

The Sydney Cyclist



November 2008



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Editorial

Sax Cucvara

I'm a new member of the club, joining in the relatively unattractive sub dawn start time of winter.

Why did I join? I love riding – after a many year break from cycling that started when I got bored of my Apollo 10 speed I returned as a commuter when I realised a 20 minute bike ride was a far more efficient method of getting to work than an hour long bus and train commute. It wasn't long before the bug caught me and I would use my bike (a fairly decent citified MTB) to get everywhere.

In 2005 I moved to Vancouver, Canada, as part of a life sea change, I decided to follow my life long dream of becoming a bicycle messenger - the subzero winters inured me to the cold (perhaps provoking the occasional comments I get for going bare legged no matter what the weather). The amazing variety of people who I worked with gave me a completely new perspective of the industry (you'd be surprised how many PHDs have felt the call of the messenger job not to mention the ex-racers, students and borderline alcoholics). I moved back to Sydney and carried on in the noble profession of package delivery for a further year before realising that whilst the lifestyle is great there's not a hell of a future in it. I finished my stint as a 'professional cyclist' with a 600k ride from London to Dublin to compete in the 15th Cycle Messenger World Championships – which I did not win.

Perhaps the commutes just weren't long enough and the call of road riding beckoned. The SCC has proved a very welcoming bunch of guys and girls who really push me to enjoy a different kind of cycling.

I love the "flow" of riding with traffic and not against it, I love the burning in the chest and the legs when struggling up a mountain or catching up with a pace line, I love the bike as an alternative to the automobile and I love meeting the bewildering variety of people who just love their bikes.

Thanks for the welcome to the club, and I look forward to meeting the rest of you.





President's Message

Dedication to the working committee and sponsors of SCC



The Chrissie decorations are there so early, so out of place it seems they could be in-store graffiti or forgotten remnants of last year! For us though our club's 30th year is certainly done and dusted.

Rolling up for (club) work is now just a formality; the Secretary has put in for leave thinking "in just a few days I'll be lazing on a sun-lounge, banging Cubans, sipping on Buds just watching the summer delights walk on by - and that pesky prick will be less than a memory; the President has had the summer house so stocked up any apocalyptic event won't raise an eyebrow; the "gone fishing" sign has been on the door of the Captain's lodgings for a week, and others, not figuring on coming back at all, can be heard muttering "just 6 more days; just 5 more days; just 4,well, so it may seem!

Truth be told, it is a busy time for the club even though it is officially our New Years Eve!

The Secretary is indeed taking a wee break, but just enough to prepare for the receipt of 300 membership renewals and applications in the next month or so (oh and, as I understand it, does not have such a penchant for the cigars, booze and other pursuits as some)! Ahemm! Spring not only brings out the fillies and colts, but a peloton of fur-less, fresh legs not seen over the winter months; it is when the captain's mettle, or fibre, is most tested; the TS is finalising the KV Tour; the Treasurer is busy "balancing" the books; the race secretary has a whole series of deciders cued up, and, for the socialite of this bunch, well party season is in full swing! As for the editor, well he has to read this; enough said! And so on it goes on ...

So, I would like to thank the fabulous committee for making this, our 30th, an eventful and successful year. I look forward to working again with many of you in the 2009. We have grown with you so much, well we have outgrown ourselves!

2008 has brought such a list of achievements within the club I will not begin to list them for fear of missing many. Of course, the annual Ride for Reason was a stand-out for me - it depicts and expresses poetically more about the essence of who we are and less of what we do!

I also thank our great sponsors whose support has been absolutely critical in the development of the club. To Roy of Lite & Easy, David McHugh at Kinselas and the Steyne, Murray and Adrian at Murrays Craft Brewing, Pino's Italia Spring Tours, and Kuota, on behalf of the club, THANK-YOU!

Barry

President SCC, 2008

"When you head out on a lone training ride it is all about time and distance on the bike. The experience of riding with a bunch of friends however is a timeless pursuit of closeness."

(Barry Doosey, 2008)





Club Captain's Column

As we draw to the end of another year I'd like to thank the other members of your Club Committee for all their support and assistance during 2008. In particular without George Schneller's ongoing support as Club Secretary, half of what occurs wouldn't happen. This includes attending a number of otherwise boring Committee meetings like the recent one about racing at Heffron Park and the regular Cycling Committee at Centennial Park.

I would like to also thank all those members who have helped me fulfil my duties of ensuring our bunches are safe. In 2009 the expectation is that the system of Ride Captains for each bunch will be more formalised. Drop me an email or speak to me in the Park if you're interested in participating.

A highlight throughout the year was helping to introduce new members to cycling, and assisting with skills and fitness training. The one lesson I learnt is that everyone can learn to be a better cyclist; even if you're helping others improve their skills.

The best moment of the year was being the "Lanterne Rouge" for the 2008 Ride for a Reason Charity Ride from Sydney to Bowral. For all 120 odd cyclists to get there safely was a great feeling. Thanks to all who assisted in exceeding our expectations including over \$60,000 for the Black Dog Institute.

The big challenge for 2009 and the new Committee will be how to administer the club as it expands and wants to do more into the future so that all the things we enjoy remain but at the same time we become more professional in administration and compliance. For me that challenge will be to improve how we induct and train members, new members and prospective members to be safe members of our bunches on the road. I'm looking forward to working with your new Committee and all members in 2009.

Please remember, to accept any suggestions with a smile. Suggestions about how we all might ride better are always intended to be for our benefit, our friends and colleagues safety and the enjoyment of all. And that includes concentrating - leaving the chatting until the coffee at the van.

And finally, cable ties do indeed seem to keep magpies at bay - it just unfortunate that you look like your trying to tune in little green men from Mars.

Safe cycling is enjoyable cycling.

Keep the rubber side down

Armon



2008 Ride for a Reason Charity Ride

Chase the Black Dog CHARITY CHALLENGE



Thank you for a marvellous effort

On behalf of the Black Dog Institute, thank you to all the incredible riders for their amazing efforts on Saturday!

We are so grateful for their support - the groups looked terrific riding into town.

*Kind regards,
Gabriella Lang*

Director, Black Dog Foundation

On September 27th 2008 the second Sydney Cycling Club (SCC) annual "ride for a reason" from Sydney to Bowral will take place, in support of the Black Dog Institute. The Black Dog Institute was the 2008 charity for the Bowral Tulip Time festival.

Some 120 cyclists safely completed the 160 kilometres between Centennial Park and Bowral, via Stanwell Tops and the Macquarie Pass raising over \$60,000. The ride was effectively twice as big as last year. Almost half the riders were non-SCC members.

Thanks to the organising committee and all the volunteers who helped out:

- George Schneller, SCC Secretary
- Sarah Entwistle, Ride for a Reason Sub-Committee
- Lee Stickells, Ride for a Reason Sub-Committee
- Breeda Kelly, Ride for a Reason Sub-Committee
- Ralph Stanford, Ride for a Reason Sub-Committee
- Dave Levitski, Graphic Design
- Barry Doosey, SCC President (and for organising the great jersey)
- George Tragaris, Mechanical Support
- Debbie Bonett, Tulip Time
- Gabriella Lang, Black Dog Institute
- Sponsors - St George Bank, Steyne Hotel
- Ride Captains - Stan Genakis, Adrian Atherton, Marcus Hodgson, Doc Guthrie, Meg Croft, Ellen Loois, and Sam Vella
- Photographers - Alan Jones, Julie Howard
- Support crew - John Rutherford, Kate Roberts, George Tragaris & Peter Whitford

The ride will be on again in 2009. I hope that ride will not be a mass participation ride like the Sydney-Gong ride. It should always be a ride comprising a series of bunches of roadies (on road bikes - with the exception of Declan who will do it on a unicycle) of similar talent and fitness enjoying the camaraderie of the road and peloton.

Finally thanks to all the participants. Those of you who didn't do the ride - well you'll never know what you missed out on.

Armon Hicks

We are two members of the Northern Sydney CC who took part in the Sydney-Bowral ride. We just want to say how much we enjoyed the event and that we think Sydney CC a great job.

The whole concept of the ride is a winner: the challenge, the route, the charity, and linking up with a well-known community event. It was good to see the strong support of your membership for the event. The pre-ride organisation was excellent and the newsletters were very motivating. And the jersey, brilliant. The ride itself was well-run and our respective bunches were simply a pleasure to ride with.

We hope you'll see a few a more from our club next year.

*Best wishes,
John Maldigri
Hugh Fyson*





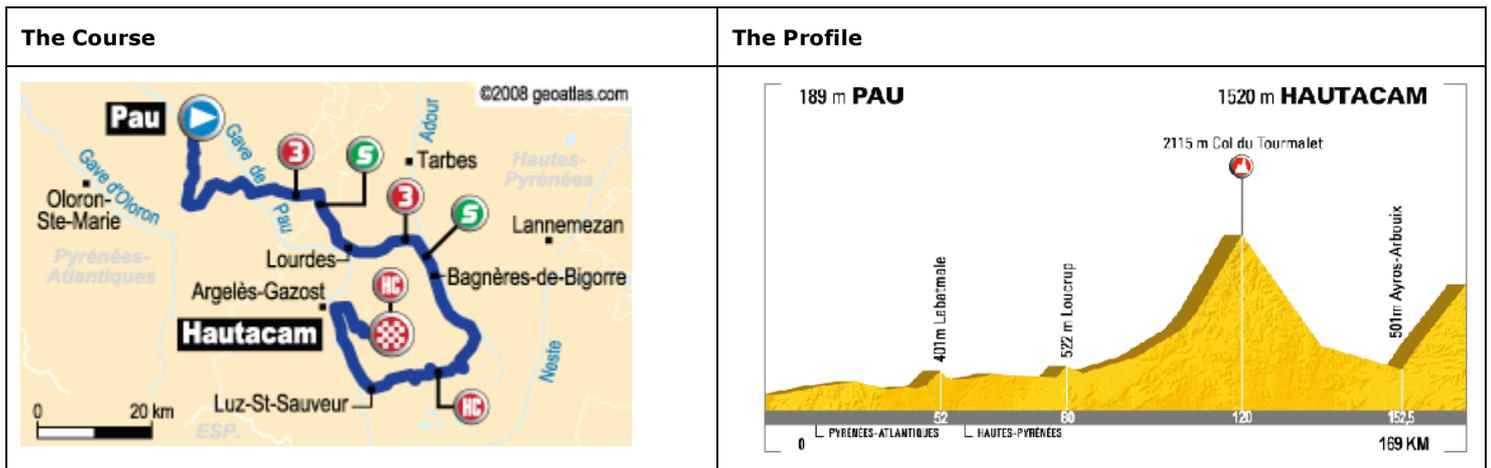
Christmas in July – l'Etape du Tour 2008



The hotel room is dark. Unbeknown to each other we are awake at 3.30am ... memories of Christmas past as children – "Is it time to get up yet?"

The alarms go off waking 2 people who are already awake – must not sleep in so 2 mobile phones, a bedside clock and the television all sing out in unison. Has Santa been? A quick check of the bikes - no Campag Super Record 11 speed there - so looks like we have to wait 'til December 25.

It's Sunday July 6 and the l'Etape du Tour awaits. This year the ASO has designated Stage 10 of the TDF for l'Etape, the annual stage race for amateurs held during the TDF. Pau to Hautacam in the French Pyrenees. A week later this stage would be the scene of Cadel winning the Maillot Jaune by 1 second at the top of the Hautacam.



Check out the weather. Still dark and still drizzling. Other important things to deal with ... race to the breakfast buffet – bananas disappear quickly. Latecomers settle for croissants (it's a hard job but someone has to do it!). Smiles on the faces of those who hoarded the bananas from yesterday's buffet. Hotel staff still wondering why so many bananas gone but no banana peels to speak of – don't these foreigners know you peel before eating?

Bikes out, wet weather gear on. Still dark when assembling at the front of the hotel. The Poms are busy assembling their bikes that had only arrived at 3am (2 days late), courtesy of EasyJet from London.

Seven Americans and one Aussie head off on the 7km ride to the start. At every intersection we converge with other riders until there are 8,500 of us being marshalled into our starting areas on the outskirts of Pau. When the pros arrive on Bastille Day it will be the 62nd time Pau has hosted a stage of the tour.

Euro techno blasts out through the loudspeakers but is soon partly drowned out by the multi lingual chatter of the riders. Many stories of riding cyclo sportifs and gran fondos as part preparation for today. Some of those rides are harder but general agreement is they don't have the same atmosphere. Hey baby, this is the Tour!

Starting gun fires and one by one the groups of 1,000 riders head out. It might still be raining but no-ones' spirits have been dampened. Quickly onto undulating country roads. We take up the full width as we own the roads today – every side street is guarded by local gendarmes, in every town the locals are out to cheer. Allez allez! Or were just yelling at us to get out of the way so they could cross the road?

The first 25kms through Gan to Rebenac are flat and fast – it's easy riding plus there are many with high race numbers in a frantic rush to find their riding buddies who started up to 25 minutes earlier. Crazy. In l'Etape 2005 I learned to take it easy since there are plenty of challenges ahead.

Leaving Rebenac we get our first climbs – relatively small gentle rises for about 5kms ... reminds one of 5km versions of the rise from McCarrs Creek Rd to the West Head turnoff. Needless to say the pace falls off a bit as reality starts to open up a small crack in



one's consciousness. But everything that goes up must come down and this is the story as the pace rises steadily again as we head to Lourdes.

Normally the destination for millions of pilgrims, today Lourdes is going to be overrun by a different sort of pilgrims wearing loud lycra. Lourdes was, well Lourdes, with today's miracle being successfully negotiating a 2 metre metal road cover on a 90 degree turn in the wet. No time for souvenirs or holy water – enough falling from the heavens anyway.

Outside Lourdes came across the "bike of the day". Remember the old 5 speed ladies bike you saw with a "take me" sign outside somebody's garage last month? Well, this guy had taken it. Admittedly he had tricked it up with metallic streamers and a yellow Sydney 2000 Olympics globate school case on the bike rack for his drinks and energy bars. Nice. Yes, I did say a Sydney 2000 bag ... it turned out this guy was from Perth. Kind of embarrassing as he rode effortlessly alongside for about 5kms, just goes to show that most of us have no business riding bikes similar to those the pros ride (note to editor - Perth was later spied walking up the Hautacam after 160kms. Ha!!).

We're about 25kms out of Lourdes and have travelled 100kms. Hello, that sign says "Col du Tourmalet" which roughly translated means something like torment. Le Tourmelet first appeared in le Tour in 1910. That year only one rider, Gustave Garrigou, made it to the top without getting off his bike. That makes me feel much better.

Yep, it goes on and on and on and on. And on. What makes it easier today is that as the climb progresses the visibility reduces significantly so you can't see how far it is to the top. Still raining we ride into the mist to the point where visibility is down to little more than 25m. One of the great climbs of the TDF is actually a lot of fun (well that's what I think now).

And then the reward ... 35kms downhill – off the mountain then down along the river through the valley to Ayros-Arbouix.

And what's special about this place. Well not much other than it's the start of the climb up our 2nd HC climb for the day and the hilltop finish at Hautacam. How do you compare this climb to le Tourmelet? You can't. The big "T" grinds up and around the mountain whilst Hautacam displays schizophrenic tendencies - severe changes in gradient and little clue as to what's up ahead. It's still raining and as we climb we enter the mist again and lose view of everything but the wheel in front!

But does it matter? NO!! The end is near only a few kilometres to go (that'd be about 2000 pedal strokes...). The adrenaline of the start returns, and for a fleeting moment we're flying upwards like the pros will next week. Either that, or after flogging ourselves for so long we've become delusional. I'll go the former as pain disappears and we cross the line. Wow!

The ride times? Evans 4 hours 22 minutes, yours truly 7 hours 15 minutes. (note to editor – I took out my feed stop and puncture repair time to make it look better than it really was ... [*Ed – no worries, when was the last time Cadel repaired his own flat???*]). I suppose that's why they're the pros and we're the joes!

l'Etape du Tour. Every year during the first half of the TDF – put it on your list of things to do.

A bientot!

David Oje



Tour de Freedom 2008



For 5 days commencing on 19 October 2008, I was amongst a group of nearly 50 riders who rode 740 km in 5 days, in south-western Victoria. It transpired to be one of the more fulfilling weeks for my life.



The purpose was multi fold: to have a great bike ride and to support and raise money for a charity called Teen Challenge and its NSW counterpart One80TC.

We rode in 3 or 4 bunches with different speeds and abilities. We had some A grade cyclists, and others had first stepped over a bike in July. And everyone found their appropriate bunch and we all had a great time.



The ride started by us joining the Around the Bay in a Day ride in Victoria. We started at the southern end of the Bay, taking the ferry from Queenscliff (at the western entrance to Port Phillip Bay) to Sorrento where after we rode up the Mornington Peninsula to Melbourne, then over a "mountain" called the Westgate Bridge, onto Geelong and back to Queenscliff. It was supposed to be 210 km, but with some wrong turns many of us managed 225 km! (What's an extra 15 km on such a ride anyway?)

The Around the Bay ride is essentially flat. That means no hills and wind. The wind was from the south, so our first half of the ride (Sorrento to Melbourne) came with a fabulous tailwind. We all literally flew up Beach Road! (I averaged 39 km getting to Melbourne – but the return was a very different story...!) Sufficient to say that we all slept very well.

The next 4 days was along the Great Ocean Road. Fabulous scenery, some good hills (mountains – the Otway Ranges), and a gale warning off shore. Despite being in Victoria, fortunately we missed the rain. The day rides were 140km, 170km and then a mere 100km. The hills and wind made for exciting riding - one person decided to replace his helmet and jersey after closely inspecting a bridge pylon.

The last 2 days were with effectively a tail wind, smaller rolling hills, and competition between the faster riders. Whilst having ridden in the fast bunch the whole way (1 of only 2 people!), I did get shaken off on each sprint – need to work on that.



We were thoroughly spoiled, not needing a thing during the tour (except our bike etc). Various support wagons carried our luggage (as well as the masseurs and the mechanic's tools - he rode); morning tea breaks at great stops with as much cake, bananas, Enduro Bars and Liquid as one desired; huge lunches and dinners, and each night a fabulous bed (at least I think so - I cannot recall anything each night once my head hit the pillow!)

Eight guys currently benefiting from the project rode with us. They each had to get sponsorship, learn how to ride, and complete it! It was an inspiration to us all to see their determination. We also had 2 others who had gone through the project a few years ago, together with their respective parents or sister (who also rode). The support for the project was palpable.



NEXT YEAR, the ride will be around Lake Taupo and Hawkes Bay, on the east coast of New Zealand. It promises once more to be a week of great riding, terrific people camaraderie and logistics, and a fabulous cause. I can thoroughly recommend it - I can send you information if you like. It will be 17-23 October 2009.

For over 30 years Teen Challenge and One80TC have successfully given a second chance at life to young people who struggle with life-controlling problems. The program aims to eliminate their self destructive habits by meeting the needs of the whole person... not only dealing with the addiction, but also rebuilding their self-image, work ethic, and relationships. I could see so clearly that it works. For more information see www.teenchallenge.org.au or www.one80tc.org.

Steven Berveling



UCI Track Cycling Masters World Championships

Tanya Bosch and Tim Rice both competed in the Masters in October and this is their account ...

Tanya

I went into the worlds this year fairly relaxed because I just wanted to enjoy them and then train seriously for next year. It turned out that to summarise the whole week I was only good for one sprint and the longer the sprint and the week went the worse I got.

In the 500 metre time trial I got a good start but died in the 2nd lap but just got over the South African to get bronze.



In the 5k scratch the other sprinters were controlling from the front stopping the good pursuiter and the current world road and time trial champion Liz Randall from getting away. I let them play their games and sat 2nd or 3rd wheel back. It must have been the first race where I never sat on the black line the whole race. I planned to jump early which I did and so did Desrae who has beaten me the last 2 years. We cleared out from the bunch and then I slowly and agonizingly got around her to get her on the line. I was so shocked at winning I couldn't do a victory salute or wave to the crowd. A dream comes true.



The rest of the week I think the others improved and I got tired because I could only manage 4th in the sprint and the points. Thanks especially to Alex my coach and to those in the club who came out to support. It really meant a lot.

Tim

The event itself is run by the world cycling body (UCI - Union Cycliste Internationale) so it's very professional (drug tests and all). There are 314 riders from all around the world and my division (40 to 44 years old) has 46 entrants.

Day 1 - 14 October

750m Time Trial



Well all things considered (very busy day at work, no warm-up and seriously no training for this event) I did it in 56.235 seconds (avg speed 48.01kph) as a guide my PB is 55.200 (about 1kph faster than tonight).

For the record I came 21st out of 27 riders (not great but this is not really my favourite event - they come later in the week).

Day 2 - 15 October

3000m Pursuit - The Race of Truth

Well it's called that because it works out the truth around how much you have (or have not) been training.

This race is just under 4 mins (or supposed to be) of sheer pain and my aim was to do a 3:50.00 or at least beat my PB 3:51.855.

This equates to a good start (1 lap) and then settle into 11 laps of 47kph (average) - that should give me a top 20 place (in a field of about 40 riders).

Well it started out well good first lap (aim was 23 seconds and I did a 22.68 - tad fast but felt ok - and here in lies the problem) what you do in the first km you pay for in the last km.

Well felt ok so did the next 1 km averaging 48.6kph which is pretty much dead on the pace I needed to hit the 3:50 mark but then the lack of training kicked in and the engine blew out (big time) next km was 43.5kph average and the last bit of the race (3 laps) absolutely killed me at 42.9 kph (this is training ride pace) but there is one positive I reached a new maximum heart rate of 190bpm and I saw all sorts of funny stars and shapes in my head (who needs LSD or Ecstasy).

Anyway another race down - final time was a very disappointing 4:05.099 - ave speed 44.06kph (the winner a freak Japanese guy did a 3:31.31 (51.11 kph).

The only take out was I didn't come last - 18th out of 19 riders (I beat a Kiwi - yeah!!!).

Day 3 - 16 October

Scratch Race

This morning was the heats for the Scratch Race

This race is probably the easiest to understand and probably one of the more exciting (and my favourite) - one big bunch of riders first one across the finish line wins.

We had 28 people registered to race so rules state we have to have heats to narrow the field down for the final.

Had the perfect preparation, good nights sleep, spin on the road bike at 5:00am back home at 6:00am for breakfast and then out to the Velodrome for a 9:00am race.

The heats were reduced to a 5km race (final is 10km = 40 laps).

There were 14 in the heats and the first 11 were to go through to final - so I was pretty confident but you never know (there was a fall in an earlier race (not my age bracket) that took out one of the favourites).

Anyway all went to plan did a lap or so on the front at the start of the race, dropped back to about 8th spot for most of the race and then moved up to near the front in the last 4 laps, waited for somebody to make a move, jumped on his wheel and got carried to the line for 3rd place. Doesn't really mean much 3rd or 11th but it meant I stayed out of trouble, gave the legs a bit of a spin and got through to the final.

For that facts and figures junkies - avg speed for the 5kms = 48.7kph / max speed across the finish line = 58.2 kph.

Then came the final ...

Three letters you don't like seeing against your name - DNF they stand for Did Not Finish!!!

Well it was a great race very fast (as expected) but I was hanging in there (average speed around 50kph) and then all the attacks came with surges of pace up to 65kph (which is my red line) and slowing down to 40kph and then off again up to 65kph - I managed about 6 of these and then the legs went and I lost contact with the main bunch - it's then almost impossible to get back on the back as you lose the benefit of the wind break.

So did my best, had fun but these guys are a cut above me (guess that is why it's called the 'world championships').

Day 4 - 17 October

The Sprint

The number 13 - Unlucky for some but I was happy.

The first round is a qualifying 200m flying start - basically you are on your own and you roll around for 1.5 laps to get up to speed (about 40kph) and then with the last 1.5 laps you really wind it up so when you hit the measuring timer tape (with 200m to go) you are going as fast as you possibly can (in my case that is about 65kph) and then you try and hold on to this (speed) for as long as you can and hopefully hit the finish line (200m later) with still a high speed.

My personal best is 12.04 seconds (ave speed a bees dick under 60kph) I would have been very happy if I broke the 12 second barrier.



This then ranks all the riders from slowest to fastest – top 16 go to the next round the rest 'thanks very much' day over go home – so that is my first challenge 'get in the top 16' - hopefully I do.

I qualified 15th fastest (in the flying 200m sprint) with a time of 12.383 (max speed 63.2kph / average speed over the measured 200m - 58.14kph).

Not my best but ok all things considered.

The margins for this event are very small – as a guide I was beaten (14th place) by 200th of a second (12.364) - that's about 300mm (or the length of an A4 bit of paper)

Anyway qualifying out of the way - I made the cut (top 18 ??) and then into the match racing – 1st vs 18th / 2nd vs 17th etc

I was up against the 4th fastest guy, a 'Dude' from USA - at the start it was quite comical this guy was built like the proverbial brick shit house all muscle (about 120kgs) and riding is probably his life. He had the best of everything, bike, aero helmet and raced in a full 'Spiderman' suit (think comic book character). Anyway we rolled up to the line with our handlers (they hold us steady as we are all strapped into our pedals) and then he starts his 'get ready' process – slapping his legs, grunting, smelling salts, pep talk etc etc – as said quite comical as there was absolutely no doubt this guy was going to beat me (he was about 10% quicker in the qualifier). Anyway after a few wry smiles from the starter and other officials we were off doing the cat and mouse thing, my plan was to lead out the last 200m and at least make him pass me – which he did with about 50m to go.

After that bit of fun I went into a few other heats to try and work my way up the order and ended up 13th (out of 21) so not a bad result – training or no training I probably would have ended up around here anyway as the next break is top 12 and these guys can all break 12 seconds which I have not done yet (PB is 12.04).

Day 5 – 18 October

Rest day today (Saturday) as I didn't progress into the top 12 of the Sprint

Day 6 - 19 October

The Points Race

This one is confusing but very fun to watch (not so much fun to do) - you have to have everything working on the day good endurance and fast sprint legs (the two are usually opposed to each other), awareness, technique plus you need to be a mathematician to work out who has what points and what you need to do to make sure you end up with more points than the others – as there are sprints every 10 laps and the top few places are awarded points.

Mayhem for officials but fun for spectators – sometimes (not in world champs) they do an auction before the start of a race and you can bid for the rider that you think will win (great way to raise money for charity or the cycling club etc).

Generally these are the last event on any race calendar as they are the longest and it's a great fun way to close off the event.

To cut a long story short I ended up in 6th place, my best ever result in a World Class event and I'm prepared to divulge the winning formulae to my SCC friends.

It's not training (that's obvious because I don't) it's not Gatorade or even drugs ...

What you do is to take:

- 1 glass of Champagne
- 3 glasses of Red Wine
- 1 glass of Vodka/Apple
- Mix with great company (at the Breast Cancer Pink Ribbon Ball – thanks to Precincts Sponsorship package)

Rock up (bleary eyed and grumpy) to one of the most hotly contested races of the week – and ride like buggery as it's the last event of the race meet, never give up, contest a few sprints and pick up some points and end up 6th.

Thanks to anybody that came to watch (yes there were a few supporters) and I hope that this little blurb may have sparked some interest for a few others to buy a track bike and get out and give it a go.

On a sad note – some of you may be aware that I'm leaving the club but please don't take this as a negative sign (towards the club or any members).

SCC is a great club (and I hope you will still let me ride with you on Sunday's) but as my passion lies on the track I just wanted to be involved in a club that had a big track culture. Last weekend's carnival in Gosford was a prime example - I scooted up there on the Vespa (alone), was the only SCC person there (but still managed to pick up 2 x 1st place finishes and 2 x 2nd places - where one of the second places was for the feature race of the night) and scooted home (in the rain) alone. As a direct contrast other clubs (Central Coast, Illawarra, Goulburn, Randwick Botany & Bicisport) had tents, support, spectators and multiple riders in each division.

See you on the road ...



SYDNEY CYCLING CLUB

1978-2008 - celebrating 30 years on the road!

Sydney CC Sponsors

Thanks to our sponsors for their continuing support in 2008.

Web development by Lamont Consulting

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Thanks to our major sponsors:

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