

# The Sydney Cyclist



## In Action! New Club Cycling Apparel

Retro to Nouveau  
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Photos by John Revesz



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# President's Chair

Barry Doosey



## Charity Begins at Home

I cannot recall Sydney Cycling Club staging a charity ride in my time at the club but know of many members who support and participate in various fundraising events. I hope all of you can, in some way get behind the charity ride on the 22nd of September. Whether riding or not; it is not meant to be a mammoth, but meaningful – from little things, big things grow!

The key reason for the ride is to support the McGrath Foundation, building awareness and support for sufferers of breast cancer and the need for early detection which occurs even in young women. A close friend of mine has been battling breast cancer for over 5 years and while the fight is certainly not lost, this horrible disease has taken a heavy toll on an otherwise vibrant life. The Foundation is one additional support that can help her in difficult times, as it has helped many.

Through this event the secondary outcome is cycle awareness, in particular a very positive and attractive view of Sydney Cycling Club. This has already started to happen with women (mostly) from other clubs and areas inquiring about the ride and showing support. With major sponsors withdrawing support for cycling it is important we counter this with good news stories, of which there are many.

Members, I seek your support by either donating through the club's account or participating in the ride – you do not need to ride the whole distance (160km) to show your support. You can join the bunch at designated points along the route. Members will ride together in well paced touring groups with appropriate food stops. Other members who are not riding are lending their support in the backup vehicles. You can also show your support by purchasing a pink tulip once at Bowral.

The club anticipates an annual charity ride so get involved and nominate your favourite charity for next year.

Registration forms and more information can be found on the SCC weekly updates or contact me direct: 0411014144.

Barry



# President's Chair

Barry Doosey



## Lookin' mighty fine

I think we have the best looking kit in Sydney, hands-down! The two great things about the kit is that nearly everyone is wearing it and it feels good to wear. The team at Nalini are true professionals and it shows in the quality of the kit. With perhaps 500 pieces of gear sold there have been no complaints of quality. The big improvement is not the design or the quality or that we have a full range but that it is universal – one kit for all – and when everywhere kits up together it is a wondrous sight (well so I have been told). I know a few members of the other local clubs and one or two of them are filthy about their new “design” and the poorer quality, and that they are paying \$100 or more for each piece.

Thank you members for supporting, buying and wearing the kit.

## Welcome to Club 200

Sydney Cycling Club has joined the 200 Club, that is one of a few clubs in NSW with more than 200 members! The number alone is not so important but that we have grown, shows we can attract new members better than perhaps previously. There is a strong interest in the sport and hopefully that the Club has a more sustainable Future which has been a key aim of the committee.

The work done by a few has made a huge difference; from the Club Captain, Armon, Secretary, George Schneller who signs them up and a host of other experienced members who help with bunch "on the job" training. A lot of work goes on to keep the membership satisfied, that is done professionally and beautifully!

The 200th member is.....wait for it.....YOU.....Yes.....YOU! Without you there would be no 200th member so we have celebrated the milestone and the depth of our membership and not merely a number. Well done!

If you are not happy I'd like to know why the bloody hell not? Seriously, if you are concerned, or would like to make suggestions to improve the club, please let a committee member know. We perhaps don't get enough feedback and would like to retain all members!

## Drugs out NOW

I was asked by a radio station the other day to comment on doping in our sport and quickly declined. It was post the booting out of Vinokourov and Rasmussen and I could only imagine the negative sentiments coming out, sentiments we don't wish to be associated with, but sadly are.

I think it should be stated, and perhaps at the AGM is the best time, that any rider with a history of, or suspected of using performance enhancing drugs cannot become a member of the SCC, ever, period. There remains too much talk and not enough action in law in the so-called fight against drug cheats. Banning them for life is in my view, one significant deterrent that should be imposed – it won't stop imbeciles like Vinokourov but it will help; who wants an ex-drug cheat on their team?

Barry



# Ride Captain's Column

Armon Hicks



Cycling continues to boom, as more and more people ride. According to the Australian Bureau of Statistics cycling is the fourth most popular activity with over 1.0 million people (6% of the population) participating, more than the 875,000 who play golf. Only walking, aerobics and swimming are more popular.

Safety is our concern and every SCC member has a responsibility to ride safely and to protect the reputation of all cyclists, not just your fellow club members, but all other current and future cyclists. In the last Newsletter, the case of the Melbourne "Hell Ride" cyclist who ran a red light and hit an elderly pedestrian killing him, was decided. The cyclist's lawyer claimed that the group dynamics forced him to keep rolling. The Victorian State Coroner was reported as having found the death was "unnecessary and preventable", and that "there is little doubt that large groups or bunches of cyclists running pedestrian lights or red lights is a recipe for disaster". Please ride safely and intelligently – no surprises in the bunch or on the road and please consider all other road users.

Thanks to those members who've participated in the skills sessions organised by the Club and run by Tanya Bosch. We can all learn to ride better so it was disappointing that more male members or members of longer standing did not chose to participate.

The next SCC skills session will be on pace lining. Tanya, Ross and Allan Lumb are going to run the session on Saturday 1 September 2007 beginning at 0630hrs from the Cannons (note change of time). Tanya will divide participants into grades of 6 riders maximum, each with one allocated leader.

I suggest that even "A" graders should come along, based on my observations of the Tuesday morning pace line back from La Perouse, is fast but is lacking technique to be considered truly beautiful.

With the increasing numbers of new members, your Committee is keen to get input from all members (including new members) on improving how we introduce people to cycling and bunch riding with SCC. This year I have run regular one-off introductory sessions for prospective and new members once a month or thereabouts. New comers then can join a bunch (and ride down the back) once they've joined the club.

Options might include:

- 1 A compulsory introductory session and then a compulsory skills session with Tanya.
- 2 A new comers bunch, once a month relieving the obligation on the "C" bunch to be the introductory bunch, say to Waterfall on a Sunday morning.
- 3 A member volunteering to mentor a new comer until they find their feet in a SCC bunch.

SCC has a proud safety record. One I think we're all keen to preserve. Comments and offers of assistance gladly welcomed.

I will be leading a "B" pace bunch on Thursday mornings to La Perouse leaving the cannons at 0600hrs for the next few weeks. This bunch too will go even if there is only 2 or 3 members present. So if you'd felt the current Thursday morning bunch is to fast or hard or just not for you this is your opportunity. We will go out at a moderate pace, returning in a pace line until Duffy's corner focusing on technique rather than dropping people (assuming enough turn up). Please let me know if you'd like to take part. By the way don't talk to me about the Tour de France, only exception is to mention Cadel Evans (and even he was controversial in my bunch last Sunday). Well, there's always next year.

# Role Change

## Mathew White



Well, what a month for cycling, here in Europe, another controversial Tour de France. The disbanding of one of the worlds best teams and Australia's best ever overall result at the worlds biggest event, Cadel's hard earned second place.

But first my news., I am going to retire after 12 years of professional cycling, I'm going to retire at the end of the year. It has been a hard decision although I was given a great opportunity to step straight into the drivers seat, literally and become a director of a team that is going into the big league in 08.

I had the freedom to bring some great riders with me including 2 of Australia's most promising stars – Chris Sutton, Trent Lowe and my good Kiwi mate and ace sprinter, Julien Dean.

Team "Slipstream" it is for the next two years. I hope to bring the team to the Tour Down under next year and although we won't be pro tour in 08, with the riders of the calibre Miller, Zaboriski, Backstead, Van De Velde and Julien Dean, we are hopeful of a wild card at the Tour; we'll have to earn a spot but I'm confident we can do it.

Even with all my inside knowledge, I couldn't pick the winner of this years TdF. I raced with Alberto Contador this year when he won Paris- Nice, in style. I knew he would be in full flight come July but who could have predicted the expulsion of Alexander Vinokorov and Michael Rasmussen!

All of the negative press has hit our sport again, for the second year in a row, and one of its ramifications is the fact that the team that won the TdF and has won over 30 races this year could not find a replacement sponsor !

Discovery channel is no longer and the 28 riders and staff will be disbanding. The sport is in crises at the elite level but its my opinion its a necessary yet painful process in a legitimate cleaning up of the sport.

This year the world body has really gone after the cheats and it has shown no one is above the law and in the end you will be caught ! Lets be realistic, people in all facets of life look for shot cuts so why should pro. sport be any different ?

But you have to understand the amount of testing we go through, and it upsets me when people point fingers at the entire peloton and make comments like who was the last " clean " winner of this and that ! Guys in the Pro Tour have more drug testing than any other sports group in the world. While other sports are ignoring doping we are tackling the problem, albeit painfully, head on.

I have seen the sport change dramatically in my career and today pro cycling is a much cleaner place to be and, hopefully, in my new role as a team director I can have a positive influence on young guys careers.

As far as the rest of the season, I'm off to Beijing this week for a test race on the Olympic circuit then to the United States of America for the tour of Missouri, then back home to carve up our summer Criterium circuit.

*Matty White*

# Race Secretary

## George Tragaris



### Open Racing Benefits

Originally it was planned to pay out member open racing benefits in September, before the club's end of financial year. This has been changed with all benefits being paid out in December. So please keep a record on what you would like to claim. I will remind everyone in November so you can forward those details to me. Benefits can be found on the Website but here is a quick rundown on what the main ones are:

### Prize money in an Open Event

Will match prize money for any placing, sprint primes & king of the mountains etc.  
Metro/State/Aust Championships (if only medals are awarded)

Individual events – \$100 Gold \$70 Silver \$40 Bronze  
Team (4 riders) events – \$200 Gold \$140 Silver \$80 Bronze

\*For juniors 50% of the amount will be paid out for Metro/State/Aust medals.

### Reimburse Entry Fees

Entry fees will be reimbursed for competing at Country Opens to assist in travelling expenses.  
Any Teams Event (eg. Team Time Trial), will reimburse entry fee.

There is a set budget for these benefits and if we go over this amount then all will be scaled back accordingly.

### Club Racing

First race back after the winter break is the Waterfall Hillclimb, Sunday 2 September. Easy to participate in this one, just ride with the bunch to Waterfall on the Sunday, register up the top of the climb, ride down to the bottom, then ride up the whole 4.62km's as fast as you can! Then have a recovery ride back to the park.

Now we have not had a **FEMALE Hillclimb champion for the last 2 years** because no **FEMALE** had participated  
So please Meg and friends, turn up this year.

### NSW Club Team Time Trial

This year it will be held again at Calga on Sunday 28 October. Start thinking about forming some teams for this event. If you need any help in getting a team together then please e-mail me.

This is for racing licence holders only.  
Categories are as follows:

Elite Women Team Time Trial	- 30km
WMAS Team Time Trial	- 20km
Elite Men Team Time Trial	- 80km
MMAS 1-4 Team Time Trial	- 40km
MMAS 5+ Team Time Trial	- 40km



NB: MMAS 1-4 This year, so Adrian you will have plenty of options for possible team members this year.

# Racing Results

George Tragaris

## RBCC Critirium – Heffron Park

Saturday 2 June  
D Grade – 3rd Andrew Grant

## Northside Criterium Championships – Beaumont

Monday 11 June  
Master 1-3 – Chris Wright  
Juniors – 1st Luke Youngman

## Southern Cross Junior Open – Waratah Park

Sunday 17 June  
U/15B Road Race – 3rd Luke Youngman  
(Luke's first podium place at an open)  
U/15B Criterium 4th Luke Youngman

## RBCC Critirium – Heffron Park

Saturday 23 June  
D Grade  
2nd – Ben Grant  
3rd – Andrew Grant

## Lidcombe Auburn –Dunc Gray

Saturday 23 June  
1st Jnr TT#1 Luke Yougman (season bet time for Jnr.)  
1st Jnr TT#2 Luke Youngman  
1st Jnr Div 1 Critirium Luke Youngman

## NSW Individual Time Trial Championships – Calga

Sunday 24 June  
MMAS7 – 6th Tony Johnson  
MMAS2 – 7th David Sitsky  
MMAS3 – 7th Richard Dodds

## Southern Cross – Waratah Park

Sunday 24 June  
1st Jnr Div 2 Critirium – Luke Youngman  
1sr Jnr Div 2TT – Luke Youngman

### Congratulations Luke

Seldom do you see racing results without Luke's name among them. He's a young, strong competitor and frequent place getter in both track and road racing.

Luke likes the new club kit and is proud to wear it as we are proud of his accomplishments  
Good onya Luke,

## NSW Individual Time Trial Championship –Calga

Sunday 24 June



MMAS8/9

3rd – Grant Hansen  
Bronze Medal Winner!

Fantastic Accomplishment

## Lidcombe Auburn – Dunc Gray Criterium Circuit

Saturday 30 June  
1st Jnr Div TT- Luke Youngman  
(set a season best time again)  
1st Jnr Div 1 Critirium – Luke Youngman

## Bankstown Sports –Dunc Gray Criterium Circuit

2nd Jnr Critirium – Luke Youngman

## Southern Cross – Waratah Park

Sunday 14 July  
1st Jnr Div 2 road Race – Luke Yougman  
6th Jnr Div 1 Road Race – Luke Youngman

## ACT Junior Tour

1st in Stage One  
2nd in Stage two  
6th in Stage Three

Bonnie finished third in the combined U11 boys and girls GC and won the U11 girls GC which she was awarded the Yellow Jersey

Two of the stages doubled as the ACT Road Race Criterium Championships.

Bonnie won the ACT U11 Girls Criterium championships and obtained third in the SCT U11 Girls Road Race Championships

An exceptional young star – congratulation Bonnie on your achievements, especially winning the Yellow Jersey

# Racing Results

George Tragaris

## Rosemount Estate Open – 55km

Saturday 21 June

Women's A grade – 3<sup>rd</sup> Amber Jenkins

## Muswellbrook Explorer Road Race – 160km

Sunday 22 June

Women's – 5<sup>th</sup> Amber Jenkins

## Ride for Life – Centennial Park

Saturday 4 August

Men's Master 1st – Liam Kelly

Elite Women 1st – Amber Jenkins



Liam

Amber

Never has there been a more appropriately named race! **Ride for Life – A brief encounter by Adrian Atherton** Anton Allen, Paul Davies, Amber Jenkins and I were at the start line for this one. I forgot to mention Liam, however snuck in at the front just before the start in plain kit (tsk, tsk!) - I think he was going under the radar. All of this changed when we rolled out as the bunch set a furious pace up the hill and once around the corner Liam was off. I managed to hang on for about a lap, and I stress the "about". I think Paul was there for a few and Anton and Amber were with the main bunch until the end. A great day though and a fantastic race. This is the only day in the year when you can race in Centennial Park and I encourage everyone to have a go in either the Masters / Elite or even the Corporate Challenge. I just keep thinking of Erik Zabel in Hell on Wheels when he says "some days I know I will lose, however I just say – keep the gap as small as possible" (photos by John Revesz).

## ATTA 25km Time Trial – Calga

Sunday 5 August

Jeff Sofair – 40:01, 2 second pb and eagerly looking for another 2 seconds to join the sub-40 minute club.

Grant Hansen – 45:49

## RBCC criterium – Heffron Park

Saturday 11 August

2km Handicap

### Race#1

1st – Damon Wade

2nd – Bonnie Grant

### Race #2

Same result as for Race #1



Damon Wade & Bonnie Grant



# Racing in Mudgee

Adrian Atherton



## Mudgee 100km Mark Dwyer Handicap

Malcolm Brown and myself were on the start line and had little idea of the pain that lay on the roads ahead. My group rolled out and slowly picked up the pace through a steady paceline over the first 40-50km. There were a few rolling hills and we had shed most of the passengers and were operating like a well oiled machine. SCC riders should note – you do not have to surge and smash the group in a paceline to be going quickly. Slowly gathering momentum and keeping it smooth is ideal and we were doing this with a group of people that I had never ridden with before. Anyway, enough of the soapbox... My group caught the group in front shortly after the 50km mark and were then caught by a breakaway group from behind shortly thereafter. I made the mistake of trying to keep doing turns rather than sitting on. Every turn went to every other turn, which in turn (excuse the pun!) went to every third turn; then I got out of the saddle to bridge a small gap and felt the start of a cramp which was not a good sign. After being dropped, shortly after a couple of groups came through, including Malcolm's group and he seemed to be doing it easy. I then had the most uncomfortable experience on the bike where my legs completely cramped up at the 69 and 89km mark. Not good at all when you can not even turn your legs over once! Somehow I managed to spin the lactic acid out of my legs (or at least some of it) and rolled across the finish line a fair way back from the winners. Malcolm had fared much better and was only a couple of minutes back from the winners, I think.

Thanks to the SCC crew who were there on the finish line cheering for us, however a finish incognito would have been fine as well. Just to finish was a relief. Malcolm and I skipped the post race wine tasting to commence our recovery for Sunday. What happens on tour stays on tour, however the image of two blokes in a hotel room doing the splits upside down with their backs to the wall... oh yeah – what happens on tour.

## Mudgee 100km Peter Van Gent Graded Scratch Races

Grant Chellew, Barry Dosey and I turned up for the Sunday race, which seemed like it was going to be a lot easier as it was graded and shorter. The weather decided to turn that on its head and there was rain throughout the race. The first KOM proved to smash the bunch in half. I just held back and thought I would conserve my energy rather than contest the KOM, and they just kept going up, over and down and there was a huge gap to bridge.

So I was left with a group of others who suffered a similar fate for a lap and a half. It was fantastic to see Grant Chellew doing turns in the paceline. I had just seen Adam Ramanaskus make his comeback game for Essendon after a long bout with cancer, so to be involved in something similar a couple of days later was very humbling and put the rain and the race in perspective.

## Muswellbrook Rosemount Estate Road Open

Alessandro, Armon and I made the trip up and back in a day for this one, while Amber Jenkins stayed for the weekend to compete in both races. For anyone interested in knowing the history of places in NSW, Armon is an excellent tour guide and provided a running commentary for Alessandro and me along the way.

Again the pace was fast and furious, however I had Mudgee in the back of my mind and stayed with the group up and over the first main climb. After that the pace went up and down, however it was much easier to maintain. To cut a long story short, this one ended up in a bunch sprint and I could not wind it up at the end. I think I finished a few outside the top ten and was devastated to learn later that there was \$50 on offer for 10<sup>th</sup> place! Amber had a great result, coming equal 3<sup>rd</sup> in Women A.

On the way home Armon's narrations were replaced with the dolcet tones of his snoring! Personally, I preferred the commentary. We almost had an incident with a Labrador shortly after leaving Denman, which gave us all a jolt after the damage one of these did to a T-Mobile rider's front wheel in the Tour De France in the proceeding week.

## Retro to Nouveau

### Club jerseys through the years



The late 1970's saw the first club jersey which was made of wool – wollen jerseys of this period had a tendency to extend in length with every passing year, eventually doubling up as knee warmers. Mr. Don Bevis, founding member of SCC said "The chosen colours of red, white and blue were reflective of its membership at that time (Australian, English and French).



By the 1980's synthetics names like "coolmax" & "aircool" came into vogue for cycling apparel – easy to wear, light and shapely. Two similar jerseys dating from the late 1980's to early 1990's were produced. Vertical lines of old were replaced with multiple diagonal lines in the same overall colour scheme. For the first time, sponsorship logos were incorporated onto the jersey.

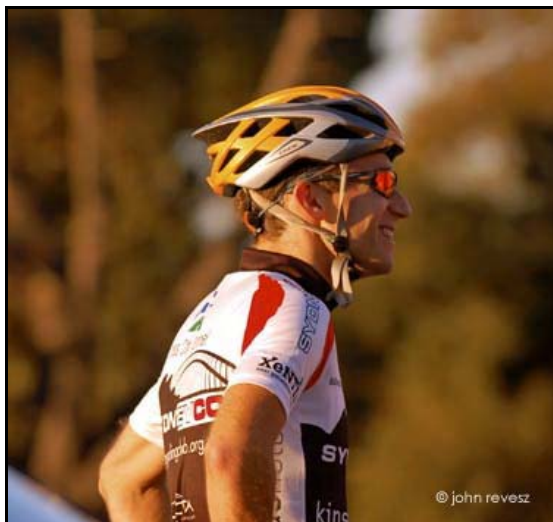


By the mid 90's a more dynamic "look" was required and so the Sydney Opera House "sails" were adopted. Four similar version were produced over a decade, lastley for the Club's 25th Aniversary in 2003. These jerseys have been very popular among its members and although it has been officially superseded by the impressive latest design it will still be seen for some time to come.



# Retro to Nouveau

## Secretary – Geroge Schneller



Impressive new design  
Sets the club apart  
From the rest

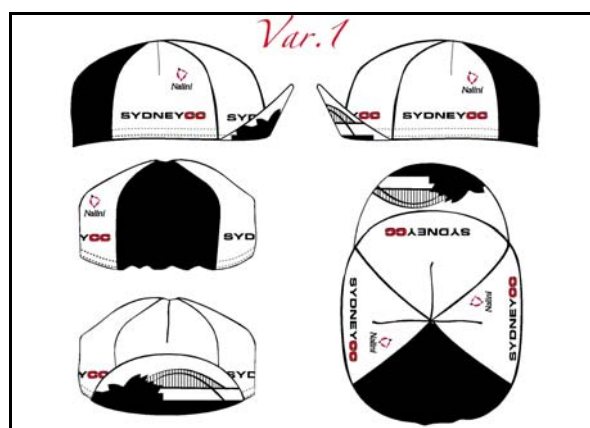


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**SPECIAL PRICE  
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# Tour Brief

## Tour Secretary – Julia Avakian



### Wyang 9th Sept



A scenic ride once off the Pacific highway – up Galston Gorge to Wiseman's Ferry for morning tea, then across the river to climb Mangrove Mt. towards Kulnura for lunch (140km). Steady touring pace (27km/hr) - regroup after major climbs.

Catch the train back to Sydney – 1.5 hours to Central.

Keep watching the weekly updates for more information

### Kangaroo Valley – 20-21st October



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

NB: Date change due to accommodation availability

### Bright (Victoria) - 13-21st November



Bright is situated in the Ovens valley offering a beautiful cycling landscape.

Enjoy a breath of alpine air as you test your climbing skills on the tough mountain slopes

Or

Play tourist and visit historical townships such as: Beachworth, Myrtleford and Yackandandah.

For more information go to the SCC weekly update

### Patonga Tour – 9th December



Before the weather really gets hot!

Enjoy a beautiful day of riding with water views to Palm Beach, a ferry trip across Pittwater, then take the old highway through bushland to your final destination

One of the best 160km day rides in Sydney.



# Social Events

## Social Secretary – Stan Genakis



There may not have been frog's legs or snails on this TdF menu but there was wholesome continental German fare – schnitzel, sauerkraut and greens, plus apple studel along with a compliment of flavoured german beers, served of course in traditional stien ware – more than a schooners worth. Breda Kelly kept us entertained with a TdF trivia which none of us did very well at; nonetheless Paul Davis' team took out fist prize – Harris Wines, kindly donated by Stan Genakis.

A fun night  
Thanks Stan & Breda

### Tour of Spain Dinner



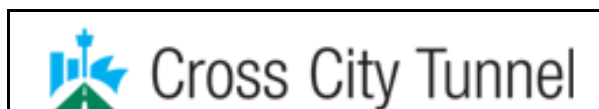
Great Spanish ambience  
at the  
Tapas Bar in Glebe  
Time & date to be arranged  
Keep an eye on the weekly  
up dates

### Club BBQ 4th August Hosted by Barry Doosey SCC President

Barry and Stan  
Showed what  
Excellent Domestiques  
They really are  
As  
Carnevores and vegivores  
were well catered for

A pleasant and most enjoyable evening

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## New Members

**Peter St-Amour.** I ride a 2006 Cannondale R1000 (black). I was relocated to Sydney for work from the UK. I joined the club to learn new routes, meet like minded people and improve my fitness levels. I grew up with mountain biking and have been riding for over 16 years now (Wales – wet & hilly). I enjoy road cycling too, particularly for the training they provide and the different skills required. The opportunity to experience the rides in Sydney and beyond appeals to me greatly. So far I have found the club incredibly well organised and open-minded, and I am sure this will continue to be my experience.



**Wendy Sass.** I came to cycling more by accident than design. Due to knee issues arising from my time as a netballer I took up spin classes at the local gym. From there it turned into borrowing an old bike which was more suited doing the odd shopping trip rather than the cycling I am into today. The old bike and I would never have climbed out of Akuna Bay! After six months of receiving ridicule and abuse, I bought a road bike and the required lycra outfit. I now have a silver Cytek Massimo. I joined SCC to gain added bicycle skills and mix with like minded people and improve my endurance. I enjoy longer rides. I've done the Sydney Wollongong twice, as well as two time trials up at Calga (over a year ago). I've entered the Around the Bay in a Day – Oct. Melbourne. I am hoping to qualify for a 3 day London to Paris ride in mid 2008.



**Scott Thompson.** I have been riding for about 10 years including a couple of years with SCC before turning my attention to Triathlon. After completing an Ironman a couple of years ago I decided that running was too hard on the body and then spent more time on the bike. I am currently training for the "Around the Bay - 250km" ride later this year in Melbourne. My road bike is an old white Giant Aero.



As new members we welcome you.

Your safety and the safety of others is very important to us

The club encourages you to read the etiquette booklet and obey the rules. If you are new to cycling, please make yourself known to the Club Captain – Armon Hicks, who will assist you. If Armon is not present introduce yourself to another club member who should be able to support you or direct you to someone who can.

Specific skill sessions are ran periodically throughout the year which you should consider undertaking. You will be under the guidance of Tanya Bosch who is a level 2 Cycling Coach – take this opportunity to become a safer and more efficient rider.

If you've been away from cycling for a bit and perhaps you are not as fit as you once were, don't let the ego rule you. Try and match your current level of fitness with an appropriate riding group. Others may be very fit from other sport disciplines but lack specific skills to ride in a bunch. The same rules apply – seek club member assistance; buddy up in an appropriate group until you have gained the necessary skills.

**New Members:**  
**Kash Ziaei & Robert Killick**  
**Welcome**



# Mudgee Madness

## Grant Chellew

Rain rain go away.....come again another day!

We did cop lots of rain in Mudgee, however the weekend away with SCC was still very enjoyable and very well organised .... Big thanks to Julie Avakian. Thanks also to Marcus Hodgson for the coffee machine, which has become a regular tour feature (it explains the constant flow of people in and out of his room – I hope!). The tour was very well attended by some twenty five people, including some new members and partners, and also visitors from Orange CC (following the previous SCC Tour de Orange).

### Friday

Grant Chellew was allocated a shared room with Barry Dosey so he arrived early Friday to claim the best bed and also got in some riding and outdoor Café time in the sun before the rains came. Nice dinner and catch-up at Eltons Pizza/Pasta restaurant for the early arrivals to the Tour. Unfortunately, Julie. was unable to attend after being struck down with a sudden stomach bug. She spent dinner spewing up in her room. Michael A. took some pizza back to the motel for Julie, but I was not game to ask how it went down (if at all)! A few of us went to the pub afterwards, to watch a bit of ALF and Rugby League. Stan Genakis (whose quote of the year was "I am half man – half beast") later headed off into the night looking to throw a leg over with the locals – no luck apparently.



### Saturday

90km tour ride to Gulgong. Maryanne Maher, Barry and Grant took the leisurely 60km route. Grant kindly allowed Maryanne to sit on the front for a short while and directed her through a flooded causeway, causing (*accidental pun*) her to crash at low speed. Needless to say, Grant who was following at a safe distance behind, did not follow the same directions, and made it through safely. A tour of Gulgong took about five minutes, Barry dropped the kids off at the pool, then coffee before the return to Mudgee, during which we suffered under some freezing rain. Kate Roberts. (riding back behind the main bunch at her own pace) even reported hail!

In the afternoon we cheered the SCC racers (all two of them) at the finish line of the Mudgee 100km handicap (in the rain). This is one the hardest races on the CNSW calendar, and new SCC member Malcolm B. did remarkably well in his first ever CNSW race. He started in a very strong handicap bunch approx half-way down the field and managed to stay with that bunch to ultimately be in the lead / winning bunch with about 20km to the finish line, only then dropping off slightly but still finishing not far behind the winner and well ahead of the majority of riders. Adrian Atherton. also raced the event for the first time and did well to finish after suffering two episodes of cramp. Both guys looked fantastic in the new SCC kit.





# Mudgee Madness

## Grant Chellew



Stan Genakis took us to the Andrew Harris Winery in the afternoon, for some fun wine tasting in a nicely converted shearing shed. Wine must have been alright, because a few dozen bottles were purchased. Some of us made our selections based solely on the label!

Excellent dinner at The Butcher Shop restaurant (yes – it once was a butcher-shop!) which was booked out by SCC, all seated around a single large central table – Very well done again by Julie A.

We had an interesting encounter with the locals during dinner – the picture says it all – don't ask



### Sunday

Rain overnight with fully overcast sky (rain looked imminent) in the morning, meant tour riding and racing was dubious. The racers (all four of us this time – we really do need to encourage more racing!), kitted-up we headed off to the start line. Barry and Malcolm were graded together in Division 3 and Adrian and Grant in Division 4. Still no rain, so we signed on and warmed-up. Malcolm wisely pulled out prior to the start when he realised that his body was not yet ready for racing two consecutive days. So.... we started ...then it rained...got colder...miserable.... Grant's balls fell off and rolled down the hill, so he withdrew half-way through the race and found Barry had done the same. If Grant had not withdrawn...he would have won! Adrian, in a show of tremendous courage, actually finished. Looking forward to a better effort and conditions next year.

Barry and Grant (still suffering from hypothermia) returned to The Butcher Shop for lunch and coffee, hoping to catch up with the SCC tour group, however we suspected that they were either out riding in the pissing rain or heading home. As it turned out - the touring group were the only ones who stayed dry - they only encountered a light shower en-route to Rylstone then got sunshine back on the return journey home; it was a wonderful ride apparently.

Over and Out – looking forward to next year.

*And remember – 2<sup>nd</sup> place is the first loser. Grant*

## Spain – it's not all paella

Leanne Veitch



Ever wanted to cycle in Europe but don't want the crowds? Looking for good quiet roads and nice countryside? Well I just happened to find a place in the south of Spain while surfing the net.

Mark Rogers who runs the cycling there really looked after me. I just took my pedals and shoes and used one of his bikes. We did a few hours cycling each day and did some tourist

sites in the afternoons. I stayed in a nice hotel in a little village and Mark and his wife, Margaret joins you for meals. It would help if you knew some Spanish! They have a few avid cyclists in the village and I hear there are a few good hills to climb. I did a category 2 and found that enough of a challenge. If you want to know more you can ask me or go to: <http://www.cyclespana.com/>



## Pino's Italia Spring Tour

10th Aniversery



Bormio



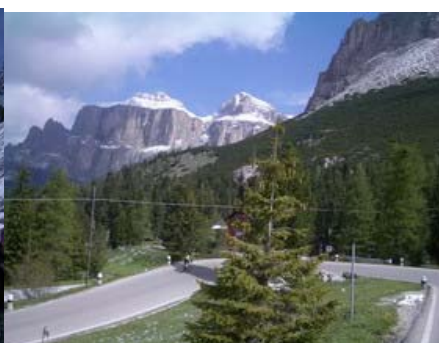
The Group 2007



Toscana countryside



Passo Fosfogano



Passo Pordoi

Steve Shein shares a few snapshots of his recent tour of Italy.

For the real story check out the current newsletter of **Italia Spring Tour** through SCC website



# A Stage of “Le Tour”

Alan Revell

Monday 16th of July 2007 the 15th L'Etape du Tour Mondovelo.  
The course: Stage 15 – Foix to Loundenvielle (199km)  
Five major cols including 53km of climbing, average gradient 7%.

For a “good and competent” cyclist (that is – the first British rider to finish L'Etape in 2006 who completed the reconnaissance for this year) - 41% of the stage duration would be climbing; 43% on the flat and 16% descending. For somebody perhaps a little less than “competent” (i.e. not the first British rider to finish L'Etape in 2006) – perhaps the percentages change! for some, perhaps over 7 - 8 hrs climbing for the day – climbing...errrrhhh...that means...UPHILL...seven hours (Forget that Green jersey stuff, this is most certainly for those who prefer fancier designs...maybe...Polka dots).



The Pyrenees are spectacular, the scenery exquisite with idyllic countryside, and quaint, beautiful villages – a cyclist's dream but grueling climbs.

This year the Col de Port de Bales, a first timer to Le Tour. Hitherto a goat track over the summit until paved last August, especially for Le Tour. Not particularly long at 19.2kms – but the last 6kms, like Le Mont Ventoux, is unprotected – no trees, no shade, no respite – and if hot, then very, very hot. The **Col de Peyresourde**, the 5<sup>th</sup> and last climb of the stage, about which Cadel Evans has subsequently said “*The 15<sup>th</sup> stage to the Peyresourde.....It was 55 seconds I lost to Contador there.....that was to me where I lost the Tour de France.*”

Again not long at 9.7kms but with an average gradient of 7.8% and reached at the 180km mark, certainly something to test the soul and perhaps the legs too.

The starting area closes at 6.30am for a 7am gun start so if you stayed in Toulouse, 90kms away as we did (booked out a year in advance) it requires a 4.00am bus departure from the hotel – shower, shave and ablutions commencing at 2.30am and a 0315am breakfast – forget the massage and rub down, this is an early start by any measure.



8500 riders take just over 30mins to clear the starting line; all roads of the route are closed, just like Le Tour – police escorts, cheering encouraging throngs, food stations, Pillion photographers perched on motor bikes taking all those embarrassing shots.

All participants wear transponders registering race number, name, sex, age category, and are thus automatically registered as one passes predetermined points. The sag wagon retrieves the transponder and race number based upon a predetermined time schedule – if one misses the time station then you are out, no arguments – Bang, that's it.....no matter how close you are to the finish line.



# A Stage of “Le Tour”

Alan Revell

Traditionally the finishing ratio is between 40-50% - about 3500 to 4500 make it out of the 8500 starters. This year maximum finish time has been extended to 12 hours, that's around 17.5kms per hour – based upon the difficulty of the course, finishing numbers are expected to be well down. 2007 is seen by the pundits as the toughest L'Etape in the 15 year history of the event; so why the hell am I here? – being the noted polka dot jersey wearer that I am..... not!



Six bristling young 30-35 year old merchant bankers from London and New York (colleagues' sons) and I line up, numbered 2160 plus (good numbers – last year the group was numbered 7500 which means there's not much of a peleton behind you if you have mechanicals) on a cool morning amid the thousands, panting in expectation of great excitement. My heart rate was around 65 -70 so needless to say – not too much panting or excitement from me.

7.00 am the gun goes, there is movement ahead and suddenly we are thrust upon the crowded streets of Foix. People are cheering, clanging cow bells, whistling shouting the chant Allez Allez Allez....Boy, what have I got myself into, heart rate is no longer 65-70.

The pace is brisk – all the panting and expectation is affecting brain function and reasoning (not mine I say – but I am indeed riding with them) – they can't keep this up for 200km, surely. The pace settles, 35 - 40kph in one continuous peleton as my heart rate slips into “comfort zone”

First Col – **Col de Port** 11.4kms – ave. gradient 5.3%, summit at 1,249 mt. On paper should be “easy”, rode it well – but still the eager ones are going hard – with some dropping away with a long way to go yet.

**Col de Portet d'Aspet** is next. A minor Col - 5.7kms. ave gradient 6.9%. A bit steeper than the first Col and yes “average” is a term that should be respected. What's the average of the six numbers: 1, 2, 3, and 97, 98, 99? = 50. Yes of course, well maybe, except one still has to account for the 97,98, 99's – one still has to climb the 10-12% gradients – notwithstanding the average.



The green and white jersey is my team

Descents OK, heaps of riders – low race number means basically better riders, most are keeping their line. Hot shots taking all sorts of risks – a major accident occurring at a nasty corner. Some descents are greater than 17% which is pretty steep.

I hit the flats – peleton perhaps 350-400 riders, maybe more, snaking away in the distance, a steady clip of around 48-52kms per hour. How far to go I ask? Sitting at the three quarter mark in the pack, big gears, head wind but protected – feeling good until the pack starts to break up and there are gaps to be bridged. Need this like a hole in the head. What the hell am I doing, where are my domestiques, to bridge the gaps.....who moi?



# A Stage of “Le Tour”

Alan Revell

By late morning first feed stop is a frenzy. Hundreds of riders clambering for food and drink . Its hard to eat but I force down some sandwiches. I push on through the crowded roads and villages. Throngs of people are singing, dancing, bell ringing, yelling and encouraging us along with the booming church bells. Allez Allez Allez...I am....I think to myself... Allez Allez.....nice looking chicks calling “Bravo Bravo Bravo” - what village was that again I ask?

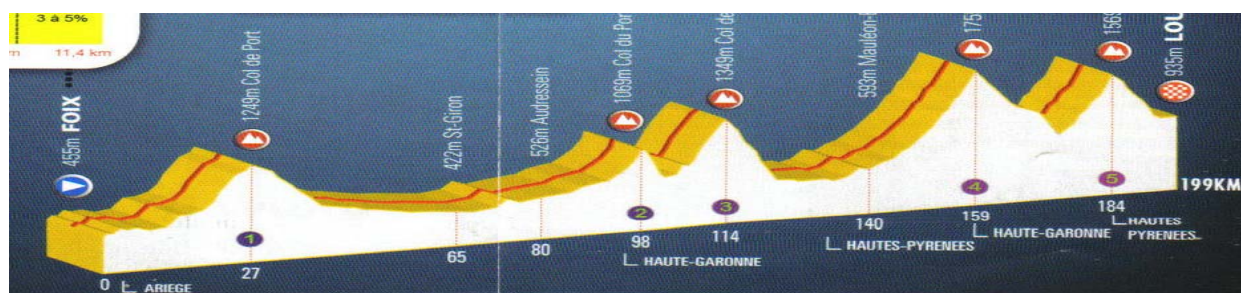
The weather has now turned from cool to warm to hot, my fluid intake has increased to combat the loss. Progress thus far is good; about one and three quarter hours ahead of sag wagon – so sitting comfortably at the moment. On gold certificate time (each age category has finishing placings and gold, silver and bronze certificates are awarded based upon actual finishing times compared to assessed times for category). There are “winners” for each category and an overall “winner” of the L’Etape was a 29 year Frenchman. Greg Lemond finished 701th

I hit the base of the third col – **Col de Menthe** – at around 11.00am 100km (4hrs) with the average kph well on track. Temperature were soring to around 35-40 degrees. Fluid loss by this stage was very high, the heat was starting to take its toll by 11.1kms average gradient 7.00% into the climb. Hogwash! – How the hell do they calculate these averages? - 1,349metre summit. Riders are dropping like flies, the heat is oppressive with little relief offered from any of the hairpins; riders are walking or sitting by roadside dowsing themselves down to reduce their temperature.

I’m wasting too. After an hour climbing this Col I stop, find what little shade there is along with 20-30 other riders and drench myself to keep cool – some relief, but I think perhaps I have not taken on enough fluid thus far and play catch up – which isn’t working. I restart, reaching the summit at around 12.40pm where the major food station lies. Perhaps a thousand maybe two thousand riders are milling around, restocking, lying exhausted, some looking good. I’m still an hour and half ahead of sag wagon – but now I feel depleted, drained of fluids, heart rate somewhere in the “no go zone” - hungry but can’t eat. I rest in the shade, eventually taking on fluids and forcibly eat as I think to myself – “I don’t have much left” . Preparation underdone significantly: dehydrated, insufficient calorie intake are all known possible impediments that need to be inforced pre,intra and post event. I should have but didn’t and paid the ultimate price.

I remount, descend to St. Beat – a small village on the finishing side of **Col de Mente**. Feeling no better on the descent I hoist the white flag even though I’m still well ahead of the sag wagon, but with nothing left (well not enough – I had driven the last two Cols the week before and knew what was in store. Maybe not such a good idea. Well....on the other hand!!!) I head for a bar and scull two beers and fall asleep, I wole up at 3.30pm.

Those who continued, like my colleagues, then climbed the **Col de Port de Bales** – 19.2kms, average gradient 6.2% (yeah....right..... except the last 6 kms 10-12% plus then the **Col de Peyresourde** 9.7kms average gradient 7.9% then a few nasty little nitpicking challenges as one heads for the finishing line in Loundenveille. My colleagues finished in 10.5hrs – a pretty good time but at 19kms per hour a bit below the 22-23kms per hour needed for gold in their age group.



# A Stage of Le Tour

Alan Revell

## Lessons learned – didn't respect or observe the fundamentals.

**Lesson One:** Must train over the distance. The ride is 200kms – so 130-150km preparation rides are not good enough.

**Lesson Two:** Fluid and food intake is critical. If it is hot in the Pyrenees, it is hot! Fluid loss is extreme, playing "catch up" does not work – I read somewhere about the need to drink enough.

**Lesson Three:** L'Etape and other Cycle Sportifs, as they are called are really not to be ridden as races per se. They are tests of survival and strategies that should be individually adapted to suit. At the 130km mark my average was almost 24kms per hour despite faltering on the Col de Mente. Probably gold certificate time for my age group. But..... I didn't finish. The objective was really to finish. Not my objective of course before I started – but in reality the only objective.

**Lesson Four:** One must really pace oneself. The adrenalin flows, there are heaps and heaps of riders champing at the bit, many of whom won't make it and there are of course those lovely bottoms we all like to follow but forget that they belong to young French damsels who were teething on the Cols in the Pyrenees and chew them up for breakfast and anyone who think they can follow them.

**Lesson Five:** Try to be located as close to the start town as possible. An 2.30am start - at 3.00pm later that day - starts to take its toll as well.

**Lesson Six:** I tried to "race" L'Etape which I still believe is possible for general standard riders if preparation and "lessons" above are observed. But some pre training in the region of L'Etape - either the Pyrenees or the Alps (depending on the year) in weather conditions expected in the region for the event would add significantly to one's competitive chances. I did a week in the Alps in late June – a lot of the major Le Tour Cols – but although my climbing improved it did not prepare me for the heat in the Pyrenees.

## In summary

Perhaps an experience of a lifetime. You need to book early if one is planning to do L'Etape (bookings open and generally close in first week in November). It may be best to go through a tour group who has pre committed spaces.

Oh and one other thing. Cadel Evans weighs I understand around 64kgs, Contador about the same and me at 82kg . You had better have heaps of horsepower available, the extra 18kg might assist on the descents and on those fast flat sections but it's a lot of house bricks to have in your pockets on the ascents.

As an aside, whilst in Paris, the French press was reporting the results of a recent survey undertaken in respect of Le Tour. Of those researched almost 80% believed that it was not possible to win a major bike race without the use of performance enhancing drugs. Perhaps the credibility of Le Tour does indeed have a long way still to go.

Will I do it again? ...Maybe...perhaps...I think so...yes.....bring on 2008!

Alan Revell (Digger)

# The Italian Way

## A pictorial tour – Marcus Hodgson & James Guthrie

It's May 24<sup>th</sup> and I've just arrived in Milan to meet James Guthrie – the Doc, part of his yearly Italian pilgrimage. Here is our journey and tales, tall and true (not the work stuff) following the last 9 stages of the 90<sup>th</sup> Giro'd'Italia. largely in the mountains of northern Italy and after the race in Rimani and the hills surrounding Padova.



Our travels started in

Milan, first stay at Stresa on the edge of Lake Maggiore. An afternoon jet lagged ride to Switzerland (about 65km) around the lake. My first Italian coffee, feeling better but not happy about the warm weather.

Day 2:

We rode about 80km to the start of the last day in the Alps for the Giro with a short individual sloping time trial. (718m over 13km). A great day having good chat with Matt White about SCC business and the issue of the president's message, before the time trial.



Day 3: We decided this was a tourist day. As everyone knows, cycling is a religion in Italy so we visited the Madonna Del Car Ghisallo which is a tiny chapel near Bellagio and beautiful Lake Como...Ah magic! This tiny chapel is at the top of a famous climb and is the patron saint of cyclists. Next door is a new cycling museum containing many of the jerseys and bikes left to the chapel in memory of great Italians cyclists, several of whom have died in accidents. For instance, Bettina donated his rainbow jersey in remembrance of his recent brother's death. We ended our transfer today at Bolzano (the gateway to the Dolomites) with a ride in the afternoon. Ever ridden through miles of vineyards on narrow tracks doing about 35km – fun! also flat, something that is not normal for

Italy. Although Balzano is in Italy, the main language is German so it's a bit disconcerting when you've just got used to saying 'grasis'. Bolzano's is know for the Iceman "Otiz" - 5300 year old frozen man.

We spend the next 4 days in Cortina in the Dolomites Mountains. Cortina was the site of the 1956 winter Olympics and is a key skiing resort in Italy. We stayed at a great traditional hotel called Hotel Menardi with a great bar and trattoria. Hills and more hills – 4 days watching hill finishes of the Giro, great food and wine. Riding in the Dolomite are not measured in distance, it's time in the saddle and how many meters up –fantastic riding with sun and snow.





# The Italian Way

A photo tour – Marcus Hodgson & James Guthrie



Marcus and Fed Moriini (ex pro rider) on Pordoi  
A big day – 2800 meters of climbing plus 130km...ouch!



Fred and Michael Wilson five times Aussie Giro rider finishing 8th in 1985



Day 9: Back on the 'flat' riding around Trento and then a bus ride to Lake Garda. A couple of relaxing days doing some rides around the lake and watching the 43km individual TT that passed by our hotel and the final day of the Giro in Milan. A lazy day and night taking in the atmosphere of the last sprint finish of the Giro and the sites of Milan – Bellagio

**The rides we achieved –  
All a must**

Passo Tri Croci  
Passo Tre Cime di  
Lavaredo

The 4 passes via  
Arabba: - Passo Pordoi,  
Passo di Sella, Passo di  
Gardena and Passo di  
Compolago.

Passo di Giau, Passo di  
Fedaia (don't do this  
one if you have a  
choice)  
Passo di Costalunga

and beautiful Lake Como. Bike heaven on earth! great tour. After the Giro we then spent a week riding in the hills behind Padova and to the republic of San Marino near Rimini (a big nightclub town) on the Adriatic sea.

On your next visit to Italy, a must is to take your bike to Bellagio and ride the hills to the Madonna, visit the museum and then descend over the pass back down to Lake Como.



# Gladiators in Lycra

Des Sullivan

*Des Sullivan packed his bike and joined 36 cyclists of all ages from Australia, the USA, Canada, UK and Bermuda to follow the 2007 Tour de France on a trip organised by the Brisbane-based company, BikeStyle Tours.*

*Des rode sections of the Parcours in Burgundy and the Alpes and climbed several mountains to sit by the road as firstly the Promotional Caravan, as then the riders went past. he recalls the rush and excitement of the Tour's finish in Paris.*



At first, I thought the American dad sitting two rows behind me would soon become very irritating. However his loud voice and updates to his nine-year old son, Jackson, soon became an integral part of the theatrical performance on an overcast summer afternoon on Sunday 29 July. "Now keep your eyes open Jackson - they will be coming into Paris very soon," he announced excitedly to all around him.

Jackson and Dad plus fellow SCC member Kevin Crowie, his wife, me and several hundred others were sitting in the Tribune Grand Palais, one of a series of temporary grandstands that had been erected on either side of the Champs Elysees. We were on the left-hand side of the road - directly opposite a large television screen. The race

went up the Champs Elysees in a lane opposite our position and came down the lane closest, giving us two close-ups during each of the eight laps.

Like the invading armies of past centuries, 148 lycra-clad gladiators thundered onto the cobblestones of the Champs Elysees and conquered Paris – and me!

Fighting back tears of joy, I looked to my right and watched the arrival of the echelon – led by George Hincapie and the Discovery Channel boys, protecting their man in the Maillot Jaune and eventual winner, Alberto Contador.

After watching the SBS coverage in Australia for so many years, it was eerie to be in Paris – I almost expected to see Lance Armstrong in yellow grinning as he followed the wheels of his lads.

My only disappointment was how quickly the noisy and speedy procession took pace up and down the Champs Elysees. Marking off the 16 times that I saw the riders flash past, I was soon turning to my right to await the final charge off the Place de la Concorde.

The noise of the grandstand spectators was deafening as the final sprint approached its climax. I fixed my eyes on a point adjacent to the 150 metre mark and tried to distinguish the blur of colour and straining bodies shuddering as race wheels bounced over the cobblestones at incredible speed. Then it was eyes onto the television screen to witness a very close sprint finish, captured perfectly by a camera that clearly showed the place getters - Daniele Bennati (Lampre), Thor Hushovd (Credit Agricole) and Eric Zabel (Milram).

With media reports of drug taking etc, however history records it, the 2007 Tour de France will remain vividly in my memory – particularly when I think of sitting on the Champs Elysees and recall the American Dad shouting to Jackson: "They are coming; They are coming!"

BikeStyleTours operate a variety of cycling tours in Australia and Europe. More details [www.bikestyletours.com](http://www.bikestyletours.com)

# Fat Tyres, Mud and Guts

Alyssa Rogan

Mountain bike land is starting to be a busy place at the moment. A smorgasboard of enduro dirt is on offer ranging from: 7.5 hour orienteering events, 8 hour cross country tracks, 100km point to pointers and your ever popular 12 hour and 24 hour races cross country circuits where people slowly achieve insanity by going around and around a 10-15 km circuit until they, or the timing flag, drop.

Tempted by the warmer climate and virgin dirt on offer we made our first selection! Mark Cash, myself and a bunch of merry bikers set forth for the National Marathon Championships held in Coffs Harbour. My folks live in a coastal village just south of the race so we made a dash late on the Friday night to make sure to capitalise on the accommodation opportunities. We awoke to sun, the surf and someone else cooking breakfast....mm. After a leisurely tinker getting the bikes ready we set off to banana land to rego for the race - sign up was in the local pub and it would have been rude not to partake of the refreshments. Did I mention how warm it was?.

The race had a few options 25km, 50km and 100km. As it evolved there was around 2000mt elevation throughout the 100km option - Ouch! General consensus was a breakdown of around 30 to 40 km single track and the remaining k's being fast fire trail. The 100 km options are generally a great option for non-technical riders due to the percentage of fire trail and smooth easy single track - having said this the recent rain had resulted in a challenging mud fest of slippery rainforest tree roots and lost traction in clay/mud holes. Every corner bought the fear of being dumped unceremoniously into the mud.

Mark made a mad dash at the start and 4 km in was in the leader of his age bracket. All was looking great for a SCC podium when tragedy struck. He tore around a corner, down the gully and launched himself off a waterbarjump which unfortunately happened to have a partner jump waiting on the other side. In mid air there was no way to alter the inevitable and those lovely crossmax rims bit into the next waterbar and supermanned Mark into the waiting trees. "Lucky" for Mark he was a short walk from the start and he and his bent Giant limped back up to our support crew. The support crew had maps of the 2 transition areas positioned at around the 50 and 75 km mark so Mark was able to offer food and drugs (he was good at this bit) as we suffered through the rest of the race.

The hills out the back of the course took their toll with some being so steep if I had had the traction to stop to walk I would have!!! The back wheel kept sliding around to catch the front as I fishtailed down the muddy gully/cliff and then tried to find a way to drag bike and myself up the mudslide on the otherside. Cleats became clay clogged and obsolete. I managed to pick up a boy at around 50 km and after a 20 km tussle for the lead we finally established it was much more enjoyable to chat for the remaining 30 km. New friendships aside a sprint finish was called 25 m out from the finishline and the noise from our respective support crews drowned out Craig Gordon's podium and award ceremony occurring at the same time. Craig Gordon (Blue Mountains rider and current world 24 hour champion) won the race in just over 4 hours. I can't remember my time but it was somewhere over 6 hr 30 min. Unbelievable to see the times that those top riders pull out under very tough conditions!. It was a hard day both in (and out, for some) of the saddle.

Mark left Coffs Harbour with a bump on his head, 2 arms that wouldn't go above his shoulders and a very bent bike. I left with a very sore arse and a silver medal. Mum and Dad of course fed us many carbs and offered much sympathy that night and we all were lulled to sleep by the ocean waves, quivering quads and a couple of nurofen plus Oh by the way boy won the sprint finish....damn it!

If you aren't confident re your mountain bike skills, the 100km events are a great starter as they tend not to be as technical. The next one: "the Angry Doctor" is south of Nowra on the 2 September. It has 10 km and 50 km options. The ever popular Highland Fling (10/11 November) is closer at Bundanoon and again there's shorter options.

Alyssa

## RIDING & RACING ECONOMICALLY



We all start a ride or race with differing amounts of petrol in the tank depending on our levels of fitness or relative abilities. If this was all that mattered you would expect the fittest and strongest rider to win the race or lead the bunch in at the end of a ride. Often this is what happens but almost as often it isn't.

Here are a few practical tips to help you to ride more economically. This is by no means a complete list but is hopefully enough to get you thinking about the how and why of riding your bike in a bunch.

### Don't be too noble

I have lost count of the number of times in a bunch where a rider does a solid turn and then gets dropped immediately afterwards as the turn that they did pushed them beyond their limit. They felt that they "had to do my turn". If you are under pressure, sit on and maybe miss every second turn that you would otherwise do. If doing a turn left you tired or breathless, miss turns until you feel recovered and then..... miss one more before you roll through to the front again.

There is more fitness value in staying with a bunch at speed than there is in killing yourself to do a turn, getting dropped and crawling the rest of the way on your own. If you adopt this strategy you will finish further up in races too.

In handicap races the more that stay together, the faster the bunch will ride. Missing turns if you have to so that you can freshen up to roll through occasionally is of more value to you and the rest of your group than you being dropped. Be realistic though, if you can do it, do it, If you can't sit on a bit and come through occasionally. In scratch races, if you find yourself at the front of the bunch, ask yourself "Why am I here?" If you don't have a compelling reason, drop back and let someone else do the donkey work.

### Where's the wind?

At any real speed, overcoming wind drag is what consumes the most energy and knowing which way the wind is blowing can make a large difference in performance over several hours. For instance; going south to Waterfall in summer, the prevailing wind in good weather on the way out is a Sou'wester. So if you are feeling the pinch ride on the left hand side of the bunch so that you are protected from the wind by the line of riders on the right. Don't be shy either. Ride almost handlebar to handlebar with the right hand line so that you maximise the wind shadow available.

If racing at Heffron Park, the wind direction will depend on the time of day and prevailing weather conditions. If there is bad weather coming it will be a cross headwind up the straight from either side, though more usually the right. If that's the case, this means rolling through on the left of the rider in front to minimise your exposure to the wind. If riding two abreast, don't ride a wheel behind the rider on your right so that you get greater protection. If you aren't sure which way the wind is blowing before a race or ride, pick up a handful of dirt and toss it in the air and find out. If it is a summer Nor'easter, meaning a tough head wind around the back of the course, get your turn done with a tailwind up the straight and let the less astute tackle the headwind around the back. If you have to do a turn around the back, get it done well before the first pimple so that the bushes on the right give you some protection. Being aware of these sorts of things will leave you with more petrol at the end of the race or ride which is what counts.

People remember who was strong at the end, not in the first 5 kms.



# RIDING & RACING ECONOMICALLY

## A good wheel

A 'good wheel' is a rider who can be used to your advantage. Ideally they will be:

Larger than you	<i>size matters when it comes to hiding from the wind</i>
Strong	<i>so you can rely on them to close gaps that may occur in front</i>
Ride at a steady pace	<i>so that you don't have to kill yourself to hold their wheel out of corners.</i>
Be tactically astute	<i>so that following them will have you at the business end of the race when it matters</i>

It also helps if you have an idea of the 'good wheels' relative abilities. An example is big Walter Rolli. He is a good wheel on the flat or when descending; strong, fast and safe. Just don't sit behind him when there is a hill to climb.

## Use your gears

Cultivate the habit of riding in the smallest gear that you can manage comfortably. If you ride big gears at low cadence all the time you will end up strong and slow. If you ride small gears at high cadence too much you will have good acceleration but no strength. You need a foot in both camps. Don't smash your legs in the first hour of a 3 hour ride. Ride sensible gears and still be there when it matters.

I was behind a rider on a fast ride to Palm Beach recently. He was big and constantly riding 2 or 3 gears higher than everyone else which was impressive ..... except that he got dropped after an hour and a half.

There is also the small gear version of this disease. Don't fall prey to either. There is an old saying about racing that still applies – "When you are feeling strong – save it". There is always an appropriate time in a ride or race to hurt yourself. Save yourself until that point.

*See you on the bike, Steve Hogg*

## Acknowledgments

Some of you may not know Ross Theo but he's been periodically assisting Tanya Bosch at the Club "skills sessions"

Ross is an accomplished long distance rider, completing Paris-Brest-Paris (1200k m) 4 years ago – under 90 hours. He's an obvious keen Audax rider and is considering attempting the ride again – any one out there interested?

He's currently undertaking Level 1 Cycling Coach Course. He's gained invaluable experience teaching bike skills to: school kids, adult beginners and adult city commuters, which involves Tanya too.

The Club appreciates your time and effort and most of all imparting those invaluable skills onto other members.

Thanks a lot to both Ross & Tanya

## Acknowledgments



George Schneller

Although George isn't in lycra much these days he's always busy and around at coffee for a chat

Recently George undertook to store, sort, repack and delivery the new club kit to it's members.

A job well done  
Good onya George.

# Performance Nutrition

## Are you cycling on empty?

Dr. Naras Lapsys



In this article I will focus on your specific nutritional needs any time you find yourself in the saddle, whether that be a club ride or during competition. In order to maximise your performance and get the best from your body when you ride, it is important to achieve the following 3 nutrition goals *whilst on the bike*:

1. Meet your hourly carbohydrate requirements
2. Remain adequately hydrated
3. Replace your electrolytes, **especially sodium**

### Hourly Carbohydrates

Whilst riding, it is not necessary or practical to try and replace your total energy needs. Although your body will be using a mix of fuels – fat, carbohydrate and protein, the only fuel in short supply is carbohydrate. For those of you that are number focused, **you should aim to consume approximately 1 gram of carbohydrate per kilogram bodyweight per hour.**

*(Elite cyclists - new research from the AIS suggests that during intense competition you may require up to 1.5g carb/kg bodyweight/hr – that is up to 100g carbs per hour!)*

Here are some carbohydrate food tips to help get you on the right track:

- 1 Bring a mix of sweet and savoury foods with you. The longer you spend on the bike, the more variety you need to avoid flavour fatigue
- 2 Sports drinks offer a distinct advantage over sports gels as they help you to meet your carbohydrate and fluid needs simultaneously
- 3 Try sandwiches (no crust), rolled tortillas/burritos with jam or banana or vegemite (*vegemite is great for sodium*)
- 4 Wrap your food in aluminium foil, not plastic – it is much easier to unwrap one-handed
- 5 Wedges of boiled fruitcake is a cheap, dense and flavoursome carbohydrate snack
- 6 Keep the cold weather in mind – powerbars and the like can get very hard and become difficult to chew, especially when you are working hard on the front.

### Hydration

The general concept is to drink enough fluid to match your hourly sweat losses. Based on the American Academy of Sports Medicine Guidelines and recent Australian research, it is likely that you will need to **consume between 600-1000ml of fluid per hour of exercise.** For the elite cyclists training at high intensity, you will need to be organised and make time to drink this amount of fluid. For those of you cruising along in a mid-paced club ride, there will be ample opportunity to drink and you will need to make sure that you don't over-consume.

A few quick hydration tips:

- 1 You tend to drink more if your drink is cooled (refrigerate your drinks on the night before a ride)
- 2 Pick a flavour that you like so that you are more inclined to drink appropriate volumes

# Performance Nutrition

## Are you cycling on empty?

Dr. Naras Lapsys

### Electrolytes and Sodium

Electrolytes, and in particular, sodium replacement during exercise is a controversial concept but one that is often forgotten in a food/drink cycling plan. Long distance athletes and runners routinely consume extra sodium during training; however this practice has not been followed so closely in cycling sports. Sports drinks, bars and gels are actually quite low in sodium, which can put cyclists at risk. Low blood sodium will affect your performance and may put you at risk of a condition called hyponatremia (low blood sodium as a result of over consumption of low sodium fluids above and beyond your fluid requirements). There are no definitive guidelines for optimum sodium intake but the American College of Sports Medicine suggests that you consume 0.5-0.7grams of sodium per hour during prolonged exercise. With sports drinks and gels being low in sodium it is likely you will require it from other sources.

Sodium suggestions:

- 1 Most bread is high in sodium - add the vegemite and *presto!*
- 2 Add a gastrolyte sachet to a drink bidon
- 3 Toppin salt tablets are sold in pharmacies – after crunching them up, drink a good mouthful of water to wash them down

Your nutrition plays a key role in your cycling performance. Be aware of your needs and find a way to achieve your nutritional goals whilst on the saddle – you will reap the rewards!

If any SCC members are interested in a “fluid losses assessment” during a club ride, please express your interest either to Naras or through the Newsletter Editor to arrange an appropriate time. *Naras is a relatively new SSC member, you will find him riding a black and silver Pinarello Galileo. He has a general and sports nutrition one-on-one service called The Body Doctor, at Bondi Junction.*

Naras is interested in what you want to know about nutrition so send in your request to the Newsletter Editor.

If any of you received Sustagen Sports powdered sachets recently, Naras was the man responsible – Thanks for your kind consideration.

Be part of the Newsletter  
Send in your articles  
by 16th October  
to  
[Frankieandpete@iprimus.com.au](mailto:Frankieandpete@iprimus.com.au)  
Or by post  
Frankie Hopkins  
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Petersham 2049

We want  
to hear  
from  
YOU



## Your Space



### The Italian Job

A special "one off" club kit was produced to make Alessandro feel a little more at home....what we do for members!



### Saddle Sore?

Phil Arndt

Completes his Saturday ride out of the saddle after losing it somewhere en-route



### Masked rider

Cold weather  
Calls for drastic measures in the case of Grant Chellew's



### Position Position Position

This year saw many members heading off to Europe for the summer and its sunshine and of course a birds eye view of the biggest cycling race in the world

Tour de France.

One such lucky members was Simon Forsyth who had the perfect position.

Standing in the doorway of his rented house in a little village in France

The grand tour passed before him

Simon shares these two photos with us

Thanks Simon



Congratulation  
Cadel Evans  
Highest placed Australian  
Since Phil Anderson  
(5th) in the 1980's

# Your Space



## Something in common Surgery.

Walter had his troubled appendix removed mid July and will be on the bike before this newsletter is out. Sally had reconstructive surgery to her shoulder and won't be on her bike for a few more weeks yet and as for Reg; he's sprung back like a well oiled bed spring after having a hip replacement.

## Daylight Saving – Early Reminder



Sunday October 28th 2007 –  
clocks go forward an hour

On June 27th the Premier announced that legislation would be introduced to provide NSW residents with extra daylight saving. A Bill is presently before Parliament and will be debated when Parliament resumes sitting in September 2007.

If the Bill is successful there will be no changes till 2008

## Winners of TdF Tipping Competition

1st	Simon Pardy	15 points
2nd	Sam Haynes	11 points
2nd	Matt White	11 points



Congratulations to  
Stuart Evans  
who celebrated his  
60th Birthday in June

This quiet  
Yorkshireman was  
taken completely by  
surprise



After about 6 weeks off the bike Glen Butterworth was looking forward to his first Saturday ride. Only problem was he got a puncture. Not to delay the group he said "go on I'll be right" - all alone with the wrong cycling pump. Glen ended up walking home.



## The Flying Scotsman

A film based on the life of  
Graeme Obree  
Breaker of the  
Hour Record

The film was released 16th Aug.  
If you don't have time to read the book  
then perhaps the film is your best bet  
Get and see it

## Do these belong to you?



Found at the  
Service Station  
Sutherland  
11/8/07

Please contact  
Frankie  
95601595



## Your Space

In recent weeks there has been some major road repairs and landscaping along Military Rd and Bunnerong Rd. The roads are smooth with new leafy traffic islands and car spaces along either side of the road.

Although most of the major work is complete there is still minor landscaping going on so please take care when cycling through this area



The new entrance to Yarra Bay Bicentennial Park

located at the lower end of Military Rd



A beautifully smooth Military Rd. Devoid of potholes



The top end of Bunnerong Rd has been resurfaced but the lower end is still somewhat shabby



One of the many new walkways – adjacent to Botany cemetery – this area was once a rubbish dump

The Age Melbourne  
Dan Harrison (journalist)  
July 26, 2007  
Coroner Condemns Hell Ride



You may recall that Mr. Alen Revel brought this story to our attention in the last SCC Newsletter. In brief the state Coroner Graeme Johnstone found the death of an elderly man struck down by a cyclist on Melbourne's notorious Hell Ride was "unnecessary and preventable"

The cyclist has been charged with failing to stop at a red light, a charge that carries a maximum fine of \$215, and is due to appear in the Melbourne Magistrates' Court next month.

If you wish to read the full article it can be viewed online – The Age Melbourne

Don't risk take – it may cost someone their life



# Off The Back & Personal

## With Sammy Vella



Q1. What tickles your fancy?

*A Good ride and good friends*

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

*Some say I'm already lost in the seventies*

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

*I suppose a little bit of Both*

Q4. Is there a passion in your life?

*All aspect of fitness*

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

*Kangaroo Valley Tour*

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

*Old volkswagen cars*

Q7. What disappoints you the most in people?

*People who don't keep their word*

Q8. What's your favourite food?

*Anything that mum cooks*

Q9. Do you have any regrets in your life?

*Not getting more of an education*

Q10. What's the best body asset you have?

*If I had to say anything it's would have to be, "my good side is my backside"*

Bonus Q. Would you consider yourself a quiet person?

*Yes! until you get to know me*

## Club Rides

Day	Time	Meet	Ride Description
<b>Tuesday</b>	<b>06.00</b>	<b>Cannons</b>	<b>La Perouse Ride</b> Two bunches: Fast or Steady. Takes the same format as for Thursday.
<b>Wednesday</b>	<b>06.00</b>	<b>Cannons</b>	<b>Girls Paced Watson's Bay Ride.</b> One of the more popular rides – the girls lead the way, re-grouping after all the climbs. Back at approximately 7.20am at Bondi Junction for coffee. An alternative fast group go off first.
<b>Thursday</b>	<b>06.00</b>	<b>Cannons</b>	<b>La Perouse/Anzac Parade/Malabar.</b> Approximately 35km. Fast clip (35-40ish km/h) with three even faster (40-55km/h) intervals. Back at approximately 7.00am.
<b>Friday</b>	<b>06.00</b>	<b>Cannons</b>	<b>The 3 Beaches Bondi/Tamarama/Bronte</b> A good warm up for the weekend with a quick pace up Military Road then back along Campbell Parade towards Tamarama Beach. From there it's onwards and upward to Bronte. Back at approximately 7.00am at Bondi Junction for coffee.
<b>Saturday</b>	<b>06.30</b>	<b>Cannons</b>	<b>La Perouse Ride.</b> Approximately 45km. Three bunches leave the park rolling easily until the turn around point at La Perouse. The first two bunches pick up speed, turning at Duffy's Corner, pacying along Anzac Parade to the U-turn at old Prince Henry Hosp. (2 loops). Then the ride hits the hills through Maroubra and Ranwick before heading back to the park for coffee around 8.30am The third bunch is slower with an emphasis on bunch riding and does a slightly different route after the turnaround point of La Perouse into the back streets of Little Bay.
<b>Sunday</b>	<b>06.30</b>	<b>Cannons</b>	<b>Waterfall Ride.</b> Approximately 90km. Two bunches leave the park to Waterfall, medium to hard ride, out at 28-35km with some riders turning round at Sutherland (60km). At Waterfall smaller groups sometimes go on to Stanwell Tops (120km) or back through the Royal National Park (110km). The main bunch U-turns at Waterfall, pacyline back to Sutherland, collects the stragglers, then a fast ride back to the park or a more medium paced ride, medium/average fitness level. Waterfall rides finish back in the park at approximately 9.30am
<b>1st Sunday of the month</b>	<b>06.30</b>	<b>Cannons</b>	<b>Akuna Bay.</b> One or two different paced bunches head north to Akuna Bay (100km) via Wakehurst Parkway and Church Point. Those wanting to miss the hills can take an easier route by skipping the Akuna Bay turn off and regroup at the top of McCarrs Creek Road. The ride returns to the Park via Forrest Way and the Spit. Back at the park by 10:30am.

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

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