



The Sydney Cyclist

Official Newsletter of the Sydney Cycling Club
June 2003 Edition

Inside this Edition:

Ken Dinnerville Reports
Cootamundra Report
Kangaroo Valley Tour
Time Trail Rules and
Regs.

Regulars:

Presidential Words
The Secretary's Desk
Club Captain
Racing Report
Social Scene
Touring Time
Boutique News

For Sale

Club Calendar

Contact List

Thanks to all contributors



French about to dust Fiedler

Photo Phil McKnight



Our new apparel!!



**Celebrating our
25th Year in
2003**



Calling all Team Time Trialists !

Yes it's that time of the year again. The Annual NSW Team Time Trial Titles are being held at Calga on August 17. This year we hope to field 2 Masters, 1-3 Men's Teams, 3 Masters Women's Teams and a Women's Open team. We had fantastic results in the women's event last year placing 1st and 3rd - hopefully the men can make up for an unlucky day last year and take their place on the podium along with the women.

As I write this Tanya Bosch is already underway organising the women's teams and their training, although I think she is looking for volunteers to assist with the coaching. While the men are a little slow off the mark, and should be starting some skills sessions and team rides soon.

If you are interested in competing in this event please contact either Tanya Bosch or myself. Of course after the race we will be getting together to hold the now infamous "Feats of Strength" where we have a chance to let our hair down and hopefully toast the winners!! (Not to mention the chance to bench press some of the members of the women's team!)

Racing News

Congratulations must go to the winners in the Inaugural SCC Road Race Championships held last weekend. We had plenty of winners on the day - Richard Dodds winning A Grade, Alex Garofalo winning B-grade, Gavin Russell - C-grade and Vikki Bishop - D-grade. A great turnout and result in this new addition to the racing calendar.

The next event on the Club Racing Calendar is the 2nd round of the Hillclimb championship on 21 June. This is a good chance to bag some easy points in the Club Point Score championships as in past years attendance has been down on any events held in the colder months. A good reason to get out of bed when it's dark! Can anybody challenge Pete "The Machine" Scott in this event?

Touring News

The weekend following the Hillclimb sees the Hunter Valley tour taking place. This is a great tour run on the same weekend as the Rosemount Open. I would encourage anyone who has not done this tour or race to think about it as it really is a top weekend away from the hustle and bustle of the big smoke.

Social Events

We are pleased to announce later in the newsletter our New Members Dinner, please make an effort to come along and welcome new members to the club. As always, the social events are the third string to the SCC Bow - Racing, Touring and Socials. Make sure you get in quick to book your place as this is sure to sell out.

From the desk of the Pres....

As for your President, well you may be wondering if I am riding my bike at all, as I have rarely been seen on the club rides in the last few months. Well, as I mentioned last month I am off to France for Le Tour and I have to say my training has consisted of a diet of 2 Interval Sessions mid week and also a Saturday trip to Macquarie Pass for the last 6 weeks. I am pleased to say that I am finally climbing the 7km of Mac Pass without nearly dying 10 times over. All this will help me to survive the Alps and Pyrenees rides that I am planning, but the program doesn't leave me much time to ride with the club, but believe me I am on the bike daily.

I'm looking forward to sending next month's report from somewhere in France and for all of July you can follow my trip and insights into the biggest bike race in the world from the comfort of your office or lounge room as Malcolm Wade and I combine talents to post my TdF diary and photos to the web. All the details in next month's report. From all reports of the site we posted in 2001 this is a great way to see Le Tour from the eyes of a spectator. In case you missed the 2001 site and for a preview of this year's site you can check it out at <http://www.nycolor.com.au/France2001/Accueil.htm>

Until then, keep riding in the cold and dark and remember - call the holes!!!

Paul

From the Secretary's Desk George Speaks

- ❖ Once again a reminder to all club members - kindly notify the club secretary gschnell@bigpond.net.au of any recent changes to your contact details - if you wish to receive communications regarding SCC club activities.
- ❖ Thanks to all members who competed or handled at the SCC inaugural road championship and helped to make it such a great success. Our very special thanks to Alan and Leigh Revell for inviting us back to peaceful Brigadoon for a post race BBQ.
- ❖ Have you visited the club's new notice board yet? If not, take a look at the SCC website. If you have an item you would like posted, send it to George Schneller gschnell@bigpond.net.au or Malcolm Wade Malcolm.wade@bikerider.com our hard-working Webmaster and Newsletter editor.



Be careful out there

George

Editor's Column

Malcolm Wade



Here we are; another month, another newsletter.

In this month's edition we've had a rush of racing articles; be it various open road race reports from a number of sources or results from our recent SCC Road Race Championships.

We have a report from the recent Kangaroo Valley weekend Tour from our Tour Secretary plus, an invite to attend the next weekend tour in the Hunter Valley. Personally I'm a little worried given that Richard, our Tour secretary took out the 'A' grade Road Race trophy this past weekend. Goodness knows what the pace will be like for this weekend! (only kidding Richard).

Our Social Secretary has reappeared from her work duties, dusting off her SCC organising hat and started working on the new members and post Tour de France dinners. Always a great set of events I encourage you to attend. Look out for the e-mail invites or contact her directly for information.

You will notice some candid photos of our new, super stylish SCC apparel being worn in various poses by some willing and by the looks of things, not so willing models. Thanks to my spies for sending the photos to me.

Our club captain has been putting pen to paper, extracting old cycling knowledge from his dark past to pass on to us all.

Finally, a reminder about the club website. You get this newsletter on a monthly basis, the web site is updated weekly, more often if there's information to pass on. Please visit the [members section](#); there's all the race results, current pointscore totals, a members notice board on which information can be posted, the full event calendar and much much more.

'til next month, take care on the road.

Malcolm



Digger and Walter indulging in their second favourite passion!

Sydney Takes on Dapto

By Daniel Haynes

Despite the sun failing to shine at Dapto, SCC riders produced some glowing efforts in the latest hit-out of the year. A relatively inexperienced group of seven saw Tim Rice finish sixth overall with the last Sydney rider coming in at 64th place.

Atrocious conditions greeted participants of the 47th Annual Ken Dinnerville Memorial Handicap, held just outside Wollongong. Twelve hours of constant heavy rain leading up to the start caused a reduction of the 198-strong field. The rain abated somewhat for the start of the race but 134 riders did have to contend with constant (although light) rain throughout the race. The downpour also left various parts of the course – a 30km loop consisting of rolling hillsides with one major climb on poor quality country roads – underwater, adding an extra dimension to the battle.

Despite the vain attempts of SCC race secretary Debbie Pearce, Bruce Mills – the NSW State Handicapper – took it upon himself to rearrange the order of SCC riders. Steve Alperstein was given the honour of leading out the race with the 32-minute limit bunch, followed by Kevin Black & Richard Dodds (28 mins), Steve Orfanos, John Revesz & Tim Rice (25 mins), David McHugh (22 mins) and Daniel Hynes (16 mins).

First-timer Steve – obviously feeling strong – broke off the front of the limit bunch and led the race for the first 30km. He lapped up the limelight and gave the sponsors great coverage. With his own personal escort of lead and following vehicles, more grandiose visions appeared in his head. His hope of staying there all day (a la Virenque) ended abruptly when the Richard Dodds lead bunch finally caught him.

Meanwhile the 25 minute bunch with Tim, John and Steve were closing the gap on this lead group. They finally caught Steve and the others around the 65km mark, and began their attempt at glory.

Behind all this, the semi-pro racers were feeling the pinch. Due to the depleted field and the appalling weather, there was little enthusiasm in the chase. Scratch caught the three-minute (block) group at the half way mark, but failed to make headway into the gap to the six min bunch. The nine and twelve minute bunches also struggled to come together, giving the groups upfront a serious chance of staying away and collecting the booty.

The 14-minute bunch quickly swallowed up a seriously depleted 16-minute group containing Daniel Hynes and only six other riders. But this quickened up the pace

and they managed to put a dent into the lead groups lead.

But this group (consisting of riders from bunches between 22 to 32 min) was looking very strong and appeared to be the biggest danger of the day. David McHugh, riding his first Open race, was ready to pounce but suffered a puncture on the last lap and retired. This left a group of SCC riders (Tim Rice, Richard Dodds & John Revesz) eyeing off the prize money.

On the last lap the gaps were falling fast. But the tough Mount Marshall Road hill sorted out the men from the boys. Various groups were split apart and several riders from the 12 and 14 minute bunches managed to bridge the gap in the last 10 km over the fast rolling section after the hill.

As the finish line approached, the pace picked up spitting out the back SCC riders Richard, John and Steve. Some huge efforts from these riders meant the damage was limited.

The sprint to the line saw Philip Barden (Parramatta) win from Brian Radcliffe (Hunter District) and Will Gray (Randwick Botany). Without the help of the SCC lead-out train, Tim Rice put in a great effort to finish sixth. An even better result had beckoned but the exact position of the finish line was unknown to him!

Richard Dodds put in a great effort to roll in only 56 seconds later and pickup 22nd place. An absolutely exhausted John Revesz showed he never leaves anything on the road, giving 110% to come in 24th.

A fast approaching, although thinned out group consisting a mixture of 12, 14 and 16 minute bunch riders (including Daniel Hynes) followed some two and a half minutes later. What was left of the scratch and block bunches rolled in about seven minutes after the winner.

In the end, the handicapper did a relatively good job with the bunch sprint consisting of three from 12 min bunch, four from 14 min bunch, one each from the 16 and 19 min bunches, three from the 22 min bunch and two each from the 25 and 28 min bunches.

After a long tough race, all SCC riders finished (apart from McHugh's mechanically-caused DNF), which is a magnificent effort. With five competing in their first Open races, it proves anyone can give it a go. As sixth-place winner Tim Rice commented, "bloody wet, bloody hard and bloody good fun"!

My First Open Road Race

By Richard Dodds

It was Sunday 25th May 2003, time for the Ken Dinnerville open road race. The weather was atrocious that day and during the drive down to Dapto there were several times where I thought "forget it; no one in their right mind would race in these conditions". On arriving at the Dapto High School, the race start location, and seeing all my SCC mates getting ready to race I couldn't help myself and with 15 minutes to go before race start I signed on and quickly kitted up.

I was given a fairly generous handicap, 28 minutes before the scratch bunch and between 3 to 12 minutes over the other SCC starters. I did have Kevin Black for company though and with a bunch of about eight riders we headed off steadily and cautiously in the drizzly conditions.

The first 50kms were steady but not easy with Kevin and I doing too much work on the front. The only mishap was at one of the turns when Kevin's front wheel dropped into a deep water covered pot-hole? He was lucky not to come off.

At about the 55-60km mark the 25 and 22 minute bunches caught us and I was now in the company of Tim Rice, Dave McHugh, Steve Orfanos, John Revesz and Steve Alperstein. This is where the race got interesting. It was a real buzz to be zipping along with about 30+ faster riders.

The rain had started to come down steadily now and there was a lot of water on the road. The sun glasses which worked ok in the light rain were totally useless in the heavier weather. I got rid of those pretty quickly as the bunch approached the major climb in the ride for the third and last time. I was toward the back of the pack and thought....not good....and was able to make a move on the climb overtaking most of the bunch. I

could see Tim Rice about 50 metres in front approaching the crest and I thought if I can just get that wheel I'll be right. I was on the seat spinning fast and managed to make contact just as Tim and another rider crested the hill. As I suspected the Rice Cake put the hammer down for a 60km/h run down a fast section of the course.... this was definitely the highlight of my race.

With about 10km to go I figured I was setting myself up pretty well to finish with the lead bunch. Three or four really fast guys came past at over 55km/h on the flat, Tim jumped onto the back and I didn't but still managed to hold the pace of the main pack.

I now found myself toward the back of the pack again and noticed the pace drop a bit as we ascended the steady grade to the last left-hand corner. At this point I noticed the front of the pack was pulling away from the last 6-7 riders in the bunch, which included me. A 20metre gap quickly turned into a 50 metre gap and at that point, with about 6-7km to the finish my race was over, I'd been dropped.

I'd like to think I had enough left to stay with the bunch but the tactical blunder of allowing myself to slip to the back of the bunch and then hesitating to go hard when it counted finished it for me....this was definitely the low-point of my race. I finished approximately one minute behind the winning bunch in a time of 2 hours 32 minutes.

It was a great experience for my first open road race. I'll do a lot of things differently next time and I'm raring to go on the next one.

Richard

Ken Dinnerville Handicap Results – Sydney Cycling Club

Name	Place	Handicap	Finished Time	Corrected Time	Average Pace
Daniel Hynes	34	16 min	2:36.17	2:20.17	38 km/h
Tim Rice	6	25 min	2:33.43	2:26.43	37 km/h
John Revesz	24	25 min	2:36.11	2:29.11	36 km/h
Steve Orfanos	45	25 min	2:37.10	2:30.10	36 km/h
Richard Dodds	22	28 min	2:34.50	2:30.50	36 km/h
Kevin Black	52	28 min	2:38.12	2:34.12	35 km/h
Steve Alperstein	64	32 min	2:40.19	2:40.19	34 km/h
David McHugh	DNF	25 min	n/a	n/a	n/a

Some other interesting stats:

- SCC had the third highest number of club members finish the race.
- Based on the average placing per club, SCC finished 9th (out of 25 clubs represented).
- Fastest was Robert McLachlan (Canberra) in a time of 2:09:27 (42 km/h).

Full results can be seen at <http://www.nsw.cycling.org.au/files/070.htm>

Cootamundra here I come

By Daniel Hynes

Finally it had arrived. After various club races and a CNSW Kermese at Newcastle, I was finally preparing for the first open road race of the year, the 2003 Cootamundra Handicap races. I felt both excited and nervous as I had two hard days of racing ahead.

After travelling down from Sydney on the Saturday morning and checking into the hotel, I was ready to roll. A beautiful afternoon in the southern highlands had greeted about 150 riders at Cootamundra. My initial nervousness quickly developed into trepidation when I discovered I had received an extremely tough handicap of 11 mins (from scratch). Never mind, I thought, I just do as little work as possible and try and hang on.

At 2pm, the limit riders (starting at 23 mins) headed off to start the 70km Cootamundra "Haycarters Open" Handicap. Before long I was on the road and the pace was on from the word go. The pace was hovering around 45-50km/h and I was already struggling. After 20km, we hit the first major hill and the pace got even tougher. The elastic band connecting me to the bunch finally snapped and I was spat out the back.

I waited for the next bunch to come through but the problem was they were travelling even faster than my original bunch. I stayed on for a while but eventually lost contact again. A relatively flat section (after 40km of racing) allowed me to regain my strength and I gritted my teeth and gave it everything when the next bunch came through. This bunch happened to contain such people as ex Australian Champion Eddie Salas and ex Olympian & current ACT Champion Rob McLachlan. Fortunately, I was not the only one dropped and we eventually formed a good little group that stayed together to the end.

The ride home over the final 20km was exhilarating. Our group consisted of several scratch riders and one or two other riders like myself. Although we were never going to catch the scratch bunch again, we hammered along the Cootamundra hillside at over 50 km/h. In the end, we didn't finish too far behind the main group but enough to put us well back in the placings. I was absolutely buggered but satisfied with my ride.

A hot bath and an early night meant I woke up feeling good. My legs felt a little heavy during the morning

warm up ride but relatively good. I cannot recommend enough the importance of warm-up and warm-down rides before and after an Open road race, particularly handicap races. You just don't get one minute to work yourself into the race. You need to be ready from the word go.

Anyway, I headed into the Sunday's 80km Cootamundra "Haycarters Recovery" determined to keep pace with my group. The handicapper tried to help by putting me out one group to the 13 min bunch but it was all in vain. The Recovery, as they call it, is along relatively flat road out to Coolac and back. This lulled me into a false sense of security again because the pace was even higher than yesterday. I couldn't believe it when I looked down at my speedo and saw we had been averaging 47km/h for the first 20 km. We were only a quarter of the way through! But I felt a lot better than yesterday and I was doing my share of turns on the front.

Then came my first and last fatal mistake near the halfway mark. Coming over a slight rise, I relaxed for no more than 10 seconds, keeping my eye on the last rider of the bunch. Unfortunately, this rider had fallen off the back of the bunch and we had suddenly lost contact. We never had a chance to get back on, particularly with a headwind.

As like Saturday's race, I struggled to hang onto the faster bunches coming through. After busting my gut for another 20km I finally turned down a notch and rode home with a small group of fellow wounded warriors.

I eventually crossed the line some 10 mins after the main group finished. After a 20 min warm down, I was packing up the gear and heading home. While I didn't threaten to take away any cash, I did have a magnificent time. The experience I gained was immeasurable and has really set myself up for the rest of the season. I have now caught the racing bug and am keen to try it as often as possible. I recommend it to any one thinking about it themselves. Just give it a go, you won't regret it!

Daniel

Clarence St. Cyclery

THE ULTIMATE BIKE SHOP

104 Clarence St, Sydney NSW 2000

Phone: 02 9299 4962

Fax: 02 9261 3802

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

Email: info@cyclery.com.au

Touring with Richard Dodds

Hi Everyone,

How's the riding been going during the last month? Know one bunch of riders who should be feeling pretty fit after some serious hill work. The weekend of May 10th-11th saw a full house of 24 SCC members roll up for the Kangaroo Valley Tour, one of our premier tours of the 2003 season. The gods must be smiling on us because amongst all the foul weather we've had over the last few months that May weekend was close to perfect for cycling.

Saturday's ride was a beauty, fine conditions with a bit of a breeze early on. We hit the road shortly after 8:00am. Those that love their hills were not disappointed with the 7 km climb out of the valley. The "WALL" as it has been described can certainly take the sting out of even the fittest riders so there was the odd red face at our first stop at Fitzroy Falls. All made it up no problems with the only casualty being Tim's rear tube.

This year we took a clockwise route on the loop to Robertson and as if the Wall wasn't enough the hills just seemed to keep coming. Unfortunately for Walter Rolli and Jeff Sofair, mechanical failures put a stop to their day's ride and having the sag wagon on call came in very handy.

There are some great steady but tough climbs along this leg of the ride and I'm sure we were all glad to pull up at the Old Butter Factory in Robertson for coffee and home-made scones ... a very yummy addition to this year's tour courtesy of Alan Revell. Alan did another fine job in helping me organise and run this tour and without his charm and charisma the KV tour just wouldn't be the same. Thanks mate.



Our lunch stop at the Post Office Café at Bundanoon was very pleasant. A sunny courtyard with some really comfy sofas made for a relaxing break before the ride home. Breeda and David thought the WALL just wasn't enough so with a few others including Tim and myself we did the leg out to Exeter, the turn around point for the journey home. The full Saturday distance was just on 170km, a solid ride considering the terrain.

Sunday morning in KV was cool and clear and looking like another great day. The route took us up KV's eastern range ... more awesome climbs. The ride up to Bellawongarah and onto our morning tea rest stop was very challenging especially having spent all Saturday on the bike and even more especially if you go the

wrong way!

Frankie, Yvoine, Grant and Vikki teamed up and got off to an early start to go at their own pace up the hills but missed the turn to Berry, the easier way up the mountain; instead heading up the range via the road to Nowra. This is the mother of climbs and Frankie and Yvoine did well to make it up to the lookout. Vikki and Grant got half way then opted for the sag wagon to make it in time for coffee. The view from the lookout out is spectacular on a fine day. You can see Nowra and the whole of the Jervis Bay district.

Most of us finished the morning's ride with a quick blast down the mountain back to KV unless your name happens to be Pete Scott who, when reaching the bottom of the mountain, turned around and decides to do another quick lap up and back - better you than me mate.

Now for our next tour!!!

The Hunter Valley Tour is on for Sat 28th June - Sun 29th June. The Hunter Valley offers some terrific riding on some excellent country roads not too far away from Sydney. I hope plenty more of you can come along to take in some great scenery and checkout a bit of the Rosemount Estate cycle race.



Hunter Valley Tour - Muswellbrook

Date: Sat 28th June - Sun 29th June

Location: Sovereign Motor Inn, 62-68 New England Highway, Muswellbrook, NSW, Tel: 02 6543 1138
Contact: Kate.

Rides Descriptions:

Friday: Non-scheduled, free day for travel and sight seeing

Saturday: Approximately 125km taking in the Rosemount Estate Race start. The terrain is varies from fairly flat to undulating but nothing too extreme in the way of hills.

Sunday: Approximately 90km. The terrain is relatively flat with one major climb up to the beautiful Lake Glenbawn.

Accommodation Options:

Option A: Singles Room. \$110 per person.

Includes a single bed in a shared room (with 1-3 others) on Friday and Saturday night

Option B Couples Room. \$236 per couple.

Includes a private room with double bed on Friday and Saturday night (minimum 2 people)

Meals:

Dinner on Saturday night is included in the cost. This is a three-course dinner and rest assured the vegetarians will be well catered for. Dinner is at:

Palatinos in the Hunter,
Loxton House, 142 Bridge Street, Muswellbrook NSW 2333.
Phone: 02 6541 2211

Breakfast is not included in the cost. However, there are a few options for breakfast including:

- ❖ Buffet breakfast
- ❖ Room delivered breakfast
- ❖ BYO toaster and make breakfast in the room for yourself

All rooms have an electric jug and a bar fridge.

You will need to look after yourself for Friday night's dinner and for lunches. The tour route runs through some country towns where last year we found the lunch menu pretty satisfying.

Payments:

Payment must be via Cheque payable to: 'Sydney Cycling Club'.

All payments sent to: Richard Dodds, 11/48 Cambridge Street, Stanmore, NSW, 2048.

There are limited spaces on this tour and it is another popular one so book early. Let me know ASAP via e-mail rads102@hotmail.com if you wish to come along on this tour. Please state your preferred room option. Receipt of payment will secure your place.

I hope to see you on the tour!

Richard

Clash of the Handlebars

The lesson from my crash is that a decent amount of space needs to be kept between bikes. The young woman beside me was too close and when we stood up to go for the sprint, her handlebars joined mine and the result was inevitable

My dislocated radius and compound fracture of the right wrist have been operated on and I'm told the surgeon in Orange did a great job (no grass or dung left in the gaping wound!). I'm now in plaster until the end of June and then another operation to have the pins remove. Then it's three weeks on the home-trainer to look forward to until some strength returns before I can brave the roads. So until then I will be doing lots of walking!

I want to say a heart felt thanks to Kate R, Kate E, Julie, Sally, Anna, Deb and Tanya for all their support at the time and the many phone calls and emails I have received post op from club members.

As Des can attest, it can be a lonely and isolating road to recovery and this kind of support is wonderful.

See you at the coffee shop (minus the muffins for a while!).

Kate

Hi everyone,

As the weather gets colder it's time for warm conversation and good food. Here's your chance to help the 2003 social functions get into full swing. First up, to celebrate the new members that have joined SCC this year, and due to popular demand, we are having a repeat performance of last year's dinner. Use the bells and whistles on your Palm Pilot to mark Friday 4 July as 2003 New Members' Dinner. Venue yet to be confirmed but hopefully Maya in Cleveland Street will have us back after last year.

Second cab off the rank is The Tour de France dinner. In the last few years this dinner has evolved into a prominent event on the club's social calendar. Put all else in your social calendar on hold for Saturday 9 August. Apart from yummy French food (venue yet to be advised), the winners of the Tour de France tipping competition are awarded their prizes and there are usually a few other surprises.

Seats at these events are PREBOOKED and strictly limited so keep your eyes peeled and get your money to me as soon as the e-vite is released. A booking however, is only confirmed by payment. As in previous events, bookings can be made via email invites "coming to you inbox soon" but if you don't have email, then call me on 9518 1518 to reserve a place. Cheques should be made out to Samantha Kosky and sent to PO Box 218 Petersham NSW 2049.

Sam

Boutique News

Andrew Hudson



Got a couple of updates concerning clothing for the ladies and long sleeve jerseys as winter approaches.

Ladies Knicks and Jerseys

There were a couple of issues with Scody providing extra small ladies knicks and jerseys. These have now been resolved and we plan to order some more gear in the next week or so. To help with the ordering process, could any of the ladies looking for XS knicks and jerseys drop me an [email](#) outlining what they would like to order.

Long Sleeve Jerseys (Guys and Gals)

With winter approaching we are also looking at placing an order for Long Sleeve Jerseys. Again to help with the ordering process, I'd appreciate if anyone interested in purchasing one, could send me an [email](#) advising what they would like to purchase.

We still have some of the old design long sleeve jerseys in stock; going at discounted prices if anyone is interested, again just drop me an [email](#).

Andrew



Tan Man!

Race Sec. Report

Debbie Pearce

SCC's inaugural Road Race Championship was held out at the testing Hilltop circuit, much revered/feared by many riders, on Sunday 1st June.

The weather was sunny, dry and bloody chilly but no rain. We started with a good field of 32 riders split into A, B, C and D grades. A grade were first off as they were politely asked to do two laps of the course - it was a Championship after all. Kindness was bestowed on the other grades who were only requested to do the one lap of 52kms.

The A-graders crossed the line first but didn't stop as they sped off for their second lap.

Next in was Alex Garofalo taking out the B grade win (back to A-grade for Alex!!). The majority of the remaining B bunch came in a minute behind Alex with Kevin Black taking 2nd and Steve Orfanos 3rd.

The C-graders finished things off with a bunch sprint of five or so riders. Gavin Russell took out first place, followed by Scott Thompson and then Grant Chellew. It was the first ever road race for all three placers which is a great achievement in itself. The other C graders weren't that far behind the top three. Vikki Bishop took 6 minutes off her Hilltop PB to take out D grade, a great result for someone who hates hills!

Spot on three hours since they started, the A graders came racing in amazingly as one bunch (minus a few

casualties), there was a sprint for the line and Richard Dodds just pipped Daniel Hynes for first place with Alex Simmons taking 3rd spot.

Great racing by all the grades as everyone tested themselves out on the hard, hilly course. Unfortunately a few riders were disqualified for thinking it was a handicapped race and working with other grades, not the go for a graded scratch race and, yes, they were told!!

Many thanks to the handlers on the day, Des, Tim, George and Steve, they were all fantastic and ensured the event was run safely on the day. Digger Revell was brilliant as the roguish chief handler although he did take the handling side too literally on a few occasions with a few of our female riders!

About twenty of us went back for a post-race lunch with Alan and Leigh Revell at their wonderful estate, Brigadoon, in Sutton Forest, a great place to unwind after a hard day's racing. A few tall stories were told as the hours went on and the welcome refreshments took effect. Many thanks to both Alan and Leigh for their great hospitality.

Deb



Chilly start to the road race championships

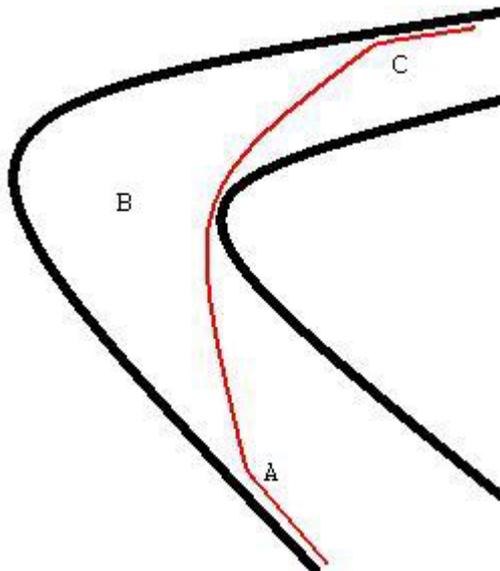


This month I will try to answer some of the questions that were emailed in after last month's newsletter.

Cornering. (Specifically losing time at Heffron Park!)

Getting the best possible result racing at Heffron Park will depend heavily on your cornering ability. Braking for a corner will cause a gap that you then have to accelerate hard to close, of course you can only do that so many times before your legs are toast! It is possible to race flat out around this circuit without losing a pedal stroke. But I will start at the beginning (so as to avoid as much gravel rash as possible). Lean your bike not your body. Many of you have probably heard me yell this at you half way down a decent, what it means is that you **do not** turn your bicycle by moving the handlebars; you turn by leaning the bike. At the same time it is important to keep your centre of gravity over your contact point with the road. We achieve this by putting all your weight on the outside leg, lifting slightly off the saddle and tilting the bike into the corner. So long as you keep the weight on your outside leg you will be able to change line (miss an obstacle) just by varying the lean of the bike. As your confidence improves so will your cornering speed.

Always try to ride the straightest line through a corner.



As this diagram shows, start wide on entry, weight to the outside, lean the bike at position A. Aim for the apex of the corner B. And then drift wide on exit C. Straightening the corner will enable you to carry a lot more speed into the corner because of the reduced lean

angle and may even let you pedal through the corner. Get to know how far you can lean before striking a pedal. This best done **stationary**. Clip out with the crank arm directly down, and then lean the bike until the pedal hits the ground. It may surprise you how far over you can lean and still pedal

Next item is the bunches splitting at Sutherland. One member (and rightly so) was concerned about people turning right around the roundabout at Sutherland from the left hand side of the bunch. It doesn't seem too much to ask. If you are turning at Sutherland make your way to the right or back of the bunch well before the roundabout. There is at least 400 metres between the traffic lights and the roundabout to sort yourselves out.

When I started riding in a club at the age of 12, the older experienced racers (in those days nobody bothered to join a club unless it was to race) spent a lot of time riding with us kids, not just to teach us skills and race craft but also the unspoken laws of bike racing.

You could see the obvious displeasure in the eyes of the old masters if you were silly enough to drop out of the bunch or leave a gap when the pace was on. The unspoken law was to use your last ounce of energy to ride up beside the wheel in front and call the rider behind onto the wheel. A hand gesture was usually all that could be counted on before your lungs completely deserted you. Other items to annoy included, sitting on a breakaway for the last 5 km and then winning the sprint, attacking in the feed zone, or, having a list of excuses for not winning. Of course few of us still race far enough to have to worry about feed zones, but I miss the old blokes with their impeccable bike manners and hearty pat on the back for an honourable race win.

Guess the world is different, faster, and busier, with everyone in a hurry to get more, do more and be more. Some very positive, some not. Being young I thought being fast was all that mattered, I'm glad to say I have matured a little since and finally their message sunk in (a bit). Maybe in the perfect bike club they have a little of the old and a little of the new.

Here's to making the perfect bike club.

Jamie

Hints and a few rules to keep the SCC time-trials running smoothly. Please read and ask any questions of the Race Team (Dave Clarence, Leigh Ringrose and Deb Pearce).

All time-trials will start promptly at the scheduled time

This time will be taken from the official club stopwatch ONLY, NOT the combined times of 35 bike computers divided by the square root of pi. Said stopwatch will be checked regularly against a time server to ensure SCC members that their races are chronologically kosher. No challenges to the accuracy of the stopwatch shall be accepted.

Name checks on race day

On race day, riders should come to the start line to have their name checked off the starters list. Riders should do this between 10 and 30 minutes before the start time. At check-in, riders will be advised of their scheduled start time and the official time.

Final call of starting order

Between 5 and 10 minutes before start time, the Chief Handler will announce a final call of the starting order. If riders still haven't shown their faces at this point they will be scratched and their place in the order may be assigned to another rider.

Stopwatches started 5mins before start-time

Five minutes before the scheduled start time the official stopwatches will be started and synchronised. Watches will not be stopped or reset under any circumstances.

Riders' responsibility to arrive at start line in good time

Whilst the handlers will make every reasonable attempt to notify upcoming riders, it is every rider's individual responsibility to ensure they make their own start time. Riders who are late will stop on the start-line and wait for the Chief Handler to give them the go ahead. No flying starts are allowed.

No drafting in time-trials

All time-trials are individual. This means that you cannot draft on any part of the course. If you do, you will be disqualified. Drafting means not following in anyone's slipstream and leaving a lateral distance of 2 metres when you pass someone.

Ride safely

Be aware of the dangers of intersections along the course, even if you do have 'Right of Way,' and act accordingly. Remember, you are ultimately responsible for your own safety.

Keep the noise down

Do not disturb the timekeeper while he or she is trying to get results. When you finish, move quickly away from the start/finish area to begin your cool-down.

Offshore Results

The following is taken directly from an e-mail Frank Milner received recently from Jeff Linder, United Airlines pilot and honorary SCC member resident in Monterey, California. I will leave the tale to Jeff:

"Dear Frank: Always wonderful to hear from you. With the brief moment that I have here at the computer, I should share with you the fact that I just yesterday finished a 24 hour Mountain Bike race at Laguna Seca, finishing 5th over all in the solo category. Rode 177 miles with 36000+ feet of climbing and 0 hours of sleep. All that long haul flying finally came in handy. I've been invited to the World Championships 24 Hour MTB event in Whistler, BC in August. Kinda tempting, but probably just too much of a challenge logistically. In Whistler, they are age grading the championships and comparing my performance this past weekend, I might actually be competitive."

By Franks' calculations, Jeff covered just under 285 km in 24 hours including the equivalent of 100+ ascents of Cranbrook Hill. I don't think Jeff would mind me telling everyone that he is over 55 and, obviously, obsessed!

You can see some of this madness at <http://www.trilife.com/index.html> and Jeff's official results are at http://www.trilife.com/fr_results.cfm

I have to lie down now and have a rest.

Club Calendar

Day	Time	Venue	Comments
Sat. 21 st June	07:00	TBA	Hillclimb Series # 2 Handlers: Dave Clarence, George Schneller, Vikki Bishop, Alex Simmons, Anneliese Aarts.
Weekend 28-29 th June	-	Muswellbrook	SCC Hunter Valley 2-Day Tour See this edition for more details.
Friday 4 th July	TBA	TBA	New Members Dinner. See this edition for more details.
5-27 th Jul.	-	France	Tour de France, http://www.letour.fr/ and http://www.cyclingnews.com/road/2003/tour03/?id=default
Sat. 12 th July	07:00	Heffron Park	Criterium Series # 3 Handlers: Dave Clarence, George Schneller, Grant Hansen, Dave McHugh, Jeff Sofair.
Sa. 9 th Aug.	TBA	TBA	SCC Tour de France Dinner. See this edition for more details.
Sat. 23 rd Aug.	07:00	Heffron Park	Criterium Series # 4 Handlers: Dave Clarence, George Schneller, Kate Everett, Ken Lore, Kate Roberts.
Sun. 31 st Aug.	TBA	Cannons	SCC Wyong 1-Day Tour
Sat. 6 th Sep.	06:50	Centennial Park	Extended TT
6-28 th Sep.	-	Spain	Vuelta a España, http://www.cyclingnews.com/road/2003/vuelta03/
Sun. 14 th Sep.	09:00	Yandarra	Hilltop Handicap Road Race, Race # 2
Sat. 27 th Sep.	06:50	Centennial Park	Long Course TT
Weekend 4-5 th Oct.	-	Cessnock	SCC Cessnock 2-Day Tour
Sat. 11 th Oct.	07:00	Heffron Park	Criterium Series # 5
Sun. 19 th Oct.	-	Melbourne	Round the Bay in a Day, 210km. Contact Steve Alperstein for more information.
Sat. 1 st Nov.	06:50	Cannons	Short Course TT
Sat. 15 th Nov	06:50	Cannons	One Lap TT
Sat. 29 th Nov.	TBA	Port Botany	Kilo Series # 2
Sun. 30 th Nov.	TBA	Cannons	SCC Patonga 1-Day Tour
Regular Rides			
Tuesday	06:00	Cannons	Watsons Bay hills ride, approx. 25km. Eastern suburbs hills and in-between flat bits. Faster riders wait up at the top of Military Rd. for new kids/the hill-challenged. Back at approx. 7am to Bar Coluzzi (<i>café</i>) in Bondi Junction.
Wednesday	06:00	Cannons	Coaching session focusing on developing rider fitness and general riding skills. Popular change is one lap of the Olympic road course.
Thursday	06:00	Cannons	Foreshore Road/La Perouse, approx. 35km. Fast clip [35-40ish] with three even faster [40-55km] intervals, back in the park at 7ish. We wait up for training enthusiasts but not quite as religiously as Tuesday.
Saturday	06:30	Cannons	La Perouse ride, 45km. Two bunches leave the park rolling easily until Foreshore, then the first bunch picks up the pace at La Perouse for the run home via Maroubra Beach with a paceline developing along Anzac Parade. Second bunch does the same route at a slightly slower pace with an emphasis on bunch riding. All round off back in the park for coffee about 8.20am <i>or</i> Regular Time Trials, Criteriums or Road Races as per published calendar in latest newsletter. At the conclusion of TT's all members are invited to attend a bunch training skill session, starting at 07:45 at the Cannons.

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

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

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

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

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

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

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

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

SCC Contact List

<u>Position</u>	<u>Who</u>	<u>Phone</u>	<u>E-mail</u>
President:	Paul Rigby	0419 205 113 (m)	PaulRigby@bytecraftertainment.com
Club Patron:	Phil Liggett		
Secretary:	George Schneller	9319 2899 (w) 0418 581 951 (m)	gschnell@bigpond.net.au
Club Captain:	Jamie Bedford	0418 677 579 (m)	bikeboy@ozemail.com.au
Treasurer:	Phil McKnight	0419 278 932 (m)	mcknight@bigpond.net.au
Race Secretary:	Debbie Pearce	0411 472 040 (m)	Debbie.Pearce@barclaysglobal.com
Tour Secretary:	Richard Dodds	0419 729 206 (m)	rads102@hotmail.com
Social Secretary:	Samantha Kosky	9518 1518 (h) 9568 9370 (w)	samkosky@optusnet.com.au
Boutique Manager :	Andrew Hudson	0412 266 391 (m)	huddos@hotmail.com
Newsletter Editor:	Malcolm Wade	9662 0464 (h) 0417 046 925 (m)	malcolm.wade@bikerider.com
Newsletter Submission Details:	Next Deadline: 7 th July, 2003. Please submit articles to the Newsletter Editor via e-mail or post to 108 Rothschild Ave, Rosebery, NSW, 2018 or the Club PO Box .		

For Sale

(these and previously listed items are also listed on the club web site in the [members noticeboard](#) section)

- ❖ **Paul Western**, sorrel@seltek.com.au or 0425-223-668.
 - Campag. Chorus 10spd derailleur new/ in box \$150.
 - Campag. Chorus 10spd rear cassette 13-29 as new 800kms \$100.