

The Sydney Cyclist



OFFICIAL NEWSLETTER OF THE SYDNEY CYCLING CLUB
ISSUE 02 → FEBRUARY 2004



Photos 1-3: Ken Lord about to start the Alpine Classic

RBCC Saturday at Heffron Park.

For those of you with access to the SCC Web Site, this is a timely reminder about the Notice Board section. This section, started late last year, allows members to review items of interest plus the area also contains a section for For Sale and Wanted items.

Currently the area contains recent CNSW communications, a copy of the draft Victorian Code of Conduct for Road Cycling document as mentioned by our President in last months newsletter and a number of For Sale and Wanted items.

I recommend members have a look.

Malcolm

inside

- 2 FROM THE PRESIDENT'S CHAIR
- 3 FROM THE SECRETARY'S DESK
- 4 SOCIAL SECRETARY'S REPORT
- 6 THE ALPINE CLASSIC
- 9 REGULAR RIDES
- 10 TOUR SECRETARY'S REPORT
- 11 RACE SECRETARY'S REPORT
- 12 COMMITTEE 2004

From the Presidents Chair

Jamie Bedford



It's been a very busy time at the Sydney Cycling Club recently. As you will see in this month's newsletter some exciting news on the Try the Track days, some not so exciting news about work on the Grand Parade in Centennial Park. Because of the park changes Tim has been working on the Race calendar to compensate so make sure you don't get caught out with an old race date.

I have been very excited to see the number of Sydney riders taking the longer weekend ride option and building up their endurance and fitness levels. The Time Trial times are the best for years, a big turnout from the club to the recent Alpine Classic and the weekend ride to Akuna Bay was well supported.

If you are looking at doing any Open racing this season please let us know so we can try and make your racing a little easier.

If anybody has a good idea for a Road Race circuit please let Tim know because the last Hilltop race showed us that racing and the ever increasing urban expansion are not compatible. Even riding through the National Park on the way back from Waterfall is getting quite busy with traffic, and a lot of it travelling very quickly. Ideally we would be looking for a circuit with all left turns moderate to challenging terrain and low traffic flow.

And lastly a special thank you to Peter Scott who reminded me on Sunday how slow and fat I am by making me suffer on every climb while he happily chatted and joked. I sure my fellow A group riders will support me in my bid to have him do an 80 km turn on the front of the next trip to Akuna Bay. I can only hope for some quick weight loss and power gain (as per Peter Montford) before the Snowy Mountains tour.

Jamie

Pace line training along Foreshore Road under threat

The proposed expansion of Port Botany is likely to see a new traffic light controlled T-junction for trucks and an uncontrolled entrance to a new boat ramp from Foreshore Road which will inhibit pace line training.

The Port Botany Expansion Environmental Impact Statement has been released for community input and consideration by a Commission of Inquiry later this year. The proposal involves the construction of an additional five

container berths to the north of the existing terminal and parallel to the Third Runway.

To permit heavy truck access to the new berths a road is proposed from Foreshore Road south into the terminal. The new T-junction would be controlled by traffic lights and would be situated approximately a third of the way east of the current intersection.

Further east along Foreshore Road the proposal is to create a massive new public boat ramp and car park with



Source: Port Botany Expansion Environmental Impact Statement Executive Summary pg.ES5

direct access from the road. Apparently this intersection will not be controlled by traffic lights.

Between the Mill Stream and Penrhyn Road parallel to Foreshore Road the EIS proposes a pedestrian/cycle path will be constructed which is the only reference to cycling. The use of Foreshore Road as a training venue is not mentioned nor is the impact of the changes to the road. Instead the EIS Executive Summary claims:

“Walking and cycling opportunities would be enhanced by the creation of a pedestrian/cycle path along Foreshore Road.”

Source: Port Botany Expansion Environmental Impact Statement Executive Summary pg.ES27

Construction is scheduled to commence in 2005 and the first new berth is planned to be operational by 2010.

Public submissions in response to the EIS or aspects of the proposal can be sent to:

**Port Botany Expansion EIS
Department of Infrastructure, Planning and Natural Resources
Henry Deane Building
20 Lee Street
SYDNEY NSW 2000**

Closing date for submissions is 29 March 2004. Further information is available at
<http://www.sydneyports.com.au/botany/main.asp?pageid=265>

From the Secretary's desk

George Schneller



Membership Renewals – Final Call!

I am pleased to report that the majority of members have now paid their renewal fees. There are a few stragglers, and if you are one of them, this is the last newsletter you will receive unless I receive renewals from you very soon. As well as losing the newsletter, as an added bonus, non-financial members will be removed from the Club's database and as such will no longer receive notification of the Club's upcoming social events and tours.

As stated in previous newsletter, if you require any assistance with the forms or would like to make some arrangement re the payments, I can be contacted at work on 9319 2899 or email me at gschnell@bigpond.net.au.

Club Clothing

David McHugh has now taken over the responsibility for the Club's clothing. For those members waiting on Small or Medium jerseys, the good news is that they were dispatched by our supplier on Monday 2nd February and will be distributed by Dave as soon as he returns from his secret training camp on the Gold Coast.

Member's Forum Coming Soon

The first of the promised quarterly member's forums is scheduled to be held on either Monday 15th or Tuesday 16th March. The venue, kindly provided by David McHugh, will be the Columbian Hotel in Darlinghurst. More details to follow closer to the date.

Track Bikes

In line with the Club's encouragement of track racing, the Committee has decided to purchase four track bikes for the use of members. We hope to have these for the next "come and try" session on the 21st February. The well-known Sydney frame builder, Paul Hillbrick, is providing complete new bikes to the Club at a very attractive price.

Special Thanks

I would like to thank Kevin Crowie for his efforts in printing and distributing the hard copy editions of the newsletter.

Be careful out there!

George

IRONWOMAN

In 2003, Kate Rowe, completed her first ironman race in 13:01. At the time she said she would undertake the event in 2004 to raise money for cancer.

Sadly, Kate had a serious bike accident at the Bathurst Womens Two Day Tour in May 2003, three weeks after Ironman, putting both her arms in plaster for 14 weeks. Three operations and 9 months later, she is only just allowed to ride her bike again, so the Ironman is out of the question this year. Instead, Kate has decided to run the Canberra marathon on April 18 and raise money for The Children's Cancer Institute Australia. (CCIA) is the only independent medical research institute in Australia devoted to research into the causes, prevention and cure of childhood cancer. This is the official charity supported by the organisers of the race.

She aims to finish in 3 hours 45 minutes. "This could be a 53 year old's fantasy, but fun to try and achieve".

Kate said "2003 was a great challenge for me and I have learned a lot about patience and keeping a positive attitude. When I was in plaster and going through the painful rehabilitation, I would go for a two hour walk each day which got me out of bed and kept me from feeling sorry for myself, however what I experienced was nothing to sufferers of cancer and that is why I want to do this run and at the same time I will get fit again."

Kate is looking for sponsors for her run and donations of \$2.00+ are tax deductible. Any amount is a contribution. Contact Kate on 9798 5242 or krowe@bigpond.com

Social Secretary's Report

Ruth Lax



Mark Your Calendar

The party plans for Sydney's Cycling Club's 25th anniversary celebrations are starting to take serious shape. A fantastic venue for the party has now been booked (full details soon) so mark your diary for Saturday April 24th with a kick-off time of 6pm.

Now, this party is going to be a huge celebration of the 25 long years of cycling activity Sydney Cycling Club has pedalled. It will be an event for all of us to enjoy - from the founders and long-standing members of SCC to the new and, dare I say, younger members amongst us. With plenty of fine food, refreshing liquid and, of course, a great social with your team-mates - we think this night will go down in SCC history as one to remember.

Ruth

THE ALPINE CLASSIC

25TH January 2004. Bright, Victoria.

200km Ride Profile



Back of the Bunch by Ruth Lax

Eleven brave or foolhardy souls from SCC were amongst the 1200 people who participated in this huge endurance ride.

The 200km riders were Peter Bodor, Eddie Bosch, Breeda Kelly, Ken Lord, Steve McMillan and Kate Roberts.

The 130 km riders were Julie Avakian, Tanya Bosch, Kate Everett, Ruth Lax and Anna Murray.

The ride includes four major climbs. Tawonga Gap – 11km and about 400m of climbing, Falls Creek - 30km and about 1100m, return up Tawonga gap – 8km and, and the steepest climb, then for the 200km riders its back through Bright and onto Mt Buffalo 27km and 1000m.

A magnificent, clear, still morning greeted us all at the start line. The sky was blue, the air was fresh, the birds were singing...

I doubt that many of us actually noticed any of nature's wonders as pre-race nerves had caused lack of sleep and morning jitters.

In my own household, chaos reigned on Saturday night as Breeda and Kate were deciding what to eat and what to wear for the big day, only to forget to wake up at the planned time. I woke them with 15 minutes to get out the door for their 6.40am start. At that stage they were in such state that they forgot their preparations from the night before and tried to do it all again. Ken observed them arrive 5 minutes before the start as they showed "feminine skill" to slip in discreetly at the front.

I started at 7am for the 130km ride with Tanya, near the front of the bunch, but by the top of Tawonga gap had drifted slowly and gracefully towards the back, where I spent the rest of the day. The first two climbs of the day were long and steady and apart from the last 5kms of Falls creek, were kind enough to allow me to enjoy the scenery and make new friends who were also plodding along at the same slow pace.

It was about half way up Falls Creek that the other SCC riders called out to me as they came by on their trip back down the mountain. They all appeared to be really enjoying the relief of the 30km decent and made me believe that it worth the effort of the long climb up the mountain.

Julie, Kate, and Anna had started nearer the back of the 130km bunch but had already overtaken many of the 200km riders by the Falls Creek decent. They were last sighted tearing town the hairpin bends of Falls Creek muttering something about needing to get back to Bright in time for coffee. I believe they got back in less than five hours and well in time for lunch. (They had already spent Friday afternoon finding the best coffee shop in town, which had been visited on Saturday by a grateful SCC group).

I enjoyed the view from the top of Falls Creeks for a good while and finally set off for the return trip, only to be passed, yet again, by Tanya who was showing her superior descending skills as she flew down the mountain.

The third and last climb, up Tawonga Gap, in the heat of the afternoon, was not the hardest thing I have ever done, but it was close. I think everyone shared the feeling of elation on reaching the top of this climb as we flew the 11km down other side and back to Bright.

Apparently the 200km bunch had a pace line going over 40kph into a head wind for the last 5km back into town.

Other gossip from the 200km ride

- Ken Lord was spotted at the top of Mt Buffalo lying under a tree shouting obscenities at the mountain.
- Breeda complained that she had to keep slowing down on the way up Buffalo to wait for her four male companions, who included Steve an eight time Foster Iron man. Their riding time was 8hrs 44 minutes.
- Kate Roberts thought she was hallucinating when, on her way back down Mt Buffalo, totally wasted, saw Breeda coming BACK UP the mountain to look for her.

Vital Stats from Eddie Bosch

Some times: 200 – me 9:34, Tony Bell 10:40, Steve McMillan 12+ on his old bike as good bike was destroyed in car accident, Tanya 8:25 in 130k.

Some of my stats: 22k average, 66 max, 9 hrs riding time, 10 litres of fluid, 6 pees, 150 psi in tyres, improvement on 2 years ago by 23 minutes.

The course was 3.5 km longer than last time. It was an excellent turn out by Sydney club this year.

Mt Buffalo by Peter Bodor

Ride Duration 9 hour 29 minutes Raised \$5500 for The Children's Hospital, Westmead.

The wall of sheer granite announced that the hardest work of the day was yet to come. Mt. Buffalo was not the steepest climb (reverse Tawonga), nor the longest (Falls Creek), but after 6 hours in the saddle with over three to go it was the most confronting. By now, the temperature was in the mid 30's in the shade.

There is little point in trying to explain or recount detail of the feelings and thoughts on this section of the ride. Riders were fading one after another; some simply turned and coasted downhill. The road was winding more frequently, the switch backs steeper; the evidence of the bush fires seemed starker than on the Falls Creek ascent in places. There was no shade to chase. The trees that were regenerating had that bearded look all the way up the black trunks to a bald head of branches.

Chanting the mantra "hydrate, feed, hydrate feed" I did not enjoy consuming more bush flies than Power Bars on the way up. They were aggressive and swarming for a feast of sweat and the sticky spills from the sports drink bottle. Fending them off required much needed energy; 1,001 'Aussie salutes' on the way up.

The mind is a wonder; one remembers the fact of, but not much of the detail of pain; one fortunately remembers the detail of the pleasure vividly. I have the privilege of experiencing both during the 'Classic'.

Ride Highlights by Ken Lord

The organisation by Audax Australia was excellent and the volunteers cheerful. Bright is a superb area to visit good for sightseeing and gourmet grazing

It was probably the hardest thing I've done on a bike, but it was easier than I'd feared.

Together the group faced the 30 km up to Falls Creek. It was a matter of settling into a comfortable rhythm in the low gear, eating and replenishing the precious bodily fluids.

There was plenty of time to survey the scenery, although last year's bush fires had burnt much of the forest on the higher slopes.

At last we reached the chalets at Falls Creek. Hand in the brevet card stub, grab some food, refill the water bottles, stretch the muscles, re-apply sun screen, and take in the view.

The descent from Falls Creek required a fair bit of concentration, especially on the top half, with no barriers on the corners. Still, it was good fun and gave the chance to recover.

Nobody was in a rush to leave the comfort of lunch in the shade at Bright for the climb up to Mt Buffalo. The afternoon heat was baking and you could see bubbles in the tar of the road and the distance was beginning to bite. The scenery was still impressive, even when glimpsed through a fog of sweat and flies while sloging up another steep climb.

By now I was completely over the taste of Power bars and Enervit/Gatorade.

The last 10 km of the climb was in and out of the saddle in the 26 cog at about 10 km/h. I knew I should have stolen Peter Bodor's rear wheel with the 29 cog.

Once over the top of the main climb to Mt Buffalo there was a flat bit before another unnecessary 2 km of climbing. At the checkpoint I had a good lie down, My total time was just 10 hours, with 8 hours 34 minutes riding slept well that night.

The Alpine Classic should be on your list of cycling challenges to do "one day" - just do some hill training beforehand and look at your gearing!

The Alpine Classic

by Peter Bodor

January 26, 2004

Dear Sponsors, Friends and Colleagues,

The morning after the Alpine Classic I awoke at around 4.30am. My body clock was still tuned into early morning rises but it was a rest day. I did not have to train. The project was complete.

The pre-dawn celestial lights revealed the might of Mt. Buffalo. Whilst staring at that massive granite outcrop, I contemplated how to chronicle an event of which I have only snippets of memory interspersed with periods of doubt and distraction.

Before

On Thursday 22 January, my wife Sally and I arrived at Bright in the early afternoon. Our accommodation in the Buckland Valley west of the township was "Villa Gusto" which is a charming 5 star B&B along the Italian model with the mandatory nuttiness thrown in. No expense was spared in its creation. It is generally tastefully decorated and the hosts Colin & Maureen seek to indulge their guests with luxury rarely found in the Australian countryside. It might also be described as 'one fountain too many' without detracting from its joys.

A guest chef at the Villa had us swooning with pleasure at the taste sensations that evening; zucchini flowers stuffed with goats cheese and walnuts followed by carpaccio with sea salt and capers, lightly grilled local trout on a bed of pesto and other vegetable delights all washed down by a superb Gapsted Pinot Grigio 1999. This was not good training but good, none the less.

Friday morning it seemed appropriate to reacquaint myself with Mt. Buffalo. Up early to beat the expected heat and try to make it back for breakfast at 10. Mt. Buffalo is an awesome climb rising to some 1330 meters up a dramatically twisting and steep road with precipitous gorges. It leads to the Chalet which was built in 1910. Old photos

at the Chalet show and tell of an 8 hour climb by horse and cart in years long gone. The road is along the same route I believe. I do not know of any terrain in NSW as unrelenting as that ascent over about 25 kilometres.

On Saturday re-visited the Tawonga Gap climb which I had last confronted 4 years ago. It was just as steep and high as before. There was some vigorous debate with my wife Sally regarding my sanity given the terrain I had to confront the following day.

We lunched at an unforgettable 'restaurant' in the Kiewa Valley near Tawonga called Ceccanti. A whacky yet delightful venue set by the side of a dirt road under the shade of some tall eucalypts, looking across the valley with distant views and mountain backdrops. A large tin shed contained a 'winery' and a tasting room the size of a large closet. The Italian kitchen was run by an earthy Australian woman cooking masterpieces at relatively cheap prices. Her Italian husband retained all his mature charm. If this was not heaven, it was close.

The Alpine Classic

The event started with little sleep beforehand. Whether that was due to the carbo-load meal or the double macchiato or simply nerves I am not certain. Breakfast was at 5.15am with 3 other cyclists who were attempting the 200, another the 85 kilometre event. Everyone claimed a bad night sleep.

There was, modest Mario in his early 30's very quietly spoken who 'liked hills', swarthy Michael a 55 year old very fit ironman type, a very positive Aussie gent. Also there was the redoubtable, the super confident David who had total trust in his own superior capabilities. He was fit, gung ho and "going to be back before 3pm".

A magnificent, clear, still morning greeted us at the start line. At 6am I looked around to absorb the atmosphere and try to find some identifiable common thread. Given the variety of anonymous faces, physical

builds and presentations, the exercise was pointless and only a distraction from nerves. Hundreds of lycra clad, fit bodies anticipating the day ahead. There were muted comments: "cold morning, I hope it warms up"; "it's only 8 degrees"; "I'm not ready for this"; "I'm already bugged, I've been looking after the kids all weekend" and so on.

The bonhomie was almost palpable as we handed in our first chit at ride control to confirm we were actually starting. Shuffling, laughing, sighing, each rider had their own way of passing the last minutes before we set off; then the sound of a horn and we were rolling. A phalanx of riders headed out of Bright in an easterly direction. Most riders ambled into a rhythm to warm up cold sleepy muscles and prepare for a long day in the saddle.

We turned left 5 kilometres east of Bright at Germantown which appeared to be the remnant name of a disbanded settlement (perhaps from the gold rush days) and headed toward the first climb, Tawonga Gap. I remember that there was some indication or sign that the lookout was 19 kilometres away. Over undulating territory past Villa Chestnut (you guessed it, a chestnut farm) and other small farms, the morning dew and still air extracted the aromas of the countryside, the grassy smell of fields with reminders that animals were occupants, recently.

Some kilometres into this part of the ride a sharp jolt of reality appeared painted on the road; the ominous words, "this is it". The pace ahead slowed. The climb is some 14 kilometres. There were many young riders but also others, in my age bracket who crossed the Gap before me. This did not bode well so early into the ride.

The descent was steep, fast, with switch backs and hairpin bends, squealing brakes, rattling of bike bits and teeth chattering. The exhilaration of riding a bike very fast came to the fore in a playful way; we were all children for the 8 or 9 kilometres

The Alpine Classic

downhill. The joy was, however, tempered by the knowledge that this hill would inevitably be met again on the way back.

We pedalled furiously to Tawonga township where we left the highway and onto back roads through rolling hills and over small bridges. Tobacco and grapes are grown in this area and the landscape was a beautiful patchwork nestled in the Kiewa valley surrounded by dramatic wooded hills and, in Australian terms, mountains.

We travelled through the outskirts of Mt. Beauty to the beginning of the 30 kilometre climb to Falls Creek which is a ski resort at the top of a 'bloody big long hill'. The first 5 kilometres saw everyone in good spirits. Conversations lasted as long as it took to pass or be passed by other riders. When people undertake the same activity at the same time they create a transitory community which they belong to. The figurative 'hand of friendship' was all around.

One of many mind games on this day started with what would turn out to equate to the parable of the hare and the tortoise. A slick young man passed me with much verve on his 'Porsche Design' bike. This was an exotic and expensive piece of equipment under the control of a man on a mission; I thought.

Things started getting really tough about 20 kilometres into this climb, having passed the village of Mt. Bogong which was nearly incinerated in last years horrendous bush fires. The evidence of those fires was all around. It was saddening to see the extent of the damage and inspiring to see the struggle for re-growth.

As the temperature rose it was apparent that we were between a hot day and the anticipated relief of cooler air at altitude. This meant one thing only. The steep bit was ahead. I found myself playing a little mind game as the road wound ahead. Like stepping stones, I aimed for the few trees which had canopies left, shading areas of road. The relief from the sun was

instantaneous, but momentary. By this time I was seeking ways to amuse, distract and cope with the strain of turning the pedals over. Knowing that there were many hours and steep hills ahead meant that strategies had to be devised to achieve intermediate goals.

The last 5 kilometres were particularly taxing. The landscape looked like the aftermath of a nuclear explosion due to the fire damage. I overtook 'the Porsche'. "Ah ha", I thought "goes to show, you can't put an old head onto young legs", 2 hours of climbing was nearly over. One of the descending riders lost control and fell heavily. He lost a lot of bark (skin) and his bike was a mangled mess. No mobile phones here, first one to the top was to tell the marshals. Some riders waited and comforted him.

I handed my chit in at 9.54am, just over 3 hours after departure from Bright. Food, drink and then, the descent. With little caution and great pleasure we hurtled ourselves downhill for the next half hour as others behind struggled up the same formidable road we had just conquered.

'The Porsche' flashed past. I resolved to meet him again. Another rider lost control and went off the road however he was capable of continuing on. We passed some riders who were filling their bidons from a natural roadside spring, one virtually having a shower as he crouched below the stream of water coming from the rocks, the heat was enervating. Riders were on the roadside, taking a breather, some struggling, and some showing off. There were many scenes confirming that this was a kaleidoscopic event.

Upon arriving at Mt. Beauty the heat of the day hit me like an anvil. First a cramp in the hamstring of one leg and then the calf of the other, I collected my thoughts and pulled off the road in the shade. Massage, hydrate, massage hydrate; things were gradually clearing up but valuable time was lost. Next, Tawonga Gap, reverse side; shorter but significantly steeper.

All that could be heard on the ascent were cicadas, groans and heavy breathing. Past Sullivan's Lookout there was the final 1.5 kilometre climb. It took nearly an hour before the climb was over.

The descent to Bright was a relief and some riders were celebrating with shouts of accomplishment. This treacherous descent claimed David whose breakfast plans were shattered when met his nadir in a high speed crash resulting in broken ribs, bad grazing, stitches; apparently, not a dent to the ego (we later found out).

In an event such as this; everyone is 'doing their own thing', setting their own challenges and goals. So, teaming up with a few riders was a different joy. The wild Irishman thought it was time for a few pints, the American who had a drawl as distinct as John Wayne was awestruck by the beauty of the ride so far. There was laughter and friendship for a short but important interlude.

We entered Bright where I saw my wife waving wildly; there were small cheer squads along the roadside. I arrived at the checkpoint 6 hours, to the minute.

Delirium was evident at the feed station as war stories spewed from exhausted riders. "This is nuts", "I can't go on", "I was going to do the 200, my legs can do it but my head can't", "I knew I shouldn't have drunk so much last night". I grabbed a salad roll and rode off, saw Sally again a few minutes later. "Go you good thing" she shouted.

The first kilometres out of Bright and toward Mt. Buffalo were pleasant rolling hills. The wall of sheer granite announced that the hardest work of the day was yet to come. Mt. Buffalo was not the steepest climb (reverse Tawonga), nor the longest (Falls Creek), but after 6 hours in the saddle with over 3 to go it was the most confronting. By now the temperature was in the mid 30's in the shade. "Drink, feed, find the joys around you" were the mantra which would accompany me for the next few hours.

The Alpine Classic

There is little point in trying to explain or recount detail of the feelings and thoughts on this section of the ride. The Porsche was ahead at some stage, then behind, then ahead again and, finally disposed of. Riders were fading one after another; some simply turned and coasted downhill. Their day was over, a shame after getting so far and a shame for Michael who cramped beyond repair. The sound of an ambulance siren was approaching from a long way off, then closer.

The road was winding more frequently, the switch backs steeper; the evidence of the bush fires seemed starker than on the Falls Creek ascent in places. There was no shade to chase. The trees that were regenerating had that bearded look all the way up the black trunks to a bald head of branches.

The siren was almost upon me then; a car coming in the opposite direction came wide on a corner and forced the ambulance to veer to the left. I swerved off the bitumen onto the gravel shoulder and thought: "...bloody hell you already have a patient up there somewhere ...". Panic over, resume the climb.

Chanting the mantra "hydrate, feed, hydrate feed" I did not enjoy consuming more bush flies than Power Bars on the way up. They were aggressive and swarming for a feast of sweat and the sticky spills from the sports drink bottle. Fending them off required much needed energy; 1,001 'Aussie salutes' on the way up. A draft horse, no wait, another rider passed with a baritone's blast.

About 2 hours later, crossing 'the Gap' simultaneously with a puff of cool breeze in the face was welcome relief. There had been a 'minor' change in the route and we were to go to 'Dingo Dell' to discard our chit. Some comedian in the Audax organisation obviously thought this little joke was just what we needed at this point, another 5 kilometres of mostly climbing. A smiling volunteer, a few onlookers, food

drink, the worst was over. It was now a matter of making it back in one piece; the relief was clearly emotional for each of us.

I descended Mt Buffalo faster than good sense should allow. All that could go wrong, did not. Along the flats, for the last 6 kilometres into Bright was the time to reflect on the pains and joys of the long day, now behind. I arrived at the final checkpoint at 4.14 pm i.e. 9 hours 54 minutes after departure, almost an hour better than in 2000.

Sally was there to warmly greet me. Dinner that night was a peaceful and contented affair followed by a recovery sleep as deep as I know.

The mind is a wonder; one remembers the fact of, but not much of the detail of pain; one fortunately remembers the detail of the pleasure vividly. I have the privilege of experiencing both during the 'Classic'. I trust I have provided a glimpse of the experience that has been used as a catalyst to stimulate a contribution from you for those children who are so much in need. I sincerely thank you for your pledge and sponsorship.

In light of recent media reports, I am assured by The Children's Hospital, Westmead that as my intent was to specify the destination of funds raised it will not be diverted to 'general expenditure'. I am required by legislation to remit all funds raised within 28 days of the event and accordingly request your TAX DEDUCTIBLE cheque made out to:

"THE CHILDREN'S HOSPITAL,
WESTMEAD"

crossed to be posted to me ASAP. Of course those sponsors who have donated cash will also receive receipts. When I have collected all the donations I shall forward them on to the Hospital.

Receipts will be issued to the donor named on the cheque or the person handing over the cash.

On current indications it appears that you are contributing to raising approximately \$5,500 for the benefit of the Children.

I gratefully thank Steven Shein, George Schneller and Grant Chellew for their kind donations on behalf of the Children. These three out of the whole club showed generosity. How about some of you others having one less bottle, cake or dinner out and donating the money you saved to:

THE CHILDREN'S HOSPITAL WESTMEAD
and THINK OF ALL THOSE CALORIES
YOU CAN AVOID!

(It would still be cheaper than spending all that money on some bike part to counter-balance the extra weight you are carrying.)

Thank you once again.

Peter

Statistics

Age	52 years
Weight before	80 kilos
Weight after	78 kilos
Distance	201 kilometres
Ascent	3930 metres
Highest Elevation	1560 metres
Minimum Temp.	8 degrees Celsius
Maximum Temp.	36 degrees Celsius
Ride Duration	9 hours 29 minutes
Start to finish line	9 hours 54 mins

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 7:00am Bondi Junction.
Wednesday	06:00	Cannons	Very fluid, up to who turns up to find riding buddies – maybe brisk laps of the park, or a 35km circuit round the Eastern Suburbs.
Thursday	06:00	Cannons	La Perouse via Anzac Pde and Malabar, 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.
Friday	06:00	Cannons	Invariably some SCC riders in the park doing easy recovery laps before the harder weekend rides.
Saturday	06:30	Cannons	La Perouse ride, 45km. Three bunches leave the park rolling easily until Foreshore, then the first two bunches pick up the pace at La Perouse for the run home via Maroubra Beach with a paceline developing along Anzac Parade. Third 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 7:45am 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 (80-90km) 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+, 2-3 different paced bunches head north to Akuna Bay via Wakehurst Parkway and Church Point. Keener riders can opt to take the turn off to West Head. Those wanting to miss the hills and take it a bit easier skip the Akuna Bay turn off and regroup at the top of McCarrs Creek Road. The ride returns to the Park via Forrest Way and the Spit. Coffee options are decided on the day.

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.

Tour Secretary's Report

Richard Dodds



The Snowy Tour is just around the corner. Vacancies are filling fast but at the time of writing, I still have 18 places to fill. We have 17 starters already. If you are interested in this tour please let me know via e-mail rads102@hotmail.com. If you've never done any riding in the alpine country then this Tour is MUST. So stop thinking about it and just do it.

There are intermediate distances on the Snowy Tour and a I'll be running two bunches so you'll be able to pick the speed that suits your current fitness level.

Do you feel like a warm up for the Snowies? Then join me on the Wollongong ride on the 15th February. Assuming you've done some base work already the 180km distance with the odd hill should put you in peak condition for the alpine grades. All details for both the Snowy and Wollongong Tours are listed below.

See you on the bike.

Richard

Wollongong Tour

Date

Sunday, 15th February

Route

1. Leave Centennial Park at 6:30am immediately after the B group going to Waterfall.
2. Turn off at the Waterfall exit into the Royal National Park. Head through the park via Otford.
3. Stop #1 at the Pie shop at Otford.
4. Ride to Bulli pass via Helensburgh and the old Princess Highway
5. Descend Bulli pass to Bulli.
6. Ride to Flagstaff Hill Park, Wollongong (90km mark)
7. Stop #2 early lunch at one of the many cafes along the coastal esplanade. (ETA 10:30am)
6. Head back to Sydney via the same coast route at 11:00am.
7. Stop #3 at the top of Bulli pass. There is a café there if you need refreshments.
8. Back to Sutherland via the old Princess Highway.
9. Stop #4 at the 7-11 servo at Sutherland (optional).
10. Arrive back at Centennial Park at around 3:30pm.

The pace will be relatively slow as this is a 180km ride with plenty of hill work. There will be no support vehicle to accompany us so you must tire levers and at least two spare tubes.

CYCLING CENTRAL

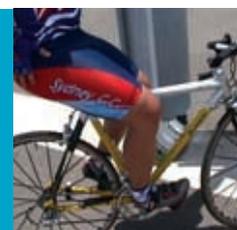
SBS Television is giving Australian audiences their weekly dose of wall-to-wall cycling when CYCLING CENTRAL screens on the network, every Sunday @ 5.30pm from December 14. The LIVE magazine program on the sport of the two-wheel variety, will feature highlights, news and stories from Australian and international cycling and its events.

[Tour de France](http://www.letour.fr)
[Tour Down Under](http://www.tourdownunder.com.au)
[Cycling NSW](http://www.cyclingsw.org.au)
[Australian Cycling Federation News](http://www.cyclingnews.com)

www.letour.fr
www.tourdownunder.com.au
www.cyclingsw.org.au
www.cycling.org.au
www.cyclingnews.com
www.velonews.com

Race Secretary's Report

Tim Rice



fantastic turn out for the first time trial of the year – The “1 Lapper”. Of the 34 entrants, 8 were “having a go” for the first (but I hope not the last) time.

More than half the field set PB's, the largest being Peter van Rijs (23.52 seconds) which quickly prompted his A grade ranking this year.

Congratulations must go to Pete “Soupie” Montford for smashing his old PB by 13.12 seconds and setting the winning A grade time of 4:54.12. Stan “The Man” Genakis was only 1.85 seconds behind, and to his credit, un-aided by aero helmet, disc wheels and specialised TT bike (if only). Mark Stevens, the winner of B grade (5:28.99) and Julie Howard, the winner of C grade (5:47.36) both took substantial time from their previous PB's (11.65 and 16.51 seconds respectively). Yvoine McCort (a newcomer to the TT's) won D grade with a very respectable time of 6:04.28 and I know we can expect big things from Yvoine throughout the year. Thanks also to the handlers – George, Victoria, Kevin and Michael.

I'm looking forward to your entries for the SCTT (scheduled for Valentines Day 14/2/04 – sorry all you romantics out there). Please Note: Due to Centennial Park road work's this may change to the “kilo” (I will keep you all posted). For this event I would love to break the 40 riders mark – I thought we were there (this time) but some very creative excuses were left on my voice mail the night before and even the morning of the event – some of which are worthy of “end of year” prizes.

Other races over the past month:

Saturday Heffron

3/1/04 – Grant Chellew – 2nd D Grade

10/1/04 – Grant Chellew – 3rd D Grade

24/1/04 – Kevin Black – 5th B Grade

31/1/04 – Kevin Black – 4th B Grade

Tour Down Under (Adelaide)

Veterans 3 Race Series

Tim Rice – 2nd – C Grade Criterium

Commonwealth Bank Central Coast

Track Carnival

Tim Rice – 1st – C Grade Scratch Race

Alex Simmons – 2nd – C Grade Kerin

As always please send through any results of races you have been in – other club members are interested.

Looking into the future, Tanya Bosch is kindly organising another “come and try” track day (at Tempe Velodrome) for Saturday 21/2/04. So if you missed out last time, get it in your diaries now and for those that still have an ear to ear grin from the last one here is your chance to top up the smile. As always we are looking for anybody that has a track bike and is willing to loan it out for the morning (contact Tanya) – the more bikes we can get there the better.

I would also like to talk about handling at SCC TT's – please send through e-mails (before the end of the February) of any event(s) you would like to handle at. I will then update the website indicating who is handling at what events. For those events that end up not having enough handlers I will be allocating people and it will be your responsibility to find a replacement if you would prefer to race or can't do it.

As mentioned last month, the racing/touring calendar is now up on the club website, so have a look over it and think about participating in some racing – it's fun and will increase your skills and fitness exponentially.

Finally a plug for the SCC Track Pursuit Team – the NSW State Titles are on Sunday 22/2/04 and we would love to see as many SCC Members down at the Dunc Grey Velodrome to cheer us on. Our event is a gruelling 3000m (12 laps) and we hope to average 55kph – so as you can see it's fast and furious. You may not think it helps but if we are 1 second down in the last lap – screaming/hysterical voices may help us get over the line first. So please come and support your club. The team will be selected from Dan O'Callaghan, Phil McKnight, Pete Montford, Tim Rice and Alex Simmons (4 selected to ride). Heats are in the morning and the Finals that night. Contact tim@ideassociates.com.au if you would like more details.

Hope you have a great month (on and off) the bike and hopefully see you out racing – soon !

Tim



SCC clothing available!

Clothing can be picked up 7 days a week between the hours of 10.00am and 4.00pm from the Colombian Hotel on corner of Oxford & Crown Streets, Darlinghurst.

Alternatively it can be mailed.

Mobile: 0419 700 101 Work: 9360 2151

Email: david@kinselas.com.au

David

Sydney Cycling Club Committee 2004

President

phone
email

Jamie Bedford

0418 677 579
bikeboy@ozemail.com.au

Secretary

phone
email

George Schneller

9319 2899 or 0418 581 951
gschnell@bigpond.net.au

Treasurer

phone
email

Malcolm Wade

0417 046 925
Malcolm.Wade@bikerider.com

Club Captain

email

John Revesz

jtr1@iprimus.com.au

Newsletter Editor

phone
email

Victoria McNeill

0411 88 22 30
victoria@ideassociates.com.au

Race Secretary

phone
email

Tim Rice

0416 095 889
tim@ideassociates.com.au

Social Secretary

phone
email

Ruth Lax

0414 747 543
ruth_lax@yahoo.com.au

Tour Secretary

phone
email

Richard Dodds

0419 729 206
rads102@hotmail.com

Assistants to the Committee

Merchandise Manager

phone
email

David McHugh

0419 700 101
david@kinselas.com.au

Assistant Social Secretary

phone
email

Kate Roberts

0409 938 966
alakate@bigpond.net.au

Assistant Social Secretary

phone
email

Des Sullivan

0401 151 826
despat@ozemail.com.au



Newsletter Submission Details: All articles to be submitted no later than the first Monday of every month. Please email victoria@ideassociates.com.au or by post to the Newsletter Editor: Victoria McNeill, 44 Ormond Street, Paddington NSW 2021.