

# The Sydney Cyclist

The Monthly Magazine of the Sydney Cycling Club

[sydneycyclingclub.org.au](http://sydneycyclingclub.org.au)

March 2003

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Thanks to all contributors.



Above: The Snowy tour in action.

Below: Racing at Heffron.



# The Secretary

*George Schneller*

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## **Membership fees battle over for another year**

My thanks to those of you who cheerfully coughed up your forms and fees, and who managed to fill in your forms legibly and without blunders. There is a lot of resistance to filling out forms, so we'll try to make the process easier for you (and us) next year.

## **Time Trials – Wet or Dry**

The recent TT's have had a good turnout – except when it rained. Reconsider –you won't melt in the wet guys, and you might get the jump on the others in your grade.

## **Out of the Red cast – and looking good in the points!**

I'm out of my red cast and once again "mobile", but at a snails pace. Despite being off the bike I'm looking good in the points score, due to handling. If you're recuperating from an injury and can't ride, handling can help out the club, allow the more able-bodied to race, and give you a few points. Contact Debbie Pearce the Race Secretary to volunteer.

## **Contribute to your newsletter – it's only what you make it!**

The newsletter needs to hear from you with anecdotes, stories from the bunch, or articles of interest. Contact Mal Wade, the newsletter editor.

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# The Captain

*Jamie Bedford*

Well the best laid plans of mice and men, so to speak, means we haven't started our skills sessions yet and with the Snowy Tour just finished and my trip to hospital (to ensure my Doctor can afford that new Mercedes SL500 sports car) means there will be a few more delays before we get going. Luckily Andrew Price has organized a fill in guest coach for us on Wednesday mornings to learn the art of paceline coolness. So if you can't wait for me to be mobile again drop Andrew a line on [Andrew.Price@corrs.com.au](mailto:Andrew.Price@corrs.com.au) and he will fill you in on the details.

On the subject of coaching, if you are following the training articles in the newsletter remember you are getting only installments and need to understand the whole picture before going crazy on interval training. Next month will cover RECOVERY!!! Health and programming which are probably the most important parts of the story. A certain female member (who shall remain nameless) was so over trained at the recent Snowy Tour that she had at least six people threaten her with violence if she went out on her bike one more time. Overtraining is a very easy trap to fall into so if your heart rate is elevated while resting or you are unable to raise it while riding you are probably doing too much. Take a week off and go for a walk or to the movies and watch the improvements when you start riding again.

Some of you must be doing something right though when I see all these PB's on the TimeTrial results. Congratulations people, I'm getting a bit worried about keeping up with the bunches on my first rides back. I will be keeping an eye on you out at the Hilltop race to see who are the best wheels to sit on.

# The Tours

*Richard Dodds*

As you can see, I've got a busy tour schedule planned. In an attempt to keep everyone happy I've endeavoured to pick dates that don't clash with the increasingly popular SCC race events. Unfortunately this sometimes means a clash with an open event and this year the KV Tour falls on the same weekend as the Bathurst Women's 2 day tour.

If you have not been to KV yet then don't miss it this year, it's a great weekend away offering some beautiful and challenging riding through the valley and up in the range country. Excellent pubs, cafes, craft shops, restaurants, and Alan Revell! What can I say this tour has it all! I've included the details of the KV tour below. Costs for this tour are yet to be finalised. I'll advise of costs ASAP then start to take bookings.

Firstly, a big thanks to our hosts Bruce and Elaine Vote for organising such a great tour, AGAIN! For many years their efforts have always made this Tour one of the best and this year was no exception.

Saturday morning started out a bit nippy but it was quite sunny most of the morning. Our riders split into two bunches, one lot doing the 150 km route - Jindabyne, Dalgety, Cooma, Berridale, Jindabyne. The other bunch opted to start and finish in Berridale with a 100 km loop.



These are both great rides with loads of undulating country riding and a few tricky bits thrown in, like the massive down hill between Jindabyne and Dalgety. You really have to be on the brakes the whole way to keep it under 80 km/h. The cattle grid at the bottom of the hill and the wheel eating, wood-slat bridges make things interesting too.

After a well-earned lunch stop we split into smaller groups for the ride back to Jindabyne. This 60 km ride is always a killer and the weather had taken a turn for the worst. It was cold- bloody cold, with a stiff and unrelenting head wind that had our strongest riders doing it tough. How about a DOWN hill where you get out of the saddle and push hard to hold 20km/h, ouch. The mountain weather closed in and we 'pulled-the-pin' at Berridale. The rain was falling as we attempted a new world record, how many bike could fit into that back of Bruce's 4WD.





Old habits never die and it was off to the pub to replenish the carbs and shoot a few rounds of pool after a punishing ride. It seems that some of the guys had done the carbo-loading thing at the pub. Roy and Tony were both well and truly "re-fuelled" with Tony passing on some good advice about the merits of a Guinness or three after a tough day on the bike.

Saturday night's dinner was a very social affair back at Bruce and Elaine's place. They both did a fantastic job of feeding a mob of hungry cyclists. No cycling videos this year but plenty of stories about the BIG-UNIT, more red wine and a game of Charades kept us all amused.

After a cool Saturday, Sunday was brilliant, warmer and sunny- perfect riding weather, with only a little wind. With the Ski-tube not operating because of recent bush fires we decided on two separate rides. One to Thredbo(70km) and another up to Charlottes Pass(85km).

These are both great rides and I was disappointed to be relegated to the sweep vehicle while recovering from a cold, although while waiting for riders at the top of Ivo's pass (steep-long-B\*\$td of a hill) it really

didn't seem too bad. After Saturday's ride, I think most of the riders were happy with a hill or two as long as the wind stayed away.

We meet up with a bunch of Clarence Street Club riders over coffee at Thredbo Village and they gave us a first hand account of Saturday's nasty weather. They'd been riding back from Charlotte Pass when the blizzard hit and told stories of freezing roads and freezing body parts. It just shows how prepared you need to be when venturing into the high country. There was still snow on the ground on Sunday as you can see from the photo album.

Monday was our recovery ride, 50km out to the Diggings, a relatively flat and easy out and back ride to loosen those tired hill-climbing muscles. As usual, this 'recovery' ride turned into a race and the tail wind on the return leg made it a fast one and a good finish to a great weekend.

I'm sure all who attended this year's Snowy Tour had an excellent time and I hope to see you all again on the KV Tour.



Any questions? E-mail me on [rads102@hotmail.com](mailto:rads102@hotmail.com).

# Training

By Dave Sanders

(Head Cycling Coach VIS/ AIS road coach)



## Power – or “punch”

This is the system often neglected by endurance athletes, but I feel is still very important for the complete “racer”. The ability to produce real power is vital for attacking or splitting a group, for bridging a short breakaway gap or snapping your opponent’s legs over the crest of a hill. It is also the basis for the “essential” sprint finish.

The training process is quite specific.

Low – medium volume

Max + intensity \*(with recovery)\*

This process often goes “against the grain” of many endurance athletes who just like to keep pushing and doing “more is better” programs. What we are looking for here is “harder is better”. Find a medium to steep hill that you can crunch a big gear over. Start at a very low cadence, close to stalling and accelerate at 110% to the top. This MAX effort must be no longer than 10-15 seconds for pure power, but a sub-max lead up of 30-60 seconds is ok. After the effort go straight back to a very easy gear and do recovery pedaling for 5-10 minutes or what ever you need to recover enough to do the effort again at MAX+ intensity. If the effort is longer than 15-20 seconds or you don’t recover properly between reps, you will not be doing MAX efforts, thus not having the desired training effect.

It is also important to concentrate on style and efficiency during these efforts and controlling the power through the upper body. Remember – go “forward” – not “sideways”.

If the process is done properly you will see great improvement over a relatively short period of time. This effort can also be done on the flat into a head wind with a big gear. Sometimes it is better to start this way (especially for females) before advancing to an uphill gradient.

## INTENSITY

Low – medium volume

Medium – high intensity

Now this is a very important ingredient. We must train our cardiovascular system to be very efficient at high intensities for lactate dispersment and lactate tolerance. This is vital for long and short hill climbs, time trials, solo breakaways, and the ability to “put the hammer down” to split a group out on the road.

While we can produce some extraordinary results with specific intensity training we must also be very careful not to overdo it as it can also have negative effects if we don’t have a proper endurance base to enable us to handle this “top end” work load. High HR, high lactate training over prolonged periods tends to break down the immune system, whereas low to medium intensity helps build and strengthen the immune system, so a correct balance is important.

We do various HR training routines which develop over many months, always monitoring how the individual is coping with the workload, recovery, etc. It is important to use a HR monitor and have a fair idea of your Anaerobic Threshold levels to be able to monitor yourself properly. You must also remember to maintain your endurance base throughout an intensity phase. If you are too tired, or over trained, you will not be able to achieve elevated HR values, Thus incorrect training effect. Do your intensity workouts early in the week or after a rest day.

The two major areas we train are VO2 MAX intervals and AEROBIC POWER or ANAEROBIC THRESHOLD training. We do this on the Ergo or stationary bike, and then out on the road with the real thing. Ergos or wind trainers are ideal during the early development process because you can be very specific and sit on the exact HR, power output that we require to strengthen the target HR zones.

### **VO2 MAX**

Start with 3 x 5 minutes at A.T.+5/10bpm, pushing to MAX in the last 60-90 seconds of each 5 minute rep. Use high cadence for these intervals. Recovery of 5 minutes back to Aerobic Zone 120-140 bpm. Build to 5 x 5 minutes with 5 minutes recovery. This is generally a pretty good workout.

### **AEROBIC POWER or A. T.**

Start with 2 x 15 minutes at (A.T.)- 5 bpm with 5 minutes recovery at reduced HR. You will find that after some weeks you will be quite comfortable at this level and your (A.T.) has "floated" up the scale. You can follow it by increasing your effort by 5 bpm when you are confident that you can do it.

You can progress to 4 x 15 minutes with 5 minute recovery over 4/5 weeks or so, but that is as long as I would do it for an intensity block. Remember with these intervals that it is better to do more minutes at a lower HR than to push a higher intensity for a reduced time. If you push over the (A.T.), you will not be able to repeat the effort, thus reducing the training effect.

VO2 MAX INT. 1-2 times a week A.T. Intervals. 2-3 a week at peek.

**\*No more than 3 HR sessions total per week**

## 2003 Race Calendar

February	Race Details	Handlers
April		
Sat 12 April	Crit Series #1 Heffron, Maroubra	
May		
Sat 3 May	Crit Series #2 Heffron, Maroubra	
Sat 17 May	Kilo Series # 1 Breakwater, Port Botany	
Sat 24 May	Hill Climb Series #1 Location: TBA	
June		
Sun 1 June	Road Race Championship (graded) Location: TBA	
Sat 21 June	Hill Climb Series #2	
July		
Sat 12 July	Crit Series #3 Heffron, Maroubra	
August		
Sat 23 August	Crit Series #4 Heffron Maroubra	
September		
Sat 6 Sept	Extended Time Trial Centennial Park	
Sun 14 Sept	Hilltop Handicap Road Race #2 Yanderra	
Sat 27 Sept	Long-Course Time Trial Centennial Park	
October		
Sat 11 Oct	Crit Series #5 Heffron, Maroubra	
November		
Sat 1 Nov	Short-Course Time Trial Centennial Park	
Sat 15 Nov	One lap Time Trial Centennial Park	
Sat 29 Nov	Kilo Breakwater, Port Botany	

# In The Pits With Phonak

**Andrew James: Trouble In Paradise.**

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To put it mildly, things have been a bit mad here lately. I was down in Lugano last weekend for the team. We had two one-day races there Saturday and Sunday. The guys didn't go well - to put it nicely. There is a lot of pressure on at the moment because we haven't been performing, which means we don't get the points, which means we don't get noticed for selection for Tour de France. And if we don't make Tour de France - yours truly might not have a job next year, just like everyone else on the team. Yes, the threat has been made by the team patron.

So, starting Sunday we have the start of Paris-Nice. Because this is run by Soci t  Tour de France, we have to have a result, more than one would be better. We have our most on form and best riders there (probably with one exception), and I've been building super-light mountain-stage bikes all week just for this event. Special light frames, with Campag carbon cranks, magnesium h/bar stems, carbon h/bars, super-light carbon seat posts, and special edition (for pro teams only) Ksyrium super-superlight wheels with full titanium cassettes. For those of you who have no idea what all that tech stuff is - lets just say its way cool. My team boss Urs Freuler told me to give the boys everything we had, no holds barred. Most of this gear was on hold for TdF but if we're not going to make it there's no point in keeping it. Fingers crossed for next week.

I headed over to Paris for the start of Paris-Nice on Saturday morning, the start is Sunday. I only do the prologue because of logistic reasons, and then I head over a bit further (into France) and rendez-vous on Monday with the Spanish camion which is on it's way to Tirreno-Adriatico (another race in Italy) and we need to give them a whole lot more material. Then I hopefully get back to service course on Tuesday.



We've had a bad week in Spain with the team racing there. The soigneur who was setting up the hotel one day had some team suitcases stolen from the hotel lobby. Ok, so you can replace clothes and toothbrushes etc, but the one suitcase they had to steal was that of Alex Usov, the Bellorussian Champion. Because he comes from an old "Russian" state he has some very special paperwork to allow him into most of the EU, and most importantly entry papers for Switzerland, where he resides during the season. These take ages to arrange and he'd just received them before he won his stage in Mallorca in the first week

of Feb. Those and his passport and his wallet and mobile phone - all gone. So at the moment he can't return to Switzerland because he doesn't have entry papers (let alone a passport), and he can't fly from Spain to Paris for the start of Paris-Nice because he doesn't have a passport. Then, after the one-day race in Almeria on Sunday, my Spanish mechanic colleagues were washing the bikes and one was stolen from right under their noses - yep - Usov's. My usual roommate at races and French team soigneur, James Collignon drove over to Spain yesterday and was driving back to Paris today with Sasha Usov. Poor Sasha's luck has to change soon.

Last week we had a new team member - nearly. An "old" pro with quite a few good results called Pavel Tonkov had agreed to join the team. I had made his new training bike, we had his suitcases of clothes prepared and Urs had a ticket to join him in Spain to get his signature on the contract. Then there was a slight hiccup, the person at the UCI (cycling's governing body) said he couldn't be a team member for us, he'd already signed for another team..... A few red faces, until it appeared that his manager had been telling two different stories..... So, no Mr. Tonkov.



I got a new team car yesterday. It's a bit bigger than my last one, Freuler said it's better because the girls notice you more. Yeah.....? It's a Mercedes E-Class station wagon - they're the monsters, bigger than we use in the races. It's all sign-written like the team cars still, but man it's cool to drive. Diesel fuel-injected, goes from zero to really really fast too quickly. Yeah OK I'm a petrol head .

The weather has started to get a bit warmer here lately, We're starting to get up to 10-12 degrees during the day, most of the snow has melted, but it could still be a white Easter so they reckon.

My accommodation's good, living in a big old farmhouse, which is situated in a little village called Männedorf, kind of the other end of the Zürichsee (lake Zürich). The house has 3 levels and is situated in a sort of semi-rural area, but I'm still only 10 minutes from work. The house was built in 1787 so it has a big old stone oven to keep the place warm, and I keep "sconing" myself on the door frame - they're always too low in the old houses. You'd think maybe one day I'd learn, maybe..... The view from the balcony is awesome, right out across the lake and you see the villages and mountains on the other side also. Will take some photos when I get round to it.

PS - Oh yeah the Swiss have been very gracious in their Americas Cup win and I haven't copped too much flak, just a few gentle reminders from my Swiss team-mates.

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## For Sale

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David Solomon has two items for sale: Firstly a Thule bike rack for \$50. He would also like to auction off an Aero Race Wheel to the highest bidder with the proceeds donated to SCC. The wheel has no cassette or tyre included.

For more details contact David Solomon [david.solomon@towers.com](mailto:david.solomon@towers.com)

# Weekly SCC Rides

Tuesday	06:00	Cannons	Watsons Bay hills ride, approx. 25 km. 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
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. 35 km. Fast clip [35-40ish] with three even faster [40-55 km] 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, 45 km. 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  or 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, 90 km plus. Medium to hard ride, out at 28-35 km, some turn round at Sutherland (60 km). At Waterfall, smaller groups sometimes go on to Stanwell Tops (120 km) or back through the Royal National Park (110 km). Main bunch U-turns, pacelines back to Sutherland, collects the stragglers, then a fast ride back to the park for breakfast.  Or 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 (70-80 km) or maybe even Sutherland, then back via Como and Hurstville (70 km). All rides finish back in the park for breakfast (approx 9:30).
First Sunday of the Month	06:30	Cannons	Club Jersey Ride. 100 km plus. 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.

**SC TT:** Short Course Time Trial

**LC TT:** Long Course Time Trial

**Ext TT:** Extended Course Time Trial

**FMM :** Frank Murray Memorial Trophy

- **1 point awarded for riding and finishing the event.**
- **Penalties for drafting or breaking in TT's will be 30 secs.**
- **6 points will be awarded for handling once in a season, 1 point thereafter.**

**Registration:** TT's at start by 06:40, first rider off at 06:50 SHARP! No restarts allowed for missed starts.

**Race Secretary's decision is final.**

# For Sale

Gary Stevenson has these two items for sale he can be contacted for price and availability at [gary@windowline.com.au](mailto:gary@windowline.com.au).



## Contact List

<u>Position</u>	<u>Who</u>	<u>Phone</u>	<u>E-mail</u>
President:	Paul Rigby	0419 205 113 (m)	paulrigby@bytecraftentertainment.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:	Deb Pearce	0411 472 040 (m)	debbie.pearce@barclaysglobal.com
Tour Secretary:	Richard Dodds	0419 729 206 (m)	rads102@hotmail.com
Social Secretary:	Samantha Kosky	9518 1518 (h) 9568 9370 (w)	samkosky@optusnet.com.au
Boutique Manager :	Andrew Hudson	0412 266 391 (m)	andrew.hudson@exel.com
Newsletter Editor:	Mal Wade	9662 0464 (h)	Malcolm.Wade@bikerider.com