stuff but it really is just about building the base back up this time of year.

After these three blocks I continued to build the volume in the same manner but added in some strength work in the saddle. I'll talk to you later about this.

Time to hit the road.

Chris



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