

The Sydney Cyclist



OFFICIAL NEWSLETTER OF THE SYDNEY CYCLING CLUB
ISSUE 01 → JANUARY 2004



Photography: Hiroyuki Toyozumi

Sydney Cycling Club
celebrates 25 years
1978-2003

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From the Presidents Chair

Jamie Bedford



Christmas cheer and New Years resolutions behind us (I must ride more) 2004 begins. December saw our first attempt at a "Try the Track day". Seems everybody had a great time and I would especially like to thank Tanya for getting it up and running. Thank you also to all those who gave their time and bikes. I'm sure you will be getting another opportunity shortly as most participants were raving about their experience the next day.

I hope this year we can put a bit more time into our open racing program, getting a group of riders to races rather than travelling individually and wasting resources. Also it's a lot more fun to be able to talk about your race war stories, get congratulations or commiserations on the way home.

Nathan (Chookman) Russell is SMS messaging us from the Jayco Bay Cycling Classic, to give us a little taste of riding against McEwen, Cooke, McGee etc. Travel, training and a race every day means his contact is short but intense.

Time is always short, but when it comes to putting your hand up to help with club events or functions try to remember Deb's favourite saying "Bad things happen when good people do nothing". You can make a real difference for your club mates by volunteering to help.

While I'm in a preaching frame of mind the Victorian Police have released a document outlining a Code of Conduct for Road Cycling. I'm putting the PDF file up on the notice board for anybody that is interested as the Police hope this will become a national program. It came about because of constant complaints about cyclists on Melbourne's "Hell Ride". (Like the Coluzzi ride). The Police have even gone as far as sponsoring a team in the Bay Classic this week.

Speaking of the Police, the NSW federation has been holding more talks with the NSW Police recently and have been very happy with the outcome. Commander John Hartley reinforced the fact that Cycling Events are welcome on NSW Roads and he wants those with specific knowledge of the sport together with the Police in Local Area Commands to play a primary role in the decision making process. Cycling NSW is waiting for the revised New South Wales Guidelines for Bicycle Road Races and will send them to all the Clubs as soon as possible.

To all those people heading down to Adelaide for the TDU, good luck have a great time and watch out for any ride that Pino says "no no just a few bumps". That translates into 160km with three 10 km climbs at 10%! You will have a great time though I'm sure. And let's hope for another Aussie winner this year.

Last of all I'd just like to remind you the longer rides at the start of the year will greatly benefit your endurance levels when you're chasing that time trial trophy later in the year. So do waste these warm long days and sunshine, get out there on the road and enjoy yourself.

Thanks

Jamie

CYCLING CENTRAL

SBS Television is giving Australian audiences their weekly dose of wall-to-wall cycling when CYCLING CENTRAL screens on the network, every Sunday @ 5.30pm from December 14. The LIVE magazine program on the sport of the two-wheel variety, will feature highlights, news and stories from Australian and international cycling and its events.

Tour de France
Tour Down Under
Cycling NSW
Australian Cycling Federation
News

www.letour.fr
www.tourdownunder.com.au
www.cyclingsw.org.au
www.cycling.org.au
www.cyclingnews.com
www.velonews.com



Chookman in yellow helmet heading for the barrier to avoid McEwen.



Chookman in yellow going hard with 2 to go Crit 5.



Chookman on the front.

Chookman at the Bay Crits

Nathan Russell's SMS Diary...

Got placed in the Giant /CBD Cycles team for the Bay Series Crits. Don't know much about the other guys yet but one of the guys Will Walker won a Stage last year and performed well at the Junior Worlds, so hopefully the team will be strong and pull together well. The sponsors have been great, supplying a nice Audi to drive around in and giving us heaps of gear for the week. Went down to the Giant warehouse to look at the new bikes and are now ready to ROCK!!!

First Race – Hastings Tight corners, short straights along the shore of Western Port Bay.

A crazy cold and wet day. The organisers reduced the circuit by taking out 200 metres of car park that was just to dangerous.

15 crashes really slippery so needed to be up front. Lap ten a crash nearly took me out but stayed up skating like goofy on ice' a real crowd pleaser.

The team was really good and in the end I finished 7th.

ELITE MEN	POINTS
1 Baden Cooke	12
2 Matt Wilson	10
3 Mikkeli Godfree	8
4 Joel Pearson	7
5 Chris Sutton	6
6 Craig Gordon	5
7 Nathan Russell	4
8 Mark Renshaw	3
9 William Walker	2
10 Dean Downing	1

Race 2 Port Arlington

Short sharp hills and very bumpy corners

Dry day with no luck. The break went early with none of the team in it. FDJ/Skilled team shut the race down. Not such a good day But all fired up for some push and shove tomorrow to stay in the top ten. Amen.

Race 3 Geelong – Ritchie Boulevard

750 metre Hotdog shaped course 180 degree turns

Dry and fast with a head wind down the back straight. Survived another one! Geez , front group with McEwen. Top Race, huge crowd, sunshine. Break got away so the bunch (what was left of it) sprinted for minor placing. Good to be back up the front, two to go.

Race 4 Geelong – Botanic Gardens

A hill, tight corners and more potholes and bumps.

Will from the team won this race last year so worked hard to try and put him up there again. Will got in a break near the end but it all came together for the sprint. At the finish Will finished 6th so still a good result for the team.

Race 5 Docklands

Another Hotdog shaped course with longer straights

Very fast and dry. All about getting to the front. Lots of breaks but none stuck. Will got an intermediate sprint and finished 3rd in the second but all together on the last lap. Lot of guys overcooked it in the last corner, held the line came out in the 11 cog and gave it everything. Passed a few guys up the straight going like a steam train. 10th in the last crit and with all feathers intact!

Back to Sydney to work and get some money. Did 60km this morning (14th) but will do a longer one tomorrow and then its off to the National Titles. Will try and ride the smartest ride of my life and get a result as too much too early will kill you on that course.

The Chookman

From the Secretary's desk

George Schneller



Membership Renewals are due NOW!

Just a reminder to all those members who have not as yet paid, that membership fees are now due.

Membership of the Club and affiliation to Cycling NSW runs from January to December so anyone who is unfinancial after January 1st is uninsured by CA.

The Club's racing program begins shortly and if I have not received your payment then you will not be permitted to participate. If you require any assistance with the forms or if you would like to make some arrangements re the payments, please contact me at work on 9319 2899 or email me on gschnell@bigpond.net.au

Club Clothing

As of the 15th January, the new Boutique Manager is David McHugh who has generously offered to take on the task of looking after the Club clothing. His contact details are below.

For those members, both existing and new, who may be waiting on Small or Medium jerseys, I have placed an order with our suppliers and I have been told that we should receive our order by the 18th February.

I would like to congratulate Victoria McNeill on the fantastic job she did with her first newsletter, and thank all the members for their feedback.

Be careful out there!

George

And on the note of being careful, Steve McMillan and another rider whom some of you know well – Amber Jenkins, had a nasty accident last Saturday on the stretch just before Doll's Point. An old lady late for a hair appointment drove straight into the back of them. No broken bones but a lot of severe bruising and nasty grazes. The bikes both were totalled. We are just glad Steve and Amber are in one piece (just).



SCC clothing available!

Clothing can be picked up 7 days a week between the hours of 10.00am and 4.00pm from the Colombian Hotel on corner of Oxford & Crown Streets, Darlinghurst.

Alternatively it can be mailed.

Mobile: 0419 700 101 Work: 9360 2151

Email: david@kinselas.com.au

David

TIP OF THE WEEK →

Navigators National TT Champ Chris Baldwin is going to share some of his secret training techniques with us.

Latest Tip: I hope that life is good for all you road warriors out there. Here we go for another episode of crazy scooters training journal and tips.

I left off with the first half of my first base cycle. I did a couple of weeks of easy riding, slowly building up the duration of each day in a three day cycle. once I felt that my tendons and such were ready (about two weeks or 4 cycles) I began to do some bike specific strength.

I am normally a big advocate of gym work in the winter. but this was a crazy year for me, I raced late for worlds, got hitched and am beginning racing very early next year. therefore I decided to try to duplicate some of that strength work on the bike.

So I began throwing in a strength workout on the first day of each 3 day cycle. I started with 6 reps of 6 min. I do these on almost any climb, using the gears to adjust cadence. The interval is in a large gear that allows me about 40-50 RPM at around 280-300 watts or 155-165 HR. For 5 of the 6 minutes I stay seated, trying not to use very much upper body, staying focused on a smooth pedal stroke.

It is important to stay in the aerobic zones for this and to not push up to LT (lactate threshold). For the last minute I shift down a gear or two and stand for the entire minute not worrying about HR elevation. I take 6 min recovery and add a 10 min break after every 3 reps. I really don't worry about the recovery periods. I will let the ride dictate that. For example I may do 3 hrs easy then all of the intervals or I may do 1 hr then 3 then another hour then 3 more etc. I leave it flexible to keep it interesting.

The other two days are still steady aerobic days increasing in time. I am a firm believer in aerobic development early in the year, so keep these days around 120-140 beats.

Each cycle I add one rep. I just completed 3 days of 5 hrs each with 9 strength reps on day one. It was the end of my 4th week of training and time for an easy 5 day rest week.

Remember, this is my training and each person has to tailor it to their own needs and abilities. Start slow and build up.

Time to hit the road.

Chris

<http://www.theprosstuff.com>

Social Secretary's Report

Ruth Lax



Some SCC original members at a recent dinner.

Plans for 25th Anniversary Dinner

Now that the holiday season is behind us, it is time to focus our attention on the club's 25th anniversary celebration to be held later this year, hopefully in April.

As President Jamie Bedford explained in the December newsletter, commemorating our quarter-century is an important milestone for SCC and we need the involvement of a wide range of people.

SCC is a racing, training, touring and social club and the anniversary must recognise the diversity of our achievements over the past 25 years.

Some of you have already expressed interest in joining a sub-committee to organise the event, and I now need to hear from anyone else who would like to be part of the planning, so we get a representation of ideas from everyone. This committee will find the venue, track down past members, plan the proceedings, collect memorabilia etc for the night.

In addition, if you have any suggestions regarding the format or venue for the occasion i.e. sit down dinner, cocktails, formal, informal, pub, club, restaurant etc please let me know.

So see me at a ride, call me on 0405 335 190, or email me NOW – ruth_lax@yahoo.com.au – to confirm your interest in joining the sub-committee for the first meeting which will be happening soon.

Ruth

On the road with the Captain

John Revesz ...tied to the whipping post



Photography: Hiroyuki Toyozumi

Welcome to the New Year. The end of the old year and the start of the new year is a hectic and erratic period with routine out the window. Nonetheless there were some well supported rides through this period.

Congratulations to Alan Lumb on his Christmas Day ride which saw a casual ride through the Eastern Suburbs and breakfast at the Lamrock Café. I'm led to believe about 40 members took part and the comments on Boxing Day indicate an enjoyable ride was had by all.

We also saw a three gorges ride for the headstrong (thanks Breeda) and in conjunction, a three bridges ride for the faint hearted (thanks to Alan Lumb and the Secretary). The three gorges is a terrific ride, scenery fantastic and certainly one which is well worth doing. I hope that we see this ride a few more times before the year is out.

I'm pleased to say the B group on Saturdays has involved themselves in some spirited riding over the last month and believe it or not some tidy bunch work – more of the same folks. Many thanks to Paul Kelly for his contribution to these rides.

With the New Year now upon us and some sort of routine returning I hope to see you all out on the roads again enjoying your riding.

John

You're New to the Bunch?

- Take time to practice your bike and bunch skills; attend scheduled skills sessions.
- Take corrections with a smile. Good bunch skills improve your safety, that's worth a smile!
- Be courteous to other road users, many are protected by steel.
- Get help from experienced riders, or a properly trained cycling coach.
- Listen to your ride captain and obey their instructions.
- Ride towards the back of the bunch.

The Basics

- Be on time
- Maintain your bike in good order
- Carry enough food, water and spares
- Learn to call and signal all hazards
- Stay alert, and chat only when it's safe

Cornering Skills

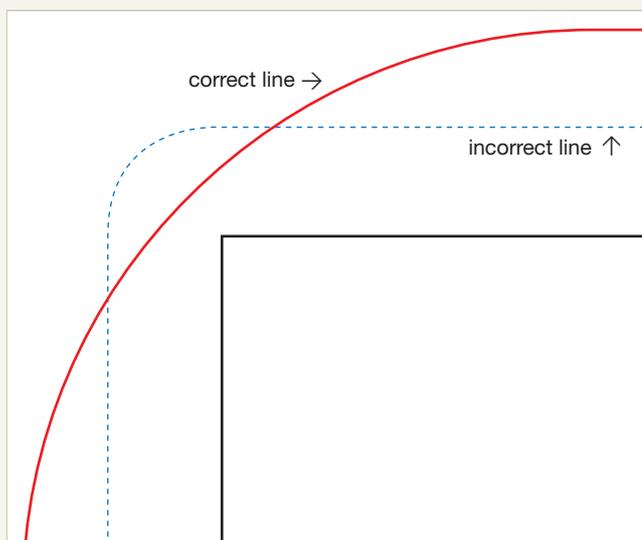
By Tanya Bosch

Cornering is not just an important skill for racing cyclists who want to survive criteriums. On the Audax Alpine Classic I was passing cyclists sitting on their brakes because they were not sure about cornering downhill at speed. It's also important for commuters in traffic because cornering at a decent speed helps you to blend in with the traffic flow.

There are a few important points to keep in mind about cornering.

Line

This is the line you take through the corner. (See diagram). You need to flatten the line as much as possible. This will depend on how much space there is to manoeuvre. In most cases there will be a car's width. It is always important to visualise the line that you will take as an imaginary line on the road. If you suddenly see a pothole or a slippery grate readjust your line. Do not look at the pothole!



Braking

The second point to remember is "braking". Never brake in a corner as you risk losing control of your traction. Brake before a corner. Get into the habit of being at the correct speed before you reach the corner.

Exiting

Exiting the corner is my next point. Keep your line in mind as your bike returns to upright. To maintain your general average speed, pedal out of the saddle straight away. This will be a necessity for racing cyclists who race criteriums regularly. However to do this too early can flip the bike.

Body Position

The lower your centre of gravity, the better. In other words: be on the drops, drop your body down and back over the rear wheel. Lean into the corner and keep the inside pedal up. Keep your weight on the outside pedal.

Criterium riders will want to pedal through the corners as much as possible. In this case you need to know your bike and how much you can lean before you will hit a pedal on the ground. When you are off the bike, lean it to the side of the down pedal to the point where it touches the ground. I find that once I know a corner well I also know what speed I can safely pedal through the corner.

Obviously oil on the road and things like sand and loose gravel on the corner will influence your cornering. Always scan the road and make quick decisions for the prevailing conditions. Be prepared to change your line at the last minute. If you do not know the road then do not ride the corners to your limit. Knowing the corners well will enable you to push it.

Practice

It pays to practice and experiment with different lines. I found that descending on a twisting course once a week gave me the confidence to go faster and have renewed confidence on courses that I did not know. My last word is to relax and enjoy. It really helps the technique. Your balance will be adversely affected by tightening up.

How to Improve Your Cornering

1. Find a course with four corners in 400 metres, if possible. Experiment with different speeds and lines, pedalling and coasting. Decrease the width that you have allowed for your line and see how you cope. Do it with a partner and try to do it handlebar to handlebar. If your partner is better at cornering try to hold their wheel through the corner.
2. Find a descent with challenging corners and do it at least four times. Ride up the hill easily. You will find that you will be more confident by the fourth time.

Regular Rides

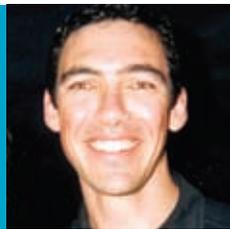
DAY	TIME	VENUE	COMMENTS
Tuesday	06:00	Cannons	Watsons Bay hills ride, approximately 25km. Eastern Suburbs hills and in-between flat bits. Faster riders wait up at the top of Military Road for new kids/the hill-challenged. Back at approximately 7:00am Bondi Junction.
Wednesday	06:00	Cannons	Very fluid, up to who turns up to find riding buddies – maybe brisk laps of the park, or a 35km circuit round the Eastern Suburbs.
Thursday	06:00	Cannons	La Perouse via Anzac Pde and Malabar, approximately 35km. Fast clip (35-40ish) with three even faster (40-55km) intervals, back in the park around 7:00am. We wait up for training enthusiasts but not quite as religiously as Tuesday.
Friday	06:00	Cannons	Invariably some SCC riders in the park doing easy recovery laps before the harder weekend rides.
Saturday	06:30	Cannons	La Perouse ride, 45km. Three bunches leave the park rolling easily until Foreshore, then the first two bunches pick up the pace at La Perouse for the run home via Maroubra Beach with a paceline developing along Anzac Parade. Third 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 7:45am at the Cannons.
Sunday	06:30	Cannons	Waterfall ride, 90km+. Medium to hard ride, out at 28-35km, some turn round at Sutherland (60km). At Waterfall, smaller groups sometimes go on to Stanwell Tops (120km) or back through the Royal National Park (110km). Main bunch U-turns, pacelines back to Sutherland, collects the stragglers, then a fast ride back to the park for breakfast. 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 (80-90km) or maybe even Sutherland, then back via Como and Hurstville (70km). All rides finish back in the park for breakfast (approximately 9:30am).
First Sunday of the month	06:30	Cannons	Club Jersey Ride 100km+, 2-3 different paced bunches head north to Akuna Bay via Wakehurst Parkway and Church Point. Keener riders can opt to take the turn off to West Head. Those wanting to miss the hills and take it a bit easier skip the Akuna Bay turn off and regroup at the top of McCarrs Creek Road. The ride returns to the Park via Forrest Way and the Spit. Coffee options are decided on the day.

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.

Tour Secretary's Report

Richard Dodds



A few great photos from the 2003 Snowies Tour. Let's hope it's a lot warmer this year!

Photography: Richard Scriven

The SCC Tour program for 2004 is:

THE TOUR	DURATION	WHEN
Wollongong Tour	1 day	February 15
Snowy Mountain Tour	3 day	February 28-29 + March 1
Wyong Tour	1 day	April 4
Kangaroo Valley Tour	2 day	May 1-2
Hunter Valley Tour	2 day	June 19-20
Canberra Tour	2 day	October 30-31
Patonga Tour	1 day	November 28

Hi All,

Happy 2004! Hope you all had a fantastic Christmas break and were able to do a bit of cycling in between eating, drinking and being merry.

Wollongong '04 will be little different to last year. Rock slides on Lawrence Hargrave Drive between Clifton and Coalcliff have forced the RTA to close the road. I'm advised that it will not reopen until 2006! The revised route will be as follows:

Centennial Park > Waterfall > Otford > Stanwell Park > Bulli (via Bulli Pass) > Wollongong

The return trip will be the reverse except we'll skip Otford and the National Park and come home along the Princess Hwy, I reckon Bulli Pass will be enough climbing for one day. Wollongong is our longest day tour at around 180km return. Ridden at a steady pace it should be a very pleasant ride although we will miss some of the coastal scenery afforded by Lawrence Hargrave Drive.

This ride will leave Centennial Park at the usual time and place, 6:30am at the cannons.

For those new to our Tours the pace will be steady but not too slow, around 28-30km on the flat assuming no wind. This is a ride for experienced distance riders and is hard going even for our stronger riders so please be realistic about your level of fitness at this stage of the cycling year. That said there is still around 4 weeks to get some decent preparation rides into your legs so if you are keen to do some steady training rides through the National Park in early Feb then please join me.

The next major weekend tour is the famous Snowy Mountain weekend ride. Three days of summer alpine riding. Its awesome!!! Its also very popular so please register with me NOW! I need to get an idea of numbers so I can book the accommodation. I'll provide more details on this tour very soon via email. If you have any questions on any of the tours please don't hesitate to contact me.

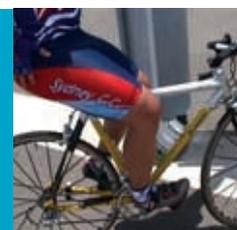
All the best for the coming cycling season.

See you on the bike.

Richard

Race Secretary's Report

Tim Rice



Beth and Tanya having a go at D grade at the Christmas races at Heffron Park. A very fast race! The rider in the middle is Alex an elite Under 23 triathlete who placed in D grade.

Congratulations to those members that have been racing over the Christmas/New Year period. As mentioned earlier, please send through results for any race you know a SCC member has done well in.

Well with the beginning of a new year brings the challenge of a racing calendar. I'm pleased to say that by the time you read this report the calendar should be very close to being up on the club website. You will find it has all the club races as well as Richard's tours plus all the major road, track and criterium events for the year. It was a real task to squeeze everything in and not clash with any other commitments but hopefully it satisfies all members.

The first race will be a 1 Lapper on 31 January and if you have not registered please do so to tim@ideassociates.com.au.

Handling, George has kindly nominated himself as handler for the first part of the year but I will still need others. Once you have studied the calendar, if there is a particular event or date that you know you would like to handle please e-mail it through otherwise I will have to just nominate people.

As for opens – the Joseph Sunde Memorial is on Australia Day to be held at Heffron Park (a course most of you will have ridden) so why not start the year with an 'open'. Unfortunately I will not be racing that day as I will still be in Adelaide for the Tour Down Under but entering is simple (visit www.nsw.cycling.org.au) and follow the online entering system, then get out there and have some fun.

Looking further down the dates a few brave riders are going to tackle the Canberra 2 Day Tour (7-8 February) and I know the girls are starting to think about Bathurst (22-23 May). Training has also started for some of the major track events, most importantly the Teams Pursuit which Sydney clinched Silver in 2003 and hoping to go one better this year. If you have not yet been to Dunc Grey Velodrome you should try and get down there for this event and support your club.

Another date to be firmly marked in your calendar should be the UCI World Cup (14-16 May). The world's best track riders will be battling it out on our own Velodrome and I know from experience it's a night not to be missed.

Well that's it for this month better get out on the bike as I hear there is a lot of major training going on and there are some titles to be defended.

Tim Rice

Sydney Cycling Club Committee 2004

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