



The Sydney Cyclist

Official Newsletter of the Sydney Cycling Club
October 2003 Edition

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Celebrating our 25th Year in 2003

Presidential Address

Paul Rigby



Well another year has passed under the wheels of the Sydney Cycling Club since the last AGM and as this year draws to a close for this President and Committee I would like to take this opportunity to reflect on the year that we have had and to thank the Committee who made this year a memorable one for me.

When I took over as President this time last year we were a club at a crossroads, our sponsorship with Clarence St Cyclery had come to an end and with a membership expanding rapidly we had to decide on a course of action to steer us into the next years. Through discussion with the Treasurer and other members of the Committee we developed a budget for running the club that would see all of the underwriting of the clubs events to be taken from the membership fees and not to rely on the income from sponsorship to balance our books as had been the case in past years.

As our year in office draws to a close we are pleased to deliver a club in a healthy financial state and one that has been able to deliver the same events that we have in years past while not relying on outside sources to fund these events and initiatives. We felt that it was important in this year that the club maintain its direction, and perhaps find a new direction while not drawing on our reserves to do so. I believe that this has been the case.

Of course as I mentioned last month we also owed the club a responsibility in this our 25th year to recognise that anniversary and to celebrate that event. As I mentioned last month we have decided to hold a 25th Anniversary Trophy night, however there has been some discussion from the founding members that this may not be an appropriate forum for this event and perhaps we should consider a separate event. As I mentioned last month, we have debated the format of the 25th Anniversary Dinner over almost a year and it seems that the debate may not be over.

To the Committee who I have served with I would like to pass on my heartfelt thanks. At times this year I have not been able to donate the time and energy to club events that I would have liked however the Committee has put in countless hours and picked up the slack in my absence and so for that I must thank them.

So to those who have been on the Committee this year - George Schneller, Jamie Bedford, Debbie Pearce, Phil McKnight, Richards Dodds, Malcolm Wade, Andrew Hudson, Sam Kosky, and Phil Gomes – Thank you for your tireless work and support. Without the ongoing sacrifice that you make there would be no Sydney Cycling Club.

And finally I would like to say Au Revour as your President. I have enjoyed this year, although at times I have felt more like a roving correspondent than a President. I wish the next Committee all the best and look forward to the next 25 years with SCC.

Paul

Editor's Column

Malcolm Wade



Here we are; another month, another newsletter.

Not a huge amount to report from me this month. With the exception of George Schneller and myself, the rest of your committee are not standing for re-election this year. Even I am looking for a change of portfolio and will be standing for the position of Treasurer. The fact that I'm standing for the position

should not stop anyone else who is interested

Now to this newsletter. Our Club Captain was kind enough to write up his experiences as part of the support crew for the SCC contingent in this year's Grafton to Inverell road race.

From one exceptional Aussie road race to a continental triumph. A number of SCC members competed recently in the 4 yearly Paris Brest Paris, 1200km endurance event. Eric Waddell has written up his experiences and I have done a Readers Digest on it. There are no photos I'm afraid ... I suspect Eric had other things on his mind but it is a superb read.

Ruth Lax is looking for your support and patronage at the up and coming Annual Dinner. Details are contained in her report.

Thanks to Hiro for his photos from Crit # 4 earlier in the year. More are available on the club web site.

So that about wraps up my final newsletter (again!). I thank all contributors over the 4 and a bit years and 45 editions. It's been fun to see how the newsletter has been accepted over that time. I look forward to seeing what someone else can do. Maybe I'll even take some photos myself!

Malcolm

From the Secretary's Desk George Speaks



Annual General Meeting

The AGM notice is going out to members with this newsletter. The AGM will be held on Wednesday November 5th at the Bronte Surf Club, starting at 7.30 pm.

Open Forum after the AGM

Following the AGM there will be an open forum to discuss any issues that members may wish to raise.

Membership Renewals

Membership renewals will be sent out as soon as Cycling NSW finalises its fees for 2004 – probably by early November. The relevant forms will be available on the club website. Those without Internet access will receive hard copies by mail. Please ensure that I have your correct address.

Casual Vacancy

Ruth Lax has volunteered to fill the casual vacancy left by the resignation of our hard working and long-serving Social Secretary Sam Kosky.

25th Anniversary Dinner to be held early next year

Following a representation to the committee by Alan Revell, a special subcommittee will be formed to work on organisation of the 25th Anniversary Dinner, which will now be held early next year separate from the Christmas Prize Presentation night in December. If you would like to serve on this sub-committee, please contact me on gschnell@bigpond.net.au Both old and new members are welcome on the sub-committee.

Committee Positions – people who are interested in serving

All committee positions are declared vacant at the start of the AGM. If there is only one nomination for a position then that person automatically fills that position. The following members have expressed an interest in serving on the 2004 committee, in the capacities listed:

Jamie Bedford – President
George Schneller - Secretary
Malcolm Wade – Treasurer
Tim Rice – Race Secretary
Richard Dodds – Tour Secretary
Bebe Lawrence – Newsletter Editor
Ruth Lax – Social Secretary
Kate Roberts & Des Sullivan have volunteered to assist Ruth

To date, no one has expressed an interest in the positions of Club Captain or Merchandise/Boutique Manager.

Be careful out there!

George

Social Scene

Ruth Lax

Planning is well under way for Sydney Cycling Club's Annual Trophy Night & Christmas Dinner at the Dolphin-on-Crown Hotel, 412 Crown Street Surry Hills on Saturday 6 December.



This promises to be a great night where we will celebrate the achievements of the 2003 championship winners and have drink or two. An electronic invite will be circulated shortly and you are urged to advise those members who do not have Internet access so that we can spread the word as widely as possible.

While further details will be given in the invitation; the cost will be \$55 per person for a banquet dinner, with the club contributing an amount towards the drinks bill. Cheques should be made out to Ruth Lax and addressed to 10/9 Edward St Bondi 2026.

Following the resignation of the previous Social Secretary, Sam Kosky, the Committee asked me to fill the role and I have co-opted two helpers, Kate Roberts and Des Sullivan. Contact us, or a Committee member, if you have any questions.

Ruth

Grafton to Inverell

By Club Captain, Jamie Bedford

I could write an article just on the trip to Grafton let alone the race itself. Needless to say this race is the BIG DADDY of the race calendar. 230km of hills rough roads and head winds. Don't get me wrong this is truly a beautiful race, and once you have done it you will never be the same bike rider again.

We had three (brave or foolish? I'll let you be the judge) entrants from the Sydney Cycling Club (David McHugh, Steve Ofanas and Phil McKnight) make the 5-6 hour drive to the start line. This is not an event you want to start without some miles in your legs, as the only flat piece of road is the first 5 km out of Grafton. Our three riders were starting in the C grade bunch and were all looking relatively relaxed at the start. My fellow support person "Warren the wonder boy" (Dave's father in law) was mentioning how young looking those Masters women were when the flag dropped, and they were off.

The race travels through some rolling hills before the first major obstacle of the day, the Gibraltar Range. Let me rephrase that when I say rolling hills its more like riding the back part of the Hilltop course 3 times. The boys were all sitting comfortably coming into the climb but as Dave passed through the feed station at 80km (base of the big climb) he yelled that Phil had punctured. Phil had dropped to the back of the bunch to wait for the spares car and we had him off and running again about a minute behind the bunch. I don't think there can be a worse time to puncture in this race as this climb is when all the attacking starts. Warren and I jumped into the cars and did our best to pass all the riders and cars before the next feed station.

On the climb we passed Phil first who had caught a couple of riders, but unfortunately for him they were going much slower and he had to leave them behind. Steve and Dave were in a good sized group and looking comfortable. Doing too much too early is certain death on this course so everybody looking comfortable was a good sign.

The second feed was at the 120km mark. Dave and Steve were in the second group on the road, still looking comfortable but having to work pretty hard with the other 19 guys to make headway into the now stiffening head wind. Five minutes later Phil came through with three others able to finally keep his pace and give him a bit of rest. He was starting to tire riding by himself into the headwind and was suffering some cramps but after grabbing his cool drinks and a bit of encouragement he set off to catch the next group in front.

Glen Innes feed zone and there was some very tired looking bike riders struggling through the 165km mark. Steve and Dave's group had reduced to 12 with two only just hanging on. The wind and distance were taking their toll, but the boys still looked strong.

Phil had taken his mobile phone to call ahead if he had any trouble; unfortunately there was no mobile reception out there, so ... after his second puncture (I don't know maybe he should avoid black cats and walking under ladders) he had to flag down a race official and get him to radio a car etc etc. After 5 hours and 155km into hills and headwinds, Phil was part of the support crew.

Off to the last feed zone, we had some trouble passing all the riders as this part of the race is very exposed and hilly. Riders in ones and twos for 30km, strung out and suffering. Dave and Steve were still looking strong but there were attacks and the group was starting to break.

At the last feed zone at approx 205km the boys group was down to six. Everybody looked tired now and it was just a matter of who had anything left at the end. Steve declined his drink and still looked relaxed with the final run to the finish only a few kilometres away.

A quick dash in the car to the finish line and we watched the women finish. Jane Despas, a former SCC member now racing in the USA managed to finish 5th and we give her a big cheer. She came over to talk and is a little disappointed as she wasted too much energy into that headwind and had nothing left at the finish. The women's race is 140km and on the profile sheet looks like it is downhill as they start at the top of the Gibraltar range. I can assure you it is anything but!

A couple of minutes later the first C grade riders finished. Only four managed to stay in the front group and others come through a few minutes down. Next we saw our group, only five now with no sign of Steve. Dave still looked good near the front with a big crowd cheering, they did a lap of the town and sprinted out the finish. Dave put everything he got into it and crossed the line second, which gave him a position of 15th overall in C grade and a time of 8 hours 12 minutes and 16 seconds. Warren was beside himself with happiness.

Steve cruised in a few minutes later, pedalling with one leg; his knee had gone on him 10 km out of town. His smile couldn't be bigger with the whole town of Inverell cheering for him. The locals understand just what an achievement it is finishing this race, men and women riders punch the air or give a victory salute to finish in 50th place. Steve finished within sight of his group, 19th at 8 hours 14 minutes and 45 seconds.

It was inspiring to see Sydney club riders compete in such an epic race after the sacrifice and the long training rides the boys finished in style. So much more happened than I am able to write and if only I had a photo of Steve's face at the finish, but I have to hope we can back up again next year with an even bigger group and more legendary rides and a digital camera.

Jamie

Paris–Brest-Paris 2003

By Eric Waddell

[Ed: The following is an extract from a 10 page write up of Eric's recent P-B-P challenge. It was way too big to publish in the full so I have tried my very best to condense the contents into what follows. The full text is available on the SCC members' only [web site](#) and if you enjoy this small read I strongly suggest you get a copy of the full text]

The Race of a Lifetime

What is PBP? 1200km in less than 90 hours of pain, joy, madness, celebration, fantasy, solidarity and solitude, racing and struggling against the wind, the cold, the sleep, the demons that are in your head.... It is, in the words of the PBP tradition, *la bâton de marechal du cyclo, le défi ultime* (the crowning of a cyclist's career, the ultimate challenge).

Oh, I can hear those hard-nosed "early veterans" saying its just a bunch of old farts riding slowly through the night over ridiculously long distances. Well mates, just imagine yourselves in a peleton of several hundred cyclists hurtling downhill at 60km+/hr in pitch-dark, with only a battery headlight to read the road ahead! And just think that the winning bunch of 6 cyclists did the 1200km in 42hrs 40mins this year! To add to the insanity, the official itinerary indicated 1225km, while my computer recorded 1242.4km.

I completed it in 84+ hours and I feel really good about it because I didn't have any cramps, really bad patches (except wanting to fall asleep on my bike a couple of times and, on the last night, being dead-scared of hypothermia, I was so cold), mechanical problems or whatever, and I didn't lose the way at any point. Further, I managed to get a total of 12 hours sleep between the Monday evening departure and the Friday morning arrival.

PBP is a real competitive cyclist/cyclo-sportif/cyclo-tourist happening. There were a little over 4000 participants this year – 50:50 French and foreigners, that latter made up principally of Americans (459 registered), British (349), Italians (220), Germans (193), Danish (187), Spanish (171), Australians (82) and Canadians (81), the rest being a sprinkling from Norway, Sweden, Finland, Belgium, Switzerland, Greece, Poland, Czech Republic, Russia, Japan, New Zealand, Brazil, Chile, South Africa (those were the ones I saw on the road) and god knows where else. A mere 268 were female.

Of course, the Sydney Cycling Club and Pedal Pushers were well represented, by myself, Ross Theo and Steve Vesel, not to mention Steve Hogg himself, who was with us all in spirit, his advice having been so important.

So there we were on the outskirts of Paris (St-Quentin-en-Yvelines) on the weekend of 16-17 August. Cyclists from all over the world were there, including a couple of attractive Swedish ladies in our hotel and the inevitable bunch of eccentric Brits. And all around were the usual, rather loud and very technically sophisticated Americans. Riders seemed to be of all shapes and sizes and the vast majority appeared to be in their 40s and 50s. Confidence rose. These weren't real competitive cyclists. We were obviously much better than them and we would surely get under the bar of 80hr for our PBP!

It didn't, of course, turn out quite that way.

There were incredible crowds at the start, not only of riders but of spectators. It had a Tour de France atmosphere about it... only it was close to 10 o'clock in the evening and there were 2500 of us raring to go. Because of the numbers, we left in five waves of 500, with a 15 minutes break between each. We managed to work – fight is a better word - our way into the second wave. At 22h18 we set off into the night... at 30-35-40-45-50km/hour. In the descents we peaked at 60km/hr. What an experience. This was like pure racing... in the dark: jockeying for position, taking a good line through the curves, clicking the brakes, accelerating, slowing, checking whether your mates were there.

Everything went well, but there were hungry and thirsty crowds at each checkpoint and rather than stop half an hour or so, it invariably ended up by being one and a half hours: getting your card stamped, eating, urinating, relaxing, checking your bike, chatting a little...

By 20h45 on Tuesday we had made it to Loudeac at 452km. We decided to "call it a day". Eat, shower, change, sleep for 5 hours, then carry on before first light. We quickly discovered we couldn't shower because we didn't have towels, so we hit the "dormitory" instead: an enormous gymnasium with numbered mattresses, each with a blanket... and several hundred "bodies" laid out, a lot of them snoring. We gave our wake-up time – an excellent service – and we were shown by torch-light to our beds. Sleep came instantly on that first night, as it was to on the following nights too.

The second day went well too. We were confident and we jumped from peleton to peleton because none of them seemed to be riding fast enough for our liking. By early afternoon on Wednesday we saw the sea, rode into the checkpoint at Brest, ate, relaxed a bit and turned back on the long road home. However fatigue was beginning to set in, my eyelids had been flickering towards the end of the outward ride, "short blacks" didn't work and I eventually went into a pharmacy for advice. At first they looked somewhat embarrassed then recommended a double dose of Vitamin C tablets. It worked wonders and by 00h30 on the second night (in reality the third, because we had ridden through the first night)... we had made it back to Loudeac. We set off well before first light on Thursday, after a solid breakfast in a cafeteria littered with "bodies" laid out on benches, the floor or simply collapsed over the tables.

The third day was toughest. We had to move fast now to make up for lost time, but we were getting tired, losing control a bit, and Guy was suffering more and more from his cramps and needing more massages at the checkpoints as the day went on.

In the end it all worked out fine. I made it into Mortagne au Perche (1084km) at midnight, quickly ate, asked some experienced riders in the dormitory line-up how long I should sleep, and I ended up opting for 3 hours for this, my third night's rest. So I was up and off again by 05h00 on what was now Friday morning.

It seemed like hours before first light and even then that didn't change anything. I positioned myself behind a couple of warmly-dressed French riders and almost literally clung silently on to them. The roadside was littered with bodies wrapped up in Space Blankets – inside phone booths, propped against walls, in ditches. People were “bonking” all over the place. After the last checkpoint at 1167km and the sun coming out the mood changed and I found myself riding in a lively peleton where all the talk was about the celebrations on arrival. Bottles of champagne, a good meal, and all the rest. After several days of silence, or only intermittent conversation, cyclists were back to their usual chatter.

Then we were there. The cheering crowds, the roundabout in front of the Gymnase des Droits de l'Homme, the final checkpoint, the congratulations, and a beautiful glass of draught beer. It all seemed so unreal, as if in a dream. I had made it in about 84 3/4hrs.

After hanging around a bit and chatting, I headed off to the hotel, tried desperately to eat a big meal, but failed, then went to my room and drifted off into one of the deepest sleeps I had ever had... only to be woken by Guy in mid-afternoon. He had fought with cramps since I had left him, and he made it back in a little over 88hrs.

It transpired later that close to 3500 of the starters had made it back within 90hrs and some 600, or 15%, had abandoned.

Was PBP ever a fast learning curve for us. We didn't get under 80 hours and while we did some things right, we also did other things very wrong.

PBP is, in the final analysis, not about technology or fancy sports foods. It's about being cunning and tough. It's about correctly reading an incredibly long race.

Will I do it again? Apparently virtually everybody says “no” on finishing but then they slowly and inevitably warm to the idea. After all they are convinced they will do it better next time! Insofar as I am concerned, apart from the intimidating fact that I will be 68 in 2007 and maybe not up to it, once is enough. I have proved to myself I can do PBP and I prefer to move on to a different challenge. But I already know I would like to advise riders who will do it next time. With my experience I think I could become a good team manager!

So mates, think hard about 2007. If you are getting on in years and you are wisely counselled, you can set as your goal to get under the 84 hour mark, while if you are still in, lets say the 30s, how about going with the crazies and aim for the 40 to 50 hour mark?!

And you can ask me to be in the support vehicle.

Eric

Postscript: I realise that, after reading what I had written, this might only confirm some of those “young” hard-rider prejudices, that PBP is just an excessively long ride for stupid old farts!

Well think again. On those last 50km or so into the finish, apart from the fact that there were many riders laid out on the roadside, I noticed two or three individuals with PBP numbers on their bikes riding in the wrong direction. I thought it was a bit strange but then assumed they had abandoned and were returning to the last checkpoint, and I didn't think any more about it. Not having seen Ross Theo since somewhere near Brest, I phoned him the next day to find how he had got on. Apart from the fact that he found the return trip tough (he had done the outward leg fast), he said he had been delayed by a fellow Australian rider some 30km from the finish. Ross was riding with some other Australians when they crossed a mate who had been going in the other direction and had been stopped by race officials. They were in the process of persuading him to abandon. The thing was the Aussie in question had no idea who he was, where he was or what he was doing. He wasn't hallucinating any more, he'd become a zombie, and he was still pedalling. Ross and his mates felt that, one, that he might get violent and, two, that he was so close to the finish he shouldn't be forced to abandon at so late a stage. So, delicately, and even though he didn't recognise them or his name, they persuaded him to cross the road, change directions, and ride slowly into the finish at Saint-Quentin-en-Yvelines with the bunch.

With that in mind don't tell me that PBP isn't tough, that it isn't The Race of a Lifetime.

The full and completely un-edited text is available to all SCC members via the members only section of the club [web site](#).



EXETER RURAL FIRE BRIGADE

ABN 99 379 569 024

C/- PO Box 339 Exeter NSW 2579

Lee Revell
Brigadoon Highlands Cottages
Corner Illawarra Highway and Old Argyle Road
SUTTON FOREST NSW 2577

Dear Lee

On behalf of all of the members of the Exeter Rural Fire Brigade we are writing to express our very sincere thanks to you, to Alan and to all members of the Sydney Cycling Club, for your thoughtfulness and your very generous donation of \$405 to assist the work of the Brigade.

Your support and encouragement, and your very generous financial assistance, is indeed very much appreciated by the Brigade!

Your donation will go towards the maintenance and enhancement of equipment used by members of the Exeter Brigade in the range of activities undertaken within the community. As our Treasurer, Mr Howard Holmes is currently away, a receipt will be forwarded to you directly within the next two weeks.

Would you please pass on our grateful thanks to all those who made this wonderful contribution possible!

With all good wishes and our warmest appreciation once again.

Sincerely,

James Larsen
(President)

Heather Fiala
(Secretary)

24th September, 2003

The above letter was received recently by Lee and Allan Revell. They provided a post Hilltop BBQ with those in attendance paying a cover charge. Lee and Allan then donated this money to the local Rural Fire Brigade. The SCC would to thank Lee and Allan for their generous hospitality.

Club Calendar

Day	Time	Venue	Comments
Sun. 19 th Oct.	-	Melbourne	Round the Bay in a Day, 210km. Contact Steve Alperstein for more information.
Weekend 24-26 th Oct.	-	Cessnock	SCC Cessnock 2-Day Tour
Sat. 1 st Nov.	06:50	Cannons	Short Course TT Handlers: Dave Clarence, Ruth Lax, Phil Gomes, Paul Kelly, Kevin Black.
Sun. 2 nd Nov.	06:30	-	Annual MS Sydney to the Gong (well Sutherland this year!)
Wed. 5 th Nov	19:30	Bronte Surf Club	SCC Annual General Meeting
Sat. 15 th Nov	06:50	Cannons	One Lap TT Handlers: Dave Clarence, John Revesz, Dave McHugh, Tanya Bosch, Simon Vagg.
Sat. 29 th Nov.	TBA	Port Botany	Kilo Series # 2 Handlers: Dave Clarence, Pete Scott, Ruth Lax, Steve McMillan, Ralph Kress.
Sun. 30 th Nov.	TBA	Cannons	SCC Patonga 1-Day Tour
Sat. 6 th Dec.	TBA	Dolphin Hotel Crown St	SCC Annual Dinner
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>

Akuna Bay Ride

There was a great turn out for the October Akuna Bay ride with about 35 riders that split into an A and B bunch. The morning was nice and sunny and riding as tough or easy as you wanted to make it up the hills around the Bay with a few opting for the Mc Carr's Creek road shortcut. I hear Richard Dodds was the man to beat up the hill in the A bunch.

The next Akuna Bay ride is on **Sunday 2nd November**, which just happens to coincide with the Sydney to the 'Gong ride. This should give you even more reason to ride North if you are not actually doing the Gong ride as the roads will be pretty crowded and messy down South. The coast road to Wollongong is closed so the 'Gong ride is only going as far as Stanwell Tops before turning up Lawrence Hargrave Drive and back to Loftus via the Princes Highway. This means there will be 'Gong Riders on both sides of the highway.

The November Akuna Bay ride will be split into 3 bunches – **A, B and C** before leaving the park. Suzanne, Frankie and Pete have volunteered to Ride Captain the C bunch. This means that there should be a bunch to suit just everyone.

Remember, wear your club jersey if you have one.

Meg

SCC Contact List

<u>Position</u>	<u>Who</u>	<u>Phone</u>	<u>E-mail</u>
President:	Paul Rigby	0419 205 113 (m)	PaulRigby@bytcraftentertainment.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:	Ruth Lax	0414 747 543 (m)	ruth_lax@yahoo.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: 3 rd November, 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

Scott Pro Racing Bike - Semi compact.

Would suit a 54/56 cm rider. Hardly used and in mint condition! 2000k approximately. I will also make sure it fits the rider properly. Fully equipped Ultegra 9 sp Groupset, Carbon seat post, Selle Italia SLR 185gm saddle, Vittoria Rubino Tyres, Speedplay Zero Pedals and cleats. Also two sets of wheels: Mavic Ksyrium and Ritchey Pro hubs.

\$2,500 ono.

Contact Phil Gomes, transition@optusnet.com.au or 0412 417 865

