



The Sydney Cyclist

Official Newsletter of the Sydney Cycling Club
February 2001 Edition



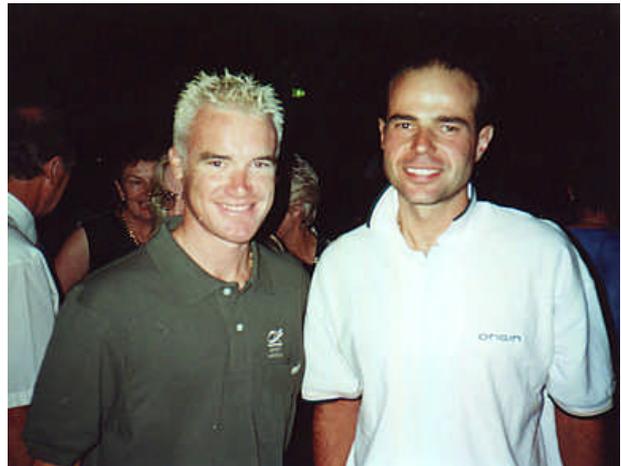
Bunch rolling easily along

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Norman and his namesake winery.



TDU winner, Stuart O'Grady with 'Diesel'



SCC paceline through the Adelaide hills



From the President's Chair

Many people ask me what sort of club is the Sydney Cycling Club (SCC)? My basic answer is that it is a club for its members, we do not model ourselves on any other cycling club and cater for cyclists who are interested in a range of activities. These activities include training, touring, racing, social events and learning more about the art of riding a bike.

For instance, last weekend we had nearly 40 starters for the first time trial of the year. Also that morning nearly 25 riders went on the normal Saturday ride in 2 bunches. On the Sunday there was a normal ride to Sutherland and Waterfall with about 25 starters and a 35 strong bunch that went north. Also much coffee and eating was undertaken in the park during both days!!!



The 'Doc' gives Stuey some climbing tips!

Since the last newsletter the SCC committee has undertaken a number of initiatives, which are now reported in this newsletter. These initiatives include:

- A bunch etiquette booklet
- Full training and riding events program for the year
- Details of upcoming tours (including the Snowy Tour)
- Our first social event for the year
- A major sponsorship initiative.

You may not know, but Sydney Cycling Club (SCC) was formed in 1978. At that time recreational cycling was booming and Eastern Suburbs Cycling Club member Don Beavis set out to build a new club folding in sport and recreation aspects - weekend/ day tours and socialising - with the various racing disciplines. The club has had many different forms of sponsorship in its 23 years of existence and the committee are pleased to once again join in an alliance with Clarence Street Cyclery (CSC) in a major sponsorship agreement. This sponsorship will provide the club with much needed funds for several special projects (eg. Intranet site and an update to the club WWW site, increase the range of SCC clothing, etc). We have also started discussions with CSC and Trek Australia to become a major sponsor for a BIG event in 2002 (eg. Federation Criterium Series, etc). Full details of the sponsorship agreement will be released soon, however, some of the immediate benefits include a 15% discount on shop items and new bikes, as well as access to specials and other information. From now on you will see adverts from CSC in the newsletter and other club material.

Well over 1000 hits to our WWW sites in some weeks and current membership running at a record high of over 120 fully paid members, we believe the club is in a good position to have a great year of riding activities. As you know the club jersey still features the original red, white and blue colours, in a modified design with ocean waves and Sydney's famous Opera House. This current design will be slightly modified to include our WWW address and also our sponsors' logos.

The committee has agreed that a Bunch **Etiquette** booklet should be printed and distributed to club members in the near future. It has been put together to record some thoughts about the "art of cycling safety in a bunch". Hopefully this booklet will help newer riders in need of knowledge and refresh the memories of older riders in the SCC bunch. It is important to learn as much as you can about bike skills and bunch skills, and practice applying what you've learned. Remember when on the road, and if you are new, seek help from our experienced riders, and think of the other riders too!

I wish personally to thank Lea-Ellen Schneller and Flash Frames for all the time and resources that have gone into making this booklet. Without individuals' commitment and sponsors financial resource initiatives, SCC projects like this would not be possible.

Finally, I wish Steve Hobart a quick recovery from his accident whilst Hefron park racing last Saturday. Accidents happen (just ask Frank and Alex). Anyone watching the Tour de France, Tour Down Under, the Sydney Olympics, or riding out at the velodrome, will tell you that cycling can be a dangerous sport. Safety is an important issue for all cyclists, as serious falls can effect people's lives and can be expensive. Your best chance of staying happy, healthy and popular on two wheels is to perfect your bike skills and treat other road users, and fellow bunch riders with courtesy, we hope the new Bunch Etiquette booklet will go some way to improving your collective knowledge on the art of cycling.

Doc

From the Secretary's Desk

“A visit with the Chief

Our jersey often impresses overseas cyclists coming to Sydney. Local non-members can't buy it, but we relax the rules for enthusiastic cyclists from overseas. Our email address, Gales@bigpond.com is listed as the contact point on the club website and receives a lot of international queries.

An US navy chief from the US ship Shiloh recently contacted us wanting to buy a SCC jersey. His ship was on its way home from the Persian Gulf and a picture of our jersey from the web was on the pinup board in the mess. The Shiloh was due to dock at Woolloomooloo for just a few days before heading for Hawaii, then home to San Diego. He would be onboard most of the time, but planned a few short exploratory rides on his road bike. About 15 crewmembers on the Shiloh take their bicycles with them.

We organised a meeting and on Australia Day turned up at the dock with his jersey, hastily delivered to us by Stan's brother-in-law several nights earlier. The chief was very grateful and gave us an extended personal tour of the ship, stopping to show us his Bianchi road bike in a locker on the main deck. He mentioned his admiration for Lance Armstrong and that he was waiting on a Pinarello - we realised at once that here was a man of taste! (My own Prince is on order and eagerly awaited).

Then sadly, he mentioned DuraAce...when we all know that Campag is the only way to go! However he justified his choice by explaining DuraAce was slightly more than half the cost of Campag.

The chief regaled us with tales of cycling through the Sydney Harbour Tunnel! He mentioned that motorists in the States were “much more friendly towards cyclists!” He detailed amenities for cyclists in the US that made us feel deprived, but then promised to send us some American websites of interest.

Looking at his tiny bunk, minimum headroom and small locker was a revelation. He showed us the indoor and outdoor exercise areas (very cramped) and the sophisticated weaponry including the Tomahawk missile hatches. It made us grateful for Centennial Parklands and the space and peace we take for granted.

The chief will be back in two years time and promised to catch up with us then. He intends to frame his SCC jersey and hang it on his wall in San Diego, next to a Lance Armstrong yellow jersey that has pride of place.

George

Editor's Column



Well here we are again, another month, another newsletter.

As always there's lots to report in February and this year is no exception.

This edition contains several reports from various tours.

Meg Croft has written up the Tour Down Under with pictures supplied by Phil, Paul Rigby and the Doc. As always the bunch has returned from Adelaide with lots of tales of high adventure but this year they were missing one important thing – GOSSIP! Seems to me they've all been sworn to secrecy because I for one can't believe 16 SCC members went off to Adelaide and NOTHING happened!

Steve McMillan along with Tanya and Eddie Bosch trained down to the Victorian ski fields for some mountain Audax cycling. They have written up their adventures for all to read and of course we have all the club news and gossip plus all the other monthly reports for you to absorb.

For those of you who haven't seen my recent e-mail about the British Round the World Expedition, a couple of English boys will be cycling their final leg from Hornsby on the morning of the 22nd February and would like an escort into the city for a reception at Mrs. Macquarie's Point at 10am. Anyone interested in coming along should contact me for more details.

And lastly, whether this is true or not I don't know but it made me feel good. In Adelaide the SCC bunch were lucky enough to catch-up with our club Patron, Phil Liggett. During a conversation as reported to me he asked after Frank. “Frank?”, “Frank Milner. The one who had the accident”. How did Phil know about Frank and his tumble ... through reading our club newsletter of course. Thanks Phil for taking the time to read this humble rag. I appreciate you taking the time when I'm sure your time is limited ... or is this how you bide your time in transit lounges?

'til next month, take care on the road.

Malcolm

Tour Secretary's Report

Everyone is back from Adelaide and feeling fit so it is time to start thinking about the next two club tours. The first is to Wyong via the Central Mangroves on Sunday 18 February. This should be a great ride over a lot of new terrain (for most people). The plan is to catch a train back to Sydney. The trains run about every half-hour from Wyong to Central on Sundays (see below). I will let you know in advance whether there is any track work planned for that weekend – if there is we may have to break the train journey and ride a couple of stations.

Keep working on your hill climbing because in March we have the hugely popular Snowy Tour – see the separate article by Bruce Vote. In the new club tradition we are asking people to pay up front (\$60). I am collecting the money for Bruce so please get the cash or cheque to me ASAP and remember that places are limited so first in with the money get a place. Make cheques out to Bruce Vote and either give them to me on a ride or mail them to me (Meg Croft: 3 Kennedy St Kingsford 2032). Some people are looking for a lift to Jindabyne so if anyone has a spare seat in their car please let me know.

Sunday February 18 - Wyong via Central Mangroves

- Meeting:** Cannons 6:00 am
Distance: About 130km
Route: Hornsby, Galston Gorge, Wiseman's Ferry, Spencer, and Yarralong then down to Wyong via Bumble Hill
Return: Train – City Rail has said there should be no problem.
The super fit (or those training for Paris-Brest-Paris) may like to ride back but they can organize this amongst themselves.
Train times: Depart Wyong (arrive Central)
10.55(12:40), 11.37(1:10), 11.55(1:40), 12.37(2:10), 12.55(2:40), 1.37(3:10), 1.55(3:40), 2.37(4:10) (<http://www.cityrail.nsw.gov.au/timetables/newcastle>).
Bring: Water, sunscreen, food, spares
Ride Captains: Your favorites - Dave Clarence and Pete Scott
Ass. Tour Organiser: The legendary Bruce Vote. Note: Bruce may follow in a support vehicle.

Please let me know if you are planning to come on this tour.

See you out there

Meg

Snowy Mountains Tour

Dig out your arm warmers and dust off your overshoes and join what is fast becoming the traditional club tour. The Snowys are great for hill climbing and descending techniques as well as great distances.

- Date:** 24-26th March 2001 (arrive Friday 23rd for an early Saturday start).
Venue: Three Way Inn, 4 Ingebyra St. Jindabyne.
Cost: \$60 per head. Includes 3 nights accommodation, 3 breakfasts & lunch & dinner on Saturday.
Rides: Saturday: 100km-150km, Sunday: 80km-120km, Monday: 60km

Contact **Snowy Mountains Tour Director Bruce Vote** on 9344 8156, 0418 219 625 or email bruceelaine@bigpond.com. Payment **in full** required by end February to **Meg Croft, 3 Kennedy St. Kingsford, NSW, 2032**. Places are limited.

Tour Down Under Report

by Meg Croft

About 40 riders descended on Adelaide for Pino's Tour Down Under (TDU) this year, 17 from SCC and lots of familiar faces from last year. Some people arrived on the weekend before the Tour giving them the chance to clock up a few extra kilometres and check out their bike assembly before everyone else arrived. For instance, Norman rode from Melbourne to Adelaide with Phil Anderson's group, so he was fairly sure that his wheels were correctly attached to his frame this time. On the other hand, Peter Bodor, on the first day, lost his back wheel taking off at a set of traffic lights. Although he was going slowly he managed to scratch his new carbon forks, damage his new saddle, scratch his new helmet and tear his new jersey as he landed on his handlebars and bruised his ribs. Add onto this his puncture earlier in the day and it is easy to see why he wasn't too pleased, in addition to which he is now a sure starter for the 'multi tool fool award' for 2001. Fortunately there were no other notable mishaps during the week and maybe only one puncture despite 37 riders covering 600km each.



Pino scored tickets for all to attend the TDU Teams' Presentation on the Monday night. Unfortunately (but not unexpectedly) those who flew Ansett didn't arrive on time and missed out on the evening. It was a good night, Phil Liggett introduced and chatted to the team riders getting everyone hyped up for the week of racing ahead. Phil has a potentially wicked sense of humour and it is obvious that he knows the riders well. Of course Doc made sure we had a photo opportunity with our club patron (Sarah and I also each got a sloppy kiss). One thing very obvious at the Teams Presentation night was that bleached hair or even

blonde tips make you ride faster (either that or team bleaching sessions help alleviate hotel room boredom). Don't be surprised if you see a few club members experimenting with a new look! In SCC tradition, Doc cornered Stuart O'Grady for a signature and a photo (Emidia has learnt to be ready with the camera), Stan also had a few words with Stuey (he probably got the full details of his training program), while all I managed was a handshake (no sloppy kiss) from the eventual tour winner.

The rides Pino and Paul Rigby conspired to produce for us were long and hilly (definitely not gently undulating) and as we were to find out a lot harder than in the previous years. The first ride of 140km did a good job of splitting everyone into three riding groups.

The first group was lead by Paul and comprised mostly of SCC members and the Italian brothers Rob and Dan who gave Paul and Phil a bit of competition on the hills! This group could probably best be described as punishing, explosive and loaded with testosterone. There was no such thing as tour pace and pity anyone who didn't do his or her turn at the front. The amazing Avril was the only female in the group and unlike the guys she didn't get a 2-hour nap every afternoon due to her massaging commitments. Special mention must also go to Graham Ford. This man is incredible, although he has only been seen on about 3 club rides in the last year it didn't stop him riding with this bunch.



The second group was known as the Venus Group – 6 women, 4 guys and lead by Brett. This group had a great time riding together as a bunch with Breeda, Sarah and Nicole sharing the QOM title. Fortunately I like being at the back of the bunch which is exactly where I ended up after every climb. There was no easy tour pace for this group either and I felt like I was on a training camp - but then that was exactly what I needed. This group included Ted from Bundaberg in Queensland, who despite having taken up cycling only nine months ago, and his only hill training consisting of one 400m hill, managed to lead the way up most of the hills. The Venus group managed to arrive at the coffee stops at about the same time as the first bunch, which was always a bit of mystery to them!

Most people in the Venus group were triathletes, which meant that they tended to have an excess of energy and liked to swim lots of kms after every ride or go for a run. It was also interesting to note that, unlike one

testosterone-charged group, there were absolutely no tantrums or disharmony within the Venus Group for the entire punishing week!

The third group were those who elected to do Pino's shortcut on the first day. This may have been the only day when Pino's shortcut was actually easier than the full ride. Other Italian shortcuts saw the group climbing Mt Lofty a second time and doing more kilometres than the rest of us.

Only one rider (not SCC) had difficulty placing himself in a group, he started the first day in Paul's group, the second day in Brett's group, the third day in Pino's group while on the fourth day he just stayed in bed!



The weather was hot and dry throughout the week with temperatures reaching up to 41°C during the day. Our rides started at 6am in an attempt to miss the heat of the day. In total there were 4 hill rides (110-140km) and 2 flat recovery rides (35 and 70 km). There was a bit of secret training going on but Stan would surely have done the most - his aim being 1000km for the week. (Guessing Competition: How many Kms did Diesel ride? Email me your entries and I will see if I can extract the exact number from

Stan.) I am sure that we went up and down every major hill in and out of Adelaide including Greenhill Road (11km of climbing). Other infamous climbs include the Col du Mylor, Old Willunga Hill, Mt Lofty and the Corkscrew. Paul's group even tackled Checkers Hill on the last day – from what I heard it sounded torturous. One of the great things about cycling in the Adelaide Hills is that the last 20 km home are downhill – which is a nice thought when your bike computer reads 110km. Top speed of the week goes to Paul Rigby, 84 km/hr.

We all looked nearly like 'real' riders in our matching Spring Italia outfits, so we had lots of people waving to us and wishing us good luck in the race. After all the hills the massages were very welcome and Avril, Bec and Tina did a great job of finding all the spots that hurt (the most worked over muscle was the Gluteus Medius). I don't think anyone turned up late for his or her massage. In fact there were a lot of people who were prepared to fill an empty massage spot at a second's notice. Bianca and Wally once again did a wonderful job in the support car. Assisting and keeping track of three groups is not easy, even if they are all supposed to be going the same way.

Ostensibly we were in Adelaide for the Tour Down Under, so the Taragos headed out each day to watch the big race. Being late for the Tarago deadline was a punishable offence especially if the Taragos ended up behind the peleton. Once the road closed there was no short cut (dirt road, whatever) capable of getting us in front of that peleton. There was some great racing (apart from that in the Taragos). We watched the first night in Glenelg and we viewed KOMs, finishes, food stations and sprints throughout the week; we even watched mid lunch in the Barossa Valley. The final race around the city was exciting with Stuart O'Grady being the overall tour winner by just 2 seconds.



SCC assist (??) Australian Road champion Steve Williams during a wheel change.

The only way to really find out what else happens in Adelaide on the Tour Down Under is to be there because we all know that what goes on tour stays on tour!

Thanks Pino.

SCC Tennis Mixed Doubles Round Robin

When: Sunday 25th February, 2pm

Where: Newington College, Stanmore Road, Stanmore

Cost: \$5 Per person (for food and drinks)

Partners welcome of course!!!!

Please notify **Sam Kosky** via e-mail (see contact list) and grease her palm with \$5 no later than Sunday 18th February to confirm your place in the draw.

Audax Alpine Classic Report

by Tanya & Eddie Bosch

Sydney Cycling Club was represented in the Audax Alpine Classic in Bright, Victoria, on 27th January by Tanya and Eddie Bosch and Steve McMillan. "The Coach" and Eddie went early to preview the famous and feared hills of the ride in preparation for the big day. After catching the XPT to Wangaratta and resting overnight it was a 77 k ride along the mainly flat and very pretty Ovens Valley to Bright. The valley gets its name because it is so bloody hot and the fact that it has historic tobacco drying ovens scattered along it is merely coincidence. Believe me the hole in the Ozone Layer has moved over Victoria. Riding from Wangaratta meant that MTBs were used rather than racing bikes so panniers could be utilised and Eddie at last had the chance to test his BOB trailer. No longer will our kitchen sink be deprived the pleasures of cycle touring! Suitable cabin accommodation was the base at Bright for the week leading up to the Classic which saw ever increasing numbers of cyclists pour into this tourist capital of the Victorian Alps.

Further preparation for the Onyabike team included a 120km round trip to Beechworth – the temperature: 41 degrees! Despite a stop at the Beechworth Bakery (after which all Alpine town bakeries are designed) at the 90km mark "The Coach" had had enough of the heat. A picnic shelter was used at Myrleford for a suitable place for a bonk¹. Cold water poured over "The Coach's" extremities did little to revive her but a visit to the Myrleford bakery left her well enough to try hitch-hiking the remaining distance back to Bright. 20 minutes of earnest thumb-waving and leg-showing besides the Ovens Highway failed to get the desired result so "The Coach" decided that riding the flat 30kms back to Bright was a lesser effort. A wheel to sit on was provided and eventually the team melted into the Bright Caravan Park. Nevertheless rapid recoveries were made and the following day Eddie rode over to the Mt Beauty bakery (it has a giant chess set) and "The Coach" took to the skies in a tandem ultralight aircraft despite numerous references to John Denver. What could be more exciting than that? Only the arrival of Steve McMillan the next day, he also rode from the station at Wangaratta with the world's largest backpack. Further surveillance of the Alpine course was done by going on a 4WD tour that provided the required Devonshire tea and huge lunch on the high plains.



"The Coach" and Steve wait at the start



Eddie looking apprehensive at the

Finally the day of the Alpine Classic arrived and Eddie was off first at 6.20am with another 236 of the 200km riders. He was followed by 286 more 200km riders at 6.40am, then 234 of the 130km riders at 7am (including "The Coach" and Steve). 226 100km riders went in the opposite direction to Mt Buffalo, 983 riders in all. The Sydney Club trio climbed over a 12km hill, then a 30km climb to Falls Creek, followed by a most exhilarating downhill, then a 8km climb, more downhill, then back to Bright totaling 130km. Checkpoints were visited along the way, as were several nearest bushes for the required calls of nature. Eddie got to Bright after 6 hours 10 minutes, Steve finished after 6 hours 53 minutes and "The Coach" recorded 7 hours 48 minutes. Needless

to say all were suitably stuffed² after climbing 2400 meters (more than Mt Kosciusko). Eddie then rode another 70kms to Mt Buffalo and back in 4 hours 50 minutes – total time 11 hours – total climbing 3600 meters. He learnt a lot about pain and the importance of pacing oneself so as not to relieve oneself of all energy stores. He also learnt about relieving oneself as he drank at least 18 litres of fluid in the 35-degree heat. He shared gasps with many un-athletic looking middle aged persons as they cycled rapidly past him and he decided that there's a lot more to this cycling caper than meets the eye. But anyone can master it if they stick with it and never think that they know it all. Next year's Alpine Classic is much anticipated.

(The winners do the 200 k in under 7 hours....but then they don't have to stop for 12 pees!)

¹ Cyclist term for collapsing – it was too hot for anything else!

² Cyclist term meaning stuffed!

The Social Report

The question is often asked after a landmark birthday, such as a 50th, "So . . . do you feel any different?"

Now that it is already the second month of the new(er) millennium (time flies when you are having fun), we can ask ourselves the same question. If I was an observer, watching SCC members from afar, I would answer in the affirmative. As a club, our red, white and blue dominate the road back from Waterfall; as riders after the holiday period and Adelaide we are stronger, fitter and faster. Enough sentimentality . . .

Considering that I stayed in old Sydney Town, I'll leave the reporting of gossip to the Adelaide Tour Report and just get down to the nitty-gritty for the month of February - tennis.

So far I have had several expressions of enthusiasm and a range of admissions "Oh, I haven't played in 15 years" . . . "I have NO hand-eye coordination". Well, none of the latter will have anything to do with SCC's tennis afternoon because it's all in the name of fun and a bit of a feed (there's always food). I have booked the Newington College tennis courts, (concrete, reasonable condition and high fences for those wayward backhands) at no cost. Sandwiches, platters etc. will be close at hand for courtside respite, as will liquid refreshment but unfortunately no alcohol on school premises. I figure most other public tennis courts would be same. Total cost should be the measly amount of \$5!!



The games will be arranged in the form of a mixed doubles round robin so please encourage your partners to come along. Of course there is always a catch to these functions - I need to know of numbers in advance - this time for TWO reasons:

1. To create the draw so everyone gets equal opportunity to play
2. So I can arrange adequate food

The easiest way to help me out is to e-mail me with a YES answer and the name of your partner if you are bringing one. Obviously you will be paired with another partner in the draw otherwise. I would like to collect the \$5 in the park or on a ride during the week or on the weekend before (17th to 18th Feb). This will also help me to confirm numbers.

So, for your diaries:

- **Wyang Tour Sunday 18th Feb**
- **Tennis Game Sunday 25th Feb**

Enjoy the warm weather before we have to unfold the arm-warmers again.

Cheers

Sam

Local and Overseas News

Current national and international news (typically sourced from <http://www.cyclingnews.com/>, <http://www.velonews.com/> or <http://www.infociclismo.com/>):

➡ Last month I published the 'Gringo' story. Well it seems it's a fake . . . that'll teach me not to check my sources first. **Paul Rigby** spotted the following on the Lance Armstrong site:

"1/15 - We've been trying for some time to track down the validity of the very nice "Gringo" diary story. Said to be written about Lance by Kelme rider Santiago Botero for a Spanish newspaper during the 2000 Tour de France, the article details Botero getting caught and dropped on a climb and the ensuing respect it garnered. Many theories have been kicked around: it was about the critical Hautacam stage, Richard Virenque was the misidentified Swiss rider, etc. and while the article is indeed inspirational, we can now report the truth: it is a fraud. We tried to use our Discussion Forum first, but only circumstantial evidence could be found. We then went the direct route - we asked LA to see what he could find out, and in the end new USPS teammate Roberto Heras simply asked his friend Botero directly. Santiago not only denied ever writing the article - he was concerned he had made LA angry and would suffer some fate later in the season! But all is well, and now you know the rest of the story. "

- Reported in **infociclismo.com** recently: “Want to ride in groups of more than three in Texas? The following bill proposes to curtail that, if and when it comes into force on September 1 and therefore has serious implications for organised cycling events in that state.

A BILL TO BE ENTITLED AN ACT relating to the safe operation of bicycles on roadways.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. Section 551.103, Transportation Code, is amended by amending Subsection (c) and adding Subsection (e) to read as follows:

(c) Persons operating bicycles on a roadway shall ride single file [may ride two abreast. Persons riding two abreast on a laned roadway shall ride in a single lane. Persons riding two abreast may not impede the normal and reasonable flow of traffic on the roadway. Persons may not ride more than two abreast unless they are riding on a part of a roadway set aside for the exclusive operation of bicycles].

(e) Persons operating bicycles in a group of three or more bicyclists may not ride on a farm-to-market or ranch-to-market road that is without improved shoulders.”

Pretty ugly implications for cyclists in the state of Texas.

- Recently Frank Milner has been receiving ‘postcards’ from Andrew James, a professional cycle mechanic who is currently working for the Post Swiss team. Andrew has been sending Frank updates on what it’s like to be ‘in’ the professional racing circuit in Europe and over the next few months I hope to be able to publish his insider accounts in your monthly newsletter. As an appetite wetter here’s a little anecdote from a recent submission:

“The Deutsche National Women's team and some of their men track riders are staying here at our hotel also. The other day when the women went for their first training ride, there was this short, fat guy (well I thought he looked fat at the time) going with them on a road bike, wearing the World Champions jersey. Markus (the other Post mechanic on our team) and I just looked at each other and the same thought went through both our minds; "what a poser wearing that.....". Usually you wouldn't see anyone dead in a World Champs jersey unless they'd earned it, and the guy didn't look familiar to either of us, or like he could have earned it. Anyway, cutting a long story short, I was having a coffee later at the hotel cafe, and he came up and asked if he could join me, having found out via Petra that I spoke English and was from NZ. We got talking and I subtly put the question to him "So, before you were wearing the World Champs jersey, when did you get that?". And his answer "Oh, I am World Sprint Champion now". I was too embarrassed after that to ask his name, so later I asked Petra who he is. "That's Jan van Eijden, and you know he is World Champion". Yeah Yeah. Strike that "one poser", and make that "one hubbard roadie mechanic". You just never can tell.....”



More paceline action from Adelaide



Race Secretary's Report

Firstly, welcome to all of our new members, particularly those who participated in the first SCC event for 2001. Hopefully we will see you at many more. The opening event was a one lap time trial on 3rd February with a most impressive 34 starters. The following riders beat the one lap PBs by the stated margins, which are most impressive for a one lap TT:

Steve McMillan beat his PB by		27 seconds
Stan Genakis	“	26 secs
Dave Clarence	“	21 secs
Monique Batterham	“	19 secs
Jonathon Lewis	“	15 secs
Malcolm Wade	“	12 secs
Meg Croft	“	11 secs
Tom Klemola	“	9 secs
Mike Larkin	“	8 secs
Tanya Bosch	“	5 secs
Richard Kerr	“	5 secs
John Arkwright	“	1 sec

Most impressively, Frank Milner came within 3 seconds of his PB after being off the bike for several months with a broken collarbone !!!

Congratulations to Jonathon Lewis, Paul Kelly & Tom Klemola who have climbed up to A Grade; & to Monique Batterham & Anne Clarence who have climbed up to B Grade.

RS

SCC Contact List

<u>Position</u>	<u>Who</u>	<u>Phone</u>	<u>E-mail</u>
President:	James 'Doc' Guthrie	9357 6993 (h) 0402 153 453 (m)	James.Guthrie@mq.edu.au
Club Patron:	Phil Liggett		
Secretary:	George Schneller	9319 2899 (w) 0418 581 951 (m)	FlashFrames@bigpond.com
Treasurer:	Suzanne Lyndon	9742 6242 (h) 0412 355 455 (m)	Suzanne.Lyndon@chapeast.com.au
Race Secretary:	Steve Hobart	9698 9440 (h) 8249 5581 (w) 0416 146 804 (m)	shobart@comtech.com.au
Race Sec. Assistants:	Tanya Bosch & Dave Clarence	9369 1436 (h) 0419 217 974 (m) 9326-4710 (h)	onyabike@ozemail.com.au
Tour Secretary:	Meg Croft	9398-7476 (h) 9449-0192 (w)	meg.croft@agal.gov.au
Social Secretary:	Samantha Kosky	9518 1518 (h) 9568 9370 (w)	samkosky@one.net.au
Social Sec. Assistant:	Lea-Ellen Schneller	9398 7092 (h) 0417 771 955 (m)	Gales@bigpond.com
Boutique Manager:	Stan Genakis	9746-5954 (h) 9466-3210 (w)	stan.genakis@au.origin-it.com
Newsletter Editor:	Malcolm Wade	9662 0464 (h) 9227 0263 (w)	malcolm.wade@bikerider.com
Newsletter Submission Details:	Next Deadline: 5th March, 2001. Please submit articles to Newsletter Editor via e-mail or post to 108 Rothschild Ave, Rosebery, NSW, 2018 or Club PO Box.		

RTA Big Bike Ride



Yes, it's on again. The **2001 RTA Big Bike Ride** is a social event of mammoth proportions, supporting and raising money for a cause that many of us have seen first hand, **Multiple Sclerosis**. This year, the 9 day ride starts in Oberon in mid-west NSW on Saturday 31st March, travels north through Portland, Rylstone and Gulgong before resting for the day in Wellington. Refreshed, the ride then heads south through Cumnock, and Canowindra before turning north again through Grenfell before finishing on the 8th of April in Forbes. Your tent and kit bag is transported for you, all you have to do is ride. Daily distances this year range from as little as 55km on the first afternoon to 90km on the run into Canowindra. Of course once you've arrived at your destination there's nothing to stop you adding some extra k's if you so desire, otherwise just relax, see the local sites and sample the local eating and drinking establishments.

This is an annual tour for a number of SCC members and this year will be no exception with a good half dozen or so already planning to participate. Cost for Bicycle NSW members is \$570 plus transport and insurance options.

For more information contact **Malcolm Wade** (see contact list) or grab the info and entry form off the web at <http://www.bicyclensw.org.au/bigride/index.html>

News from the Bunch

Here's the general gossip from out and about. As always, reported (almost) anonymously and never letting the true facts get in the way of a good story!

- ➔ **Blind Bat of the Month** award goes to Frank Milner who asked what happened to the Akuna Bay bunch the other Sunday. He claims the only rider he saw come over the bridge was Tom Klemola. Somehow he missed the other bunch of **35** SCC riders on their way north! Maybe that tumble you took is still affecting you Frank or was it just that, for once, the bunch was on time!
- ➔ It seems our President is getting all enthusiastic about Audax events after he heard about the recent Alpine Classic (see report in this edition). Then he heard about the **Paris-Brest-Paris** 1200km event and nearly wet himself in anticipation. Watch out all; the President is turning us into a touring club!
- ➔ **Andrew Price** recently filed this report on a stop over in San Francisco:

”Things to do when you are dead in San Francisco.

If you are returning to Oz from the US it seems courtesy of unhelpful airline timetables that you often have a few dead hours to kill in San Francisco and if you are hanging out for a ride, rather than go see Alcatraz or cruise some pretty weird bars you could do worse than hire a bike.

I discovered this a bit by accident on an otherwise nothing much to do day at the end of January - there are a couple of bike shops that do this but the one I used calls itself Blazing Saddles and has a web site at <http://www.blazingsaddles.com> on which you can order a bike to a frame size and pedal type so you only need to supply knicks jersey and shoes - they supply helmets which are optional for those that still have a brain there. Costs US\$9 per hour or US\$45 a day for a Specialized aluminium frame carbon fork road bike and they can supply look or spd type pedals, which sounds reasonable till you do the Pacific Peso currency conversion.

We rode around the wharf foreshore roads, over the Golden Gate Bridge and around the Marin Headlands and down into Sausalito (other side of the bay) for lunch and a ferry ride home. The bike shop we used is near the wharves at the end of the Mason/Powell cable car line and they supplied pretty good route maps and instructions that keep you away from bad traffic or killer hills (you would not have to try hard to find some of those). Other routes include around the golden gate park or for our fat tyre friends a 4.5 hour trip up Mt Tamalpas (Mt Tam!) to see where Gary Fisher & ors worked up their ideas for what became the mountain bike. They show 5 recommended routes for road and mtb on their web site for SF (they operate in Seattle Denver Washington Gettysburg as well).

If you do this you will have the benefit of some endorphins on the way home as well as about 13 hours on the plane to think up how you are going to explain the infidelity to The Real Bike Back Home.

The natives seem to dress a little more warmly than we would for a Sydney winter and curiously tended to be riding alone rather than in packs (might have been the time of day we were riding). Recommended.”

Club Calendar

Day	Time	Venue	Comments
10 th Feb.	06:50	Cannons	SC TT (8/7/.../1) Handlers: Ann Clarence & Dave Clarence
18 th Feb.	06:00	Cannons	SCC Sydney to Wyong Tour
24 th Feb.	06:50	Ocean St. Gates	LC TT (8/7/.../1) Handlers: Paul Davies & Paul Kelly
25 th Feb.	14:00	Stanmore	Mixed Doubles Tennis Afternoon (see Social Report this issues for more details)
10 th Mar.	06:50	Ocean St. Gates	Ext. TT (8/7/.../1) Handlers: Stan Genakis & Phil Gomes
24-26 th Mar.	-	Jindabyne	SCC Snowy Mountains Tour
31 st Mar to 8 th Apr.	-	Oberon to Forbes	RTA Big Bike Ride, http://www.bicyclensw.org.au/events/index.html
1 st Apr.	09 :00	Yanderra	Hilltop Rd 1 (12/11/.../1) Handlers: TBA
21 st Apr.	07:15	Heffron Pk.	Criterium Rd 1 (10/9/.../1) Handlers: Peter Bodor & Tony Johnson
22 nd Apr.		Centennial Pk or Bronte Beach	Picnic/Beach Volley Ball (see Social Report this issues for more details)
28 th Apr.	06:50	Cannons	1 Lap TT (8/7/.../1) Handlers: Roy Keyes & Tom Klemola
5-6 th May	-	Kangaroo Valley	SCC Kangaroo Valley Tour
19 th May	07:15	Heffron Pk.	Criterium Rd 2 (10/9/.../1) Handlers: John Rutherford & Jonathon Lewis
19 th May to 10 th Jun.	-	Italy	Giro d'Italia
26 th May	06:50	Cannons	SC TT (8/7/.../1) Handlers: Mel Licker & Alan Lumb
9 th Jun.	06:50	Ocean St. Gates	LC TT (8/7/.../1) Handlers: Dave McAlpin & Phil McKnight
16-17 th Jun.	-	Mudgee	SCC Mudgee Tour & NSWCF Mudgee Road Handicap
23 rd Jun.	07:15	Heffron Pk.	Criterium Rd 3 (10/9/.../1) Handlers: Steve McMillan & Andrew Price
30-1 st Jul.	-		SCC Hunter Valley Tour & NSWCF Rosemount Open
7-29 th Jul.	-	France	Tour de France, http://www.letour.fr/
21 st Jul.	07:15	Heffron Pk.	Criterium Rd 4 (10/9/.../1) Handlers: Kate Rowe & Norman Rydge
11 th Aug.	06:50	Cannons	1 Lap TT – FMM (8/7/.../1) Handlers: Paul Rigby & Leigh Ringrose
25-26 th Aug. ⇒ 25 th	06:50	Cannons	2 Day Tour. Points awarded to respective series, NOT to overall point score. a) SC TT - FMM Handlers: TBA b) Criterium Rd 5 Handlers: TBA c) Hilltop Rd 2 Handlers: TBA
	08:00	Heffron	
⇒ 26 th	09:00	Yanderra	
8 th Sep.	06:50	Cannons	SC TT – FMM (8/7/.../1) Handlers: Wayne Eastburn & Pete Scott
8-23 rd Sep.	-	Spain	Vuelta a España
15-16 th Sep.	-		SCC Cessnock/Wollombi Tour
29 th Sep.	07:15	Heffron Pk.	Criterium Rd 6 (10/9/.../1) Handlers: Alex Simmons & Sally Thomson
6 th Oct.	06:50	Ocean St. Gates	LC TT – FMM (8/7/.../1) Handlers: Steve Youngman & Tim Youngman
20 th Oct.	06:50	Cannons	Handicap 2 Lap Wheel Race Handlers: Walter Rolli & Con Roubis

27 th Oct.	TBA	TBA	Hill Climb – FMM Handlers: TBA
10 th Nov.	06:50	Ocean St. Gates	Ext. TT – FMM (8/7/.../1) Handlers: Mike Larkin & Frank Milner
24 th Nov.	07:15	TBA	Kilo – FMM (8/7/.../1) Handlers: TBA
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	Randwick Gates	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	Randwick Gates	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
LC TT= Long Course Time Trial
Ext TT= Extended Course Time Trial
FMM = Frank Murray Memorial Trophy

Note: 6 points will be awarded for handling once in a season
1 point will be awarded for riding and finishing the event
Penalties for Drafting or Breaking in TT's will be 30secs
Race Sec's decision's are final. No correspondence entered into

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SCC Event Results

1 Lap TT, Centennial Park, 3rd February, 2001

Name	Grade	Time	Place Overall	Place in Grade	Points
John Arkwright	A	5:07.03 (PB)	1	1	8
Stan Genakis	A	5:08.53 (PB)	2	2	7
Phil McKnight	A	5:10.30	3	3	6
Dave Clarence	A	5:13.56 (PB)	4	4	5
Tom Klemola	A	5:23.54 (PB)	5	5	4
Jonathon Lewis	A	5:29.03 (PB)	6	6	3
Peter Montford	A	5:33.09	7	7	2
Frank Milner	A	5:35.09	8	8	1
Leigh Ringrose	A	5:38.40	9	9	1
Mike Larkin	B	5:38.81 (PB)	10	1	8
John Rutherford	A	5:42.06	11	10	1
Paul Davies	A	5:43.09	12	11	1
Monique Batterham	B	5:50.68 (PB)	13	2	7
Kelvin Haisman	A	5:52.03 (PB)	14	12	1
Doc Guthrie	B	5:55.77	15	3	6
Tanya Bosch	C	5:55.84 (PB)	16	1	8
Carl Horn	B	6:00.37 (PB)	17	4	5
Tony Johnson	B	6:02.03	18	5	4
Craig Warner	B	6:03.24	19	6	3
Alan Lumb	B	6:04.18	20	7	2
Richard Kerr	C	6:06.81 (PB)	21	2	7
Meg Croft	C	6:08.15 (PB)	22	3	6
Heydon Miller	C	6:11.01 (PB)	23	4	5
Malcolm Wade	C	6:12.49 (PB)	24	5	4
Breeda Kelly	C	6:16.77 (PB)	25	6	3
Steve McMillan	C	6:21.43 (PB)	26	7	2
Bruce Field	B	6:22.97	27	8	1
Tim Youngman	C	6:23.49	28	8	1
Glen Butterworth	C	6:24.43 (PB)	29	9	1
Dave Bullock	C	6:28.61	30	10	1
Ian Cranston	C	6:30.00 (est)	31	11	1
Julie Howard	C	6:37.77 (PB)	32	12	1
Steve Youngman	C	6:39.06	33	13	1
Eddie Bosch	A		Handler		6
Anne Clarence	B		Handler		6



Pino 'flat out' in Adelaide

SCC even made the 2001 TDU program!



Crowds cheer the King of the Mountain.