

The Sydney Cyclist

November 2006

2006 Annual General Meeting.

All members should have received notification of the 2006 AGM which is scheduled to be held on **Wednesday 8th November** 2006. The venue will be Una's Restaurant in Ultimo and the meeting will begin at **7:00pm**.

At the completion of the meeting, dinner will be available in the downstairs restaurant for which you will have to pay!

Nominations for Committee Positions.

At the AGM all committee positions will be declared vacant and nominations for committee membership are currently being accepted by the Secretary.

I would like to thank all the retiring Committee members for their hard work over the previous year and some for a significantly longer time.

At the time of writing, nominations have been received for most of the vacancies, though I have yet to receive any interest in the Social Secretary's job. So come on you party animals out there, here is an opportunity to organise and share some of your zest for life as well as contribute to the running of your club.

Membership Renewals due NOW!

2007 membership forms were emailed to all members on the 17th October. Those members without access to email were sent hard copies by snail mail. If you haven't received your renewal pack or have already managed to misplace it, copies can be obtained from the club's website or by contacting the Club Secretary. Please complete and return your forms as soon as possible to ensure you have your licences in time for the new year.

You will note that because of the generosity of our sponsors and the healthy state of our bank balance the committee opted to reduce the membership fee to only \$30.00.

Be Careful Out There.

George Snr.

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Pretty Good Year!

Well the racing is all over for another season. I wrapped it up in Salzburg at the world championships 4 weeks ago now. Since then I have had some great down time at home in Spain, a really interesting holiday with my wife in Marrakech, Morocco and finally touched down in good old Sydney town.

I have been to many countries across the world but I have never experienced a vibe like that of the markets and back streets of Marrakech. I was a tad worried taking my blonde haired wife as I didn't want to draw any unwanted attention but I was surprised to see most of the local gals especially the young ones cruising around with make up and no head dress. Ok women with the full head dress could be seen but they were not the majority.

We had done a lot of research and realised Morocco was quite a liberal Muslim country. It's not a military state but the people still have a fear of authority and the government realise the value of the tourist dollar and with a special tourist police force I really did feel safe.

I suppose the best way to describe the place is chaotic. The smells the colours, everything was happening at once - it was mad! Nothing in Morocco has a labelled price so bartering is a way of life. It's certainly not for everyone but I will admit I really grew to love it. And the locals never get ripped off so they respect a good challenger! It's a holiday destination I can really recommend.

I know it hasn't been on cycling news.com but I am staying with Discovery channel another year. I've really enjoyed coming back to the team and hooking back up with some very reliable team mates and super professional staff.

So now I'm back here in Sydney and will soon start the daily slog in Sydney's bloody traffic. I'm so spoilt in Spain that it really does take me a little time to readjust to riding in the burbs and not in quite rural environments where you aren't seen as just a pain in the arse in lycra.



Being a new member to the club and out of town a fair bit I haven't met many of you fellow club members. Over my time in Oz I will be at a few club functions and of course out and around getting in the miles. But let me say this, don't be shy to say g'day, introduce yourself and have chat. Unless of course I'm doing intervals in the national park and have a head like a beetroot! I'm terrible with names but what I am trying to say is I'm just the guy who is luckily enough to get paid to go training and now one of your club members so don't be shy!

Whitey

Around 20 SCC members took up the opportunity to ride with Matt White on Thursday afternoon in Centennial Park. We looped around as a bunch, switching off turns, with each SCC member getting the opportunity to take a turn on the front and meet Matt.



Pretty Good Year!

End of an era.....

I would like to thank the committee for all their hard work throughout the year and in particular those outgoing stars who have given somewhere between 1 and 8 years dutiful service. In some respect, their departure marks an end of an era for the club.

Those retiring include:

Treasurer – Malcolm Wade (8 yrs on the committee)

Social Secretary – Ruth Lax (3½ yrs)

Newsletter Editor – Auriol Carruthers (2 yrs)

Club Captain - Jeff Sofair (1 yr)

Malcolm Wade's contribution of 8 years is simply outstanding and I am sure the membership highly appreciates his efforts; I certainly do. **A big thank you to all the committee!**

Year of Discovery - Developing Partnerships

If at all possible, and I have no doubt it is, there is a desire to build the club into something much more than it is or perhaps ever has been. By this I mean not only at club level, as we have always been the club offering more than most, but also, as benefactors, contributing to the welfare of cyclists generally.

The committee want the club to be firstly sustainable so we don't find in 5 or 10 years time that we have half the membership and double the average age – a scary thought considering the average is not many years fewer than 40. But much more than this, we want to be a recognisable leader in Sydney cycling so we can be a positive influence in the broader community – we want to make Sydney a brighter place for cyclists!

To progress this strategy we have used 2006 as a "development" year where a number of initiatives were tried and tested. As we move already toward 2007 some of these will fall off the agenda, and some will continue. For example, partnering with sponsors is one initiative that will remain, as will our participation in races and rides such as the Cycle Sydney ride coming up on October 22nd.

When you join and re-new your membership you might pay between \$100 and \$300 and god knows you get little return from the mandatory affiliation fees with Cycling NSW. With a club fee of just \$50, and numerous outgoings, there is little the club can directly provide. However with the support of sponsors this has and will continue to change. For now, as a member of Sydney Cycling Club, the benefits you may enjoy include:

- reward and recognition for race results
- club race program open to all licensed members
- subsidised costs when you go away on a club tour
- regular, professionally organised tours (if we can put aside for now this year's Rosemount's tour ;-)
- access to free and/or low cost skill training
- discounts on Kuota bikes, American Classic wheels and other accessories
- "free beer"; "free wine"; or at least a contribution by the club toward social gatherings
- for 2006/07, new clothing costs will be heavily subsidised
- free "new member" skill sessions (recently introduced)
- bi-monthly newsletters, with contributions by leading professional Matt White and Steve Hogg
- free expert advice on nutrition for cyclists (to be introduced)
- some insurance protection on training rides and when racing

Pretty Good Year! (2)

None of the above will make you, or a prospective member, stay with Sydney CC, however the presence of friendly, satisfied and content members, a committee that is dedicated to member satisfaction, the development of "member benefits" in combination with our unique broad-based offering of racing, touring and training programs, perhaps shall entice you.

Open success....Sydney CC Women lead the way!



It was great to see a higher concentration of women out in the bunch rides recently. Growing the number of female and young members is an important aspect of the club's development. I was also intrigued to hear a friend at Randwick-Botany say something like "Sydney have much stronger women than we do – we have some ok riders, but nothing like you guys." Can't say I totally agree as we would be hard pressed at this stage putting an elite women's squad together, however there appears to be growth in this area of membership, which is fantastic for the club and sport, with some outstanding individuals showing the way.

Amber "J" Jenkins, although I suspect few in the club know it due to her humility, can now claim to be the 5th fastest woman in Australia on a criterium circuit – that's right, 5th nationally after taking that place in recent prestigious Australian Road Championships. What a fantastic effort and just reward for her hard work training and racing over the year. Amber tamed "The Mountain" circuit, winning the Bathurst Criterium in March, and if it wasn't for some hubbard crashing in front of her in April (ok, yes, it was me), busting her cheek and arm at the Sutherland Crit (where, by the way, she won the Prime), her results for the year may have been even more outstanding.

Our other "elite" woman, Erin Chamberlen, has helped fly the Sydney flag even higher, not only because of her results, but certainly her participation rate, race type and competition. Erin started the year doing some of the easier races; you know those Australian Championships and the Geelong Women's Tour – soft, very soft! It was good to see her finally get serious and have a crack at the Heffron, Saturday arvo C bunch – it doesn't get much tougher than that particularly the reverse direction one!

In all seriousness, Erin has raced in some events few of us would contemplate taking on in one season anyway. Erin rode a fantastic race at the Coota Classic, not placing but being competitive against the likes of Kate Nichols over the 120km course and being unlucky to be led into a traffic island in the sprint. Early success did come with a top 5 finish, taming 'The Mountain' in the Bathurst Hill climb, a gutsy, breakaway win in the 165km Muswellbrook Open and first female in the Kurrajong Classic. Erin has followed up with efforts at Grafton (above picture) and one was of three women entered in the Goulburn/Sydney Classic. Perhaps a few more efforts at Heff and who knows where she'll go next year (though her doctoring career may take precedent).

To both Erin and Amber – congratulations on a cracker!

Pretty Good Year! (3)

Club Kit progress?

I'd like more than anyone to be able to say the new kit is designed, tested and ready to go however, sadly, this is not so. A ground-up design is taking place including a re-vamp of the SCC logo.

Whilst it was hoped the designs at least would be ready mid year, the project has stopped and started and now it looks like the best we could hope for is the kit being available by summer. The involvement of sponsors, the need to come up with "ONE JERSEY FOR ALL", a grand vision for something edgy, has made progress slow however we are getting close! Promise! Really!

This has been my project, one too many I'm afraid, and I do apologise for the enormous delay. What can I say – You can't rush art!

CCT and Other Sponsorship

Many thanks to those members who commented on the proposed Cross City Sponsorship. We received submissions strongly opposed, in favour and some constructive suggestions. It is no secret that I support this proposal. I believe it will not only greatly assist the club develop and achieve our goals but allow us to do something that few other clubs achieve and that is positively promote the sport of Cycling in Sydney – this is literally critical to our survival.

An amended proposal, with no CCT logo on the jersey and a deferred commencement, will be discussed with the new committee. Sponsorship discussions have been finalised with Italia Spring Tours and continue with the Cheeky Monkey Cycle Company.

Finally - Thank you!

In what was a difficult year, I wanted to thank everyone who has ridden and raced with me for your undying support, friendship and solidarity. Sometimes committee people are the first to catch "post-ride trauma", however for me, for this year, each ride has been enjoyable due to your company.

The camaraderie, generosity and warmth within the club mirror the quality of our membership! Thank-you.

Barry D, President - aka, Preso, Basso, Barilio, Elvis, Bernie and others bestowed we cannot print!

*Tears on the sleeve of a man
Don't want to be a boy today
Heard the eternal footman
Bought himself a bike to race
And Greg he writes letters and burns his CDs
They say you were something in those formative years
Hold onto nothing as fast as you can
Well still pretty good year.*

*Tori Amos
(not exactly sure what it means Tori, but right on Sister!)*



Annus Funnysillyus

Ah yes.....here we are near the end of another year and, as the tenure for the current committee comes to an end, it is time to look back and recognise the special personalities that make SCC the hottest hotbed of sociological skirmishes this side of the Lebanese-Israeli border.....

Let us pay homage to the following special people, inventions, and general stuff of 2006 that have made SCC life so not boring:

Kofi Annan.....No, its actually Barry P.Doosey! With a recent makeover which may well support the conspiracy that Elvis is still alive, our Bazzo has shown great determination all year and continues to "push the envelope" (as Mark, Marcia and Kyle would say) by single-handedly re-defining exactly how many peace (and sponsorship) deals a Cycling Club President can broker. Bravo Bazzo!

George.W. Bush.....No, its actually George Schneller! Georgie, we salute your tireless efforts in administering this club and for tracking down, capturing and torturing our cycling versions of terror suspects.....haven't seen any particular members for a while?.....well, they are being detained in a secret lock down facility under the orders of Herr Schneller (and guarded by Wookie!).....Danke schon, Mein Fuhr.....oooops, I mean Herr Schneller, you schoene lil' leibchen !!! xxxx

Cinderella.....No, its actually Grant Hansen (aka Hubbard Hansen, aka HH).....what would have happened if Cinderella's foot hadn't fitted the slipper?.....she would have cried "Bloody Hoggie!".....just as HH did when he received his brand new bike and with great anticipation tried to clip in for his "inorgrial" (that's how they say it in Cootamundra) ride with no success...screams of "Bloody Hoggie!" went echoing through the dark Rose Bay morning.....but lo and behold he still had his cleat covers on!!!!

Email.....No, its nothing important, just a lot of words!!!! Committee-dom is a cwogmiar (as spelt in the region between Grafton and Glen Innes) of emails, forwards, reply all's that go on for three weeks, copies, edits and best of all, my favourite, the "reply all" that you ACCIDENTALLY get! Here's my advice even if you don't want it 1) Try not to email at all 2) If you have to, keep it under five words (including Hi and Cheers) 3) Before you click send know that whatever you say can, and probably will, be forwarded to the rest of the worlds population or at the very least, other people who might find it interesting or offensive and, most importantly, 4) Try not to email at all.....oh and Alex.....thanks for your emails during the year ! J

The Vulture.....you know who you are!.....keep your hands on your own muffin !!

The Groper.....you know who you are as well.....hands are for handlebars not the female backside!

The Space Shuttle.....No, its actually all those members who gave up and crashed and burnt.....well, YOU'RE BACK just like the Shuttle.....Congratulations on your comeback rides.....its wonderful to see your O-rings operating at optimal efficiency!

Larry Sitsky, composer and pianist.....No, its actually his son David Sitsky!!! Here's to our new friend who has some formidable climbing skills and other non-musical talents....Sorry, Dad!

Mischa Levitski, composer and pianist.....no its Dave Levitski!! and as far as we know there's no relation!! Nevertheless we pay homage to you and your new wife (not that there was an old one) Jodie Buckey-Levitski or is it still Buckey or is it Levitski-Buckey.....please email George.W Bush so he can update the database that nobody is allowed to access anymore because,..... well, we discovered all the membership details could be found via Google!!! Ooops..... (explanatory note: I was driving to work the other day and ABC FM had Larry Sitsky playing an arrangement by Levitski ! Go figure!)

Annus Funnysillyus (2)

Bill Gates.....no, it's actually Dave McHugh. Thanks for your support again this year.

Mel Gibson.....no, it's all those members who have suffered from massive losses of perspective throughout the year.

A French Restaurant.....no, its actually a GERMAN restaurant trying to be a French restaurant. None of us will forget the dinner on the Rosemount Tour. Germans should not try to do French. You wouldn't find a French chef cooking German would you?!?! 7 courses, about 9 different types of meat, curdled custard in 3 month old profiteroles and everybody's favourite, over-cooked asparagus wrapped in ham!! Its pretty hard to screw up asparagus but they did it.....and then served it (with the ham!) to vegetarians! Barry, I know you organised this.....its not your fault, blame the Germans! The worst thing was that Adrian Atherton ate everything and loved it! Better book in for that colonoscopy Adrian!

....and lastly , you may ask why I haven't reviewed the bunch rides for the year??.....well I thought it would be more interesting to go with the slant that it's the PEOPLE that define this club more than anything else. And anyway you all know how to ride and if you want to ride better its simply up to you.

Very tired now.....thank you and good night.

Jeff



20 Handy Tips for racing, successful motel selection, and eating out in Cessnock, Coota', Grafton and Goulburn.

1. When booking accommodation, do not use the 'wotif' website – it's not cheaper!
2. Ideally, do not book accommodation 120km from the start of the race
3. If you feel that you have been shafted by the Motel in any way – get over it! Either that, or take all the free supplies they have available, including the tea bags, sugar and toilet paper – it's possible that it may ease the pain a little.
4. When turning on the air conditioner in your motel, be patient – it will eventually turn itself on.
5. On race day, if you need to know where the toilets are – do not ask a Cycling NSW Commissaire
6. If you need to know where 'sign on' is - do not ask a Cycling NSW Commissaire
7. In fact, if you need to know anything with regards to the race – DO NOT ask a Cycling NSW Commissaire
8. Do not enter Grafton - it's all pain.
9. If you are female do not enter a race that has traditionally only ever been a men's race – there IS a reason for it!
10. Do not enter any big race just two days after your final year medical exams – you are seriously overestimating your ability!
11. Do not eat a 7 course Franco-Germanic fusion dinner with 5 different kinds of meat the night before a 165km race.
12. Do not order the Chicken Kiev if you are at the Royal Hotel in Coota' – it's been in the fridge since the Russian Revolution
13. Do not order Thai in any country NSW town
14. Practice your feed-zone pick-up
15. Take a massage therapist, driver, and support (Jeff - I believe is available for hire)
16. Make sure your shorts are well padded if you are going to be in the saddle for 160km – if it's not obvious, chamois selection is critical in these races.
17. Teach your boyfriend how to use cruise control – it will change his life.
18. Make sure you have "Wet One's" in the car with you – something WILL leak.
19. DO enter handicap races – they're fun!!!!
20. Take as many people from the club with you – whether they be racing, support or spectators. It's great to get out of Sydney for a couple of days.

Erin Chamberlen

Snowy Wilson Open

The Snowy Wilson Open race saw a very good turn out of Sydney riders and supporters with some very good results!

Women's Handicap Race

3rd Amber Jenkins

8th Auriol Carruthers

Men's Masters A & B grade Scratch Race

1st Liam Kelly

5th Alex Simmons

6th Stan Genakis

Men's Elite B & C grade Scratch Race

3rd Simon Vagg

Men's C, D & E grade Handicap Race

1st David Sitsky

6th Barry Doosey

8th Grant Chellew

Men's Elite D & E grade Scratch Race

5th Adrian Atherton

All in Handicap Race

5th Alex Simmons



Time Trial Positioning: Bodies & Equipment

BODIES

I will break this into two categories of rider; those who compete in the occasional time trial by mounting aero bars on their road bike, and those who specialize to some extent in the discipline.

Let us assume that both categories of rider have a good position on their road bike; stable on the seat, a relaxed upper body, a solid feel on the pedals and can ride hard for extended periods with hands in the drops. Everything further in this article is contingent upon that. If the above is the case, the rider who races occasional time trials, should have an unchanged position to their normal road bike.

If someone has spent a large amount of time accustoming their body to a particular position and performs well in that position, it makes no sense to change that position for the occasional TT. Under the high load, high heart rate conditions that occur in time trials, a rider will fall into the patterns of motion that they are used to and so it makes sense to maintain those familiar patterns of motion. For the TT specialists, the picture is somewhat different and I will get to that later.

Once aero bars are fitted, they should allow you to mimic the upper body position that you would assume when riding with hands in the drop bars of your road bike. You should feel when moving from the drop bars to the aero bars that nothing changes in terms of back and head position. A large mirror positioned to allow you to see your self while riding on an indoor trainer is a big help in setting up your aero bars. If you do not have that option available to you, it is a benefit to have an observer to verify that your upper body position is unchanged when moving from drop bars to aero bars. You should not have to crawl forward on the seat or arch the back more than is the case on your road bike if the aero bars are well placed. To do so will usually lessen breathing efficiency.

Some will find that they can extend their back slightly further as the aero cups offer better support than road bars.

Forearm position should be such that the elbows are within the line of the hips as viewed from the front providing that is consistent with comfort. The aero bar cups should be behind the road bar and closer to the elbows than the wrist. Typically the forearms should run down slightly from elbow to wrist. If the forearms run up from elbow to wrist, pressure in the upper back and neck is often the result. Sometimes this can occur with level forearms as well. If you do this then there are no problems using the aero bars as pedaling mechanics are unchanged and the only adaptation required is getting used to slightly different steering characteristics.

Unfortunately few aero bars will allow what I have just suggested when used in conjunction with road bars because they lack adjustment potential. To achieve what I have described requires aero bars that have independent adjustment for extension length, extension angle, cup position, cup height, cup width and cup angle. The only aero bars that I have come across that allow what I have described are the Profile Carbon Strykes. Nearly as good are the Profile Air Strykes that differ from the Carbon Strykes in having a once piece aero extension and spring loaded cups that swing up when weight is removed. If riding courses with a reasonable amount of seated climbing, this can be a handy feature.

There are plenty of other aero bars out there that may allow an unchanged body position for a given rider, but it can be a hit or miss thing as none have the range of potential adjustment of the two Profile models. With those two Profile aero bars set up well, most people will find that the forward part of the aero extensions will end up somewhere between slightly in front of the STI or Ergolevers to occasionally slightly behind the front edge of them.

Now for the rider who decides to specialize to some degree in road time trials. This usually means that this rider has either a bike specifically for this or is prepared to spend time training in a slightly different position to maximise their TT performance.

Time Trial Positioning: Bodies & Equipment (2)

If this rider is reasonably flexible in hamstrings, hips and sacro - iliac joints, I would suggest changes other than those listed previously.

The seat should go forward slightly, typically between 8 – 12 mm. As the seat goes forward it gets 1mm closer to the pedals for every 3mm that it moves forward and so care should be taken to maintain the same overall seat height.

Moving the seat forward slightly will allow you to get your pelvis more horizontal. As this happens, the hips move slightly backwards which means that overall pedaling mechanics, though changed from that of a road bike, are not changed a lot. The more horizontal pelvis allows the rider to reach further down and out to the aero bar which in turn allows greater extension of the back and a flatter more aerodynamic back position. All of this has to be considered against the background of how functional the rider is, what the TT distance is and what sort of terrain it is over. In essence, the shorter the event and the less challenging the course profile, the greater emphasis that can be placed on aerodynamics for any given rider. Push less air and you will ride faster unless the price of that aero position is compromised leverage, control of movement or breathing ability.

You need 4 things to go fast on a bike; leverage, good control of movement, the ability to breathe to greatest capacity AND an aerodynamic position. Consider the first three mandatory and the fourth optional. You will go faster with attention to the aerodynamics of your TT position, but if you compromise on any of the first 3 you may well ride slower but 'look good' in the process. Two obvious examples of riders who excelled at time trials but for whatever reason could not maintain a low, flat back are Miguel Indurain and Lance Armstrong. They did not look as aero as some of their competitors, they just rode faster times. There is any number of examples of riders who were also very fast and able to maintain a low aero position.

The message here is to be objective about your ability to achieve a low, flat back position comfortably for the length of time necessary to complete the event you are

training for. If you struggle to maintain a position for the period of time that you need to, you will more than likely perform better if you set yourself a position slightly kinder to your body.

For those looking to buy any of the all in one aero bar/ bull horn bar combinations, make sure that you try before you buy. Many of them are heavier than a separate bull horn and aero bar and offer a lesser range of adjustment. If you choose to go this route, don't buy the types with an integral stem as this negates any possibility of changing the angle of the bars relative to horizontal.

With bull horns and aero bars, you will need a much shorter stem than the same body position would require with road bars. If the course profile is flat to undulating, the bull horns need be as low as comfortably possible for leverage off the line at the start and after turnarounds. If the course profile is hillier, or you are competing in long course or ironman racing, consideration may need to be given to having bullhorns at a height consistent with strong seated climbing.

One advantage with bull horns is that the shorter stem required moves the aero bar cups further towards the riders' elbows and often offers better support for the upper body because of this.

Trouble shooting: here are some common problems experienced by riders who spend a reasonable amount of time on their aero bars and the general solutions.

[Tight hamstrings just underneath the glutes post event](#) typically means that the seat is slightly too high. The sustained big gear efforts of TT's mean that many riders force the gear more than they normally would. Doing so causes many to drop their heels and extend the leg more than usual when pedaling. Dropping the seat 3 – 5mm will usually cure the problem.

[Sore elbows](#) usually mean that either the aero cup is not close enough to the elbow or that the front of the aero bars where the hands grip is too high relative to the cups. The solution is to heed the advice of making

Time Trial Positioning: Bodies & Equipment (3)

sure that the forearms travel down slightly from elbow to wrist if that is the issue, or to move the cup further towards the elbow if that is the problem.

[Sore neck](#) during or after events usually means that the bars are too low causing too much extension of the neck to see forward.

[Sore upper back](#) often means that too much weight is being supported on the arms or that the bars are too low. In some cases this overuse of the the shoulder complex and upper back can result in a restricted range of neck movement and tightness or pain there as well.

[Sore lower or mid back](#) is typically caused by an aero position that is too stretched out. The solution is to shorten up the reach to the aero bars.

[Cramping of the abdominal muscles](#) can be caused by riders who arch their backs to allow room between their upper thighs and rib cage. The solution is to either raise the aero bar cups or occasionally to lower the front of the aero bars which will have the effect of raising the cups. If after experimentation you choose to do this, the angle of the cups will change. With the Carbon Strykes, the two screws per side that attach them to road bars can also be used to manipulate the relationship to horizontal of the cups by either tightening the front screws and loosening the rear screws or vice versa, depending on what angle is sought.

EQUIPMENT

Aerodynamics is one of the most powerful marketing tools in the bike industry. There is often a message to the effect that speed can be purchased by having the right wheels or aero bars or helmet or whatever. To some extent this is true but equipment will not make up for lack of training and application.

Reducing frontal area and smoothing the flow of air over the rider is important and anyone who is half serious should use aero bars and a tightly fitting skin suit. A reasonable substitute for a skin suit is a snug fitting jersey tucked firmly into knicks.

Probably the next most important thing is aero wheels. You could be excused for thinking that every manufacturers aero wheel is more aerodynamic than every others manufacturers' aero wheel when you read all the adverts but as a rule of thumb, choose wheels that have a depth to width ratio of 3 to 1 or greater.

This includes the tyre, meaning that if using a 20mm tyre, try and use a rim of 40 mm or more depth. The 40mm deep rim and 20mm diameter tyre give a total height of 60mm which is 3 times the width of the tyre itself. Less spokes of aero section is good and a rear disc is ideal if the budget will stretch. If you compete on a windy course, sometimes it can be faster to sacrifice a bit of rim depth on the front to be buffeted less by side winds and hence spend more time driving the bike hard and less time just trying to stay upright on it.

There is no point in having fast wheels if using slow, dead tyres and tubes. In clinchers the fastest TT tyre out there at the moment is the 130 gram Veloflex Record. These don't like glass strewn roads but cope with coarse blue metal road surfaces well. An honourable mention also goes to the Continental Supersonic in 18 or 20mm width.

Once you have these things, you can pay attention to the smaller things like TT shoe covers which are like tight fitting non insulated booties. Standards approved aero helmets are available from several manufacturers but come at a price. Some things that you can do at no cost other than a little time, is to make sure that cables are tucked in as much as possible, quick release skewer levers are positioned horizontally rather than upright and that unnecessary bidon cages are removed for the event.

Best of luck.
Steve Hogg

Steve Hogg copyright 2006

SCC 8km Time Trial @ Heffron



Photos courtesy of
John Revesz

NSW Team Time Trial

I will start saying that it has been great fun. At the end of the day I believe we are all cycling to have fun. Be competitive, race to the best, push to the limit, but first and most of all fully enjoy our cycling and have fun with it.

And the NSW Club TTT at Calga was exactly that.

An all time first for the four of us, this event has featured a very good Team work, including the great generous support from Auriol and Jamie.

Kick off a not too early drive from the Cannons since we could not miss our beloved meeting point!

Plenty of spare wheels, four bikes, four enthusiast riders and a very generous and supportive companion, Auriol.

One hour North or there about, set the bikes up, adjust the gear, last hints and tips from Jamie, water and lollies from Auriol, and off to an easy pace warm up (easy in Wayne's and David's terms for the ones who understand!).

Kick off at 10.40a.m. under a sunny warm sky which has been with us for the whole race. Just perfect conditions!

Personally struggled to keep up with the initial pace, but David, Paul & Wayne did a great job to allow me hanging on.

Usual strong pushy Wayne and David, very team oriented anyway, with Paul who managed a couple of great turns in a moment in which I felt I could not cope.

Those efforts let David, Wayne and I complete the remaining 14kms with growing strength ... even though I have to say we really had to use any gram of energy left over.

2kms to the end, caught the Team who left 4 minutes before us, and completed the race just short of three minutes behind medals zone.

Back next year to try and close the gap, meanwhile very satisfied with the experience and come on guys, let's get more into racing ... promise plenty of fun!"

Alessandro



NSW Team Time Trial (2)

Our team was put together not as a medal prospect but as a mate's race, to make sure SCC had a good presence on the day and to finish the 40 plus kilometres together. As they say the best laid plans....

The first ten km's went very well with all of us doing equal, smooth turns and maintaining a good pace until an unfortunate touch of wheels sent Dave and George to the bitumen.

There was a bit of skin lost and Dave's bike was a bit worse for wear but after dusting ourselves off we eventually got going again only to have Dave's bike start making scary sounds on the big descent after the Mangrove Mountain turnoff.

For those not familiar with the course, this is not the descent to be questioning your equipment while riding in a tight paceline. Dave bravely stayed on but had to stop once again for running repairs where in the confusion we thought he was getting off and we continued on.

After almost being directed the wrong way by a hard working NSWCF marshal the three of us carried on but I was beginning to feel the effects of the efforts. Anyone who has been third wheel in a team trial will know that it's not an enviable position but Pete and George rode extremely well and looked after me to the finish.

Very soon after finishing, our lost team mate Dave turned up and had in fact been on the road by himself for over half the race.

I reckon most would agree that a Calga TT is very much like hitting yourself over the head with a hammer - it just feels so good when you stop.

Leigh Ringrose



Racing Results

Congratulations to SCC Junior Luke Youngman who competed in the NSW Junior Road Time Trial Championship back in June on a cold 4 degree morning. Luke finished in 13th place in the Junior Boy's under 13.



Alex Simmons racing in the NSW Masters Championships at Port Macquarie. Alex finished 4th in the Criterium and 6th in the Road Race for his age division MMSA3. Photo courtesy of www.hydrographics.com.au

Westpac NSW Masters Road & Criterium Championships



Port Macquarie
Cycle Club



2006



Affiliated with the
NSW Cycling Federation
& Aust. Cycling Federation



Summer Kangaroo Valley Tour

Friday 1 December to Sunday 3 December 2006

Saturday Ride – Kangaroo Valley / Up Fitzroy Falls (14km)/ Robertson / Down Jamberoo Pass / Albion Park / Up Macquarie Pass (12km)/ Robertson / Down Fitzroy Falls / Kangaroo Valley (140km)

Option to drive up to Fitzroy Falls and start ride from there which will make it a 100km ride.

Kangaroo Valley, up Fitzroy Falls & regroup. Ride along Sheepwash Rd to Glenquarry, then Kangaloon & Robertson for morning tea at the 'Pig and Whistle Café'. Continue on and down Jamberoo Pass, regrouping at the bottom, then onto Albion Park and stopping at the service station for drinks. Then it's up Macquarie Pass and we will stop at the 'Pig and Whistle Café' again for lunch. Then back to Fitzroy Falls and down the hill to Kangaroo Valley.

Sunday Ride – Kangaroo Valley River Road & Cambewarra Lookout (50km)

Ride along Kangaroo Valley River Road for 10km then turn back. Back to KV and ride past the shops and continue on until we turn left onto Kangaroo Valley Rd and to Bellawongarah. Turn right onto Tourist Rd and head towards the turn off on the left to the Cambewarra Lookout, for coffee. Then ride back to Kangaroo Valley.

Cost *- includes Accommodation (Fri & Sat nights), Dinner on Saturday and a Picnic Lunch on Sunday.

Singles sharing a cabin (3 – 4 in a cabin) \$120pp

2 Singles (each own room) sharing a cabin \$165pp

Couples (own room)

sharing a cabin with 1 – 2 singles \$120pp

Couples requiring their own cabin \$140pp

(only 6 available, book early!)

*Tours are subsidised by the club to the value of between \$300-\$400 per tour.

(Last KV Tour subsidy was \$430).

Payment – The following is to make the Tour Secretary's job a lot easier.....

Please register for this Tour early, just in case more / or less accommodation is required.

Full payment needs to be made by **Sunday 19 November**.

No more bookings will be taken after this date, unless there is a spot available.

Contact – For any more information or if you would like to register please email the departing Tour Secretary George Tragaris at scctours@optusnet.com.au

Bowral 1 Day Tour (160km)

After signing up for this ride GT informed us that there would be no weekend sleep in, with a 6am departure. He also mentioned to bring two drink bottles, two tubes (sounding like Noah's Ark), plenty of food, clothing for the train back and money. No mention of a sense of humour or any good jokes though, because this was serious stuff.

After waiting for a few minutes after six for Yvionne and Michael to make the long trek from Govett St a bunch of ten riders left the park (down the middle of course – to save energy like the A Group). Present were: GT, thrill seekers Yvoinne and Michael as mentioned, Kate "I am catching the train back from Wollongong" Roberts, Breeda, Ellen, Kate Everett, Mark "retro" Cash, Digger and myself.

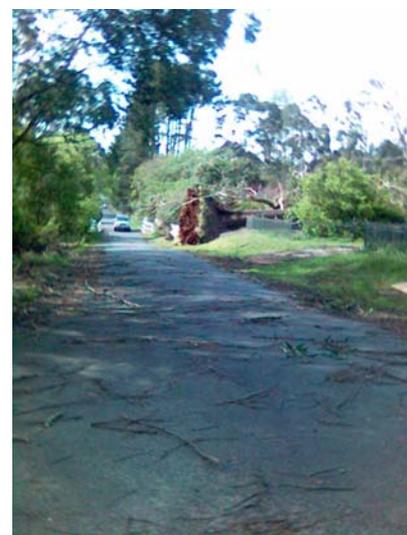
We made steady pace past Waterfall and headed to Bulli for the first rest stop. Yvoinne entertained us and the other guests by reading the story in the pocket of Mark's Sunday best jersey in her dolcet tones (for those of you who watch the simpsons – "that's chowder! Say it Frenchie!").

The next stage (well it was an epic tour – even if it was only for a day) was flat / rolling as we headed to Albion Park. At this stop, GT thought his bike was suffering in the effects of the harsh Albion Park sun, so he proceeded to empty the contents of his sunscreen on to the rear-end of his bike including the drive train. After the shock that GT uses sunscreen and not olive oil went away, we all thought it was Christmas and proceeded to mop up the mess and re-apply.

Then came Macquarie Pass. Ouch! In addition to the normally difficult climb, there were a few extra challenges. Namely: strong wind, debris on the road, and branches that were still attached to trees however would soon be debris on the road. Kate R must have been ruing her decision to ride on past Wollongong, as she was clocked in the helmet by a branch. Mark was also hit; in the arm, however fortunately the jersey was fine.

A well earned break at the pie shop at the top of the hill included a few conversations with the bikies. There is nothing like trying to look tough in lycra while you are speaking to a big, hairy guy in leather. Come to think of it, people congregating in lycra and leather should not be such an unusual situation for Sydneysiders (so I have heard).

Less than 30km to go and GT put the mozz on it by saying he hated the next section (and he loved the Macquarie Pass climb?). Gale force winds made it difficult to stay on the bike and going downhill into a head wind was an interesting experience. I tried to attack a hill with what little energy I had left, while the rest of the group must have chuckled as they turned right and took a different route. I was wondering what Digger meant when he said I had 60km to go from the pie shop and everyone else had thirty.



Bowral 1 Day Tour (2)

A passing motorist informed me of the error in my ways, although she had no idea how to get to Bowral so I thought it would be best if I tried to re-join the group. I managed to catch up with them just in time to shell out the remaining jelly babies for the final few kilometres.

After a little rolling terrain, a sign with our Don Bradman playing his trademark shot (ie: smashing the POMS for four) indicated that we had reached the outskirts of the birthplace of our most celebrated sportsman. Due to the epic winds only one side of the town had power. So one pub had beer and no food, however I could not convince the others that the amber nectar contained all food groups. So it was coffee and scones.

On the country train GT did his best to encourage people not to enter our carriage, and sleep was high on the agenda. After changing trains at Cambelltown, the group fired up and tried their hand at pole dancing. Unfortunately there was a minor injury to yours truly, however all was well by the time I straddled the bike for the short ride home.

Thanks to GT for a great day. Apart from the massive hill, gale force winds, letting me ride up an extra hill, and making me eat scones instead of drinking beer, I really enjoyed it. I will not pin the pole dancing injury on him, that was self-inflicted.

Adrian Atherton



Sydney Cycling Club Awards Night

Come and celebrate Christmas with your cycling mates and congratulate this year's trophy winners and meet some special guests.

Location: Vibe Hotel (Balcony Area)
100 Bayswater Rd (near the park),
Rushcutters Bay

When: Saturday, December 9, 6:30pm

Cost: \$70 per person which includes a three course meal and some drinks.
Please let me know if you have special dietary needs. Please RSVP with payment by 2nd December.
Cheques should be made out to Ruth Lax and addressed to 10/9 Edward St Bondi 2026.
For direct debit details email ruth_lax@yahoo.com.au or call 0414787543 for account details

2006 Awards - Nominations Due!

PRESIDENTS AWARD

AWARDED DURING SOME BUT NOT ALL YEARS, AT THE DISCRETION OF THE PRESIDENT, FOR EXTRAORDINARY EFFORTS IN REPRESENTING THE CLUB OR MAKING IT A BETTER FACILITY FOR ALL MEMBERS.

CLUBMAN OF THE YEAR

FOR SIGNIFICANT & UNSELFISH CLUB CONTRIBUTION BEYOND THE NORMAL CALL OF DUTY.

THE MONGREL AWARD

YOU CAN ONLY WIN BY PERFORMING A 'MONGREL' ACT OF CYCLING BASTARDRY TOWARDS A FELLOW CLUB MEMBER - WHICH IS COMPLETELY INADVERTENT AND UNPLANNED ...AND WHICH YOU MAY NOT HAVE EVEN REGISTERED THEN OR LATER AS A QUALIFYING ACT. YOU DO NOT HAVE TO BE ON A BIKE AT THE TIME, BUT IT MUST BE CYCLING-RELATED, AND IT MUST INVOLVE ANOTHER SCC MEMBER. RUNNERS UP FOR THE MONGREL AWARD OFTEN RECEIVE ONE OF THE MULTIPLE HORSES ASS AWARDS

THE HORSES ASS AWARD

AS MENTIONED ABOVE, UNLUCKY MONGREL AWARD NOMINEES SOMETIMES WIN A HORSES ASS AS A CONSOLATION PRIZE. THOSE WHO ACTUALLY ATTEMPT TO WIN THE BONE CAN ONLY HOPE FOR A HORSES ASS AT BEST. ALTERNATIVELY, THE CLUB MEMBER MAY SIMPLY DO SOMETHING TO MAKE AN ASS OF THEMSELVES, WITH THIS ACT BEING QUIETLY NOTED BY OTHERS FOR SPECIAL MENTION. SO IF YOU'VE BEEN WITNESSED DOING SOMETHING PARTICULARLY STUPID AND EMBARRASSING, LOOK OUT.

THE MULTI TOOL AWARD

IT'S GENERALLY ASSUMED THAT SCC MEMBERS CAN CHANGE A PUNCTURE OUT ON THE ROADS AND HAVE A VAGUE UNDERSTANDING OF THE WORKINGS OF THEIR BIKES AND WHICH BIT JUST FELL OFF. THIS ISN'T ALWAYS THE CASE AND THIS AWARD IS GIVEN TO THE CLUB'S MOST INEPT MECHANIC.

THE BIG PISTON

THIS "TROPHY" IS QUITE LITERALLY, A BLOODY BIG TRAIN PISTON, AND IS AWARDED TO BOTH A MALE AND A FEMALE (DUAL RECIPIENTS) FOR A PARTICULARLY GUTSY EFFORT IN A RACE DURING THE YEAR. AT SOME STAGE, THESE RIDERS HAVE CLEARLY PULLED OUT THE BIG ONES, MADE A MOCKERY OF THE PAIN BARRIER, AND EXCEEDED THE EXPECTATIONS OF WARDS ALL OTHERS AND PERHAPS EVEN THEMSELVES.

THE BENT SPOKE AWARD

THE BENT SPOKE AWARD IS GIVEN TO THE CLUB MEMBER WHO HAD THE SPECTACULAR AND AMUSING ACCIDENT OF THE YEAR. YES, WE CAN AND DO LAUGH AT THOSE LESS FORTUNATE THAN OURSELVES, BUT BECAUSE WE ARE DECENT HUMAN BEINGS AT HEART, THIS AWARD ISN'T GIVEN TO THE PERSON WHO HAS HAD A GENUINE/SERIOUS ACCIDENT RESULTING IN A SMASHED BODY AND BIKE. WE CAN FIND SOME SYMPATHY RATHER THAN RIDICULE FOR THOSE MEMBERS. THIS AWARD IS DESIGNED FOR THE ACCIDENTS THAT SHOULDN'T HAVE HAPPENED, THE CYCLISTS WHO SHOULD HAVE KNOWN BETTER, AND THE EMBARRASMENTS THAT THOSE RIDERS TRIED VALIANTLY TO COVER UP.

THE MOST IMPROVED RIDER

THIS AWARD TO BE PRESENTED TO THE RIDER WHO HAS DEMONSTRATED THE GREATEST IMPROVEMENT DURING THE YEAR, AND HAS ACHIEVED A NEW LEVEL OF PERFORMANCE. THE RECIPIENT MAY BE A NEWER RIDER OR A MORE EXPERIENCED RIDER, AND IMPROVEMENT MAY OCCUR ACROSS ANY LEVELS OF RACING, NOT JUST OPENS. A MEMBER WHO MAKES AN IMPRESSIVE COMEBACK AFTER A LONG LAY-OFF IS NOT NECESSARILY ELIGIBLE. THE IMPORTANT CRITERION IS THAT, TO BE ELIGIBLE, THE RIDER MUST ACHIEVE A NEW LEVEL THAT HE/SHE HAS NOT PREVIOUSLY ACHIEVED.

NOMINATIONS

DETAILS ON HOW TO SUBMIT A NOMINATION WILL BE EMAILED TO ALL MEMBERS AND WILL BE INCLUDED IN THE WEEKLY ROUND UP.

Spring Tour - Home Grown

23rd – 30th September 2006

Action-Man



Pete Scott decided to devise a reasonable and manageable cycling route northwards – weather predictions were favourable, accommodation reasonable, support vehicle acceptable and the cyclists, if nothing else, were durable. Coinciding then with New South Wales Bike Week Centennial Park seemed an appropriate start-n-finish point for the eight day tour – first stop Wiseman's Ferry (82km) - straightforward enough until a front tube blow-out caused Pete to hit the bitumen on the last hairpin bend of Galston Gorge....

ouch! – gravel-rash and sore he bravely continued before Nurse Diesel got a hold of him...another ouch!

Adverse Conditions

Club members undertaking the Bowral ride would appreciate how difficult the natural elements of today would be – ferocious winds coming in every direction except from behind,



coupled with high temperatures made this a very tough day. The day started well enough crossing the Hawkesbury River by punt, meandering quietly along the historical and picturesque convict trail (1826-1836) towards Spencer. Much of the convict trail lays hidden under present day bitumen but convict structures, such as retaining walls, culverts, bridges and stone cut drains are still obvious along the road side. As the wind gained strength and the depth of the heat intensified, it was hard to appreciate the beautiful surrounds, especially over Mangrove Mountain. The natural elements became too much for some – Frankie and Smithy calling it quits

at Wollombi (105km). Stuart quickly exchanges his car seat for a bike seat, joining the lads for the last 30km into Cessnock. After such a challenging day what really tested us was getting lost in Cessnock (137km).

Trifecta – Dungog (85km) Wingham (132km) Bulahdelah (115km)



Feeling the effects of yesterday it was a rough start to the day – lack of quality sleep due to constant heavy truck traffic and some hotel guests having more fun than we were, it wasn't the start we were looking for. Even the "Full Monty" breakfast was not up to Field Marshall Montgomery standard – the scrambled eggs having a distinct inedible powdered taste; nonetheless we made the most of it and welcomed the morning tea stop at Paterson, (which wasn't any better). Set against an impressive backdrop of historic dwellings the local Devonshire teas didn't measure up to Smithy's

standard. However the Bank Hotel at Dungog (1854) did - the best "Full Monty" money can buy (\$10).

Spring Tour – Home Grown (2)

Country Hospitality

Bulahdelah was the only wet day of the trip – torrential downpour for much of the day. The town folk of Bulahdelah are no strangers to cyclists and wet weather. In 2004 the NSW Big Bike Ride and Walter's first, was momentarily halted at Bulahdelah, due to flooding. Unable to use the allocated campgrounds the town-folk supported 1500 people, providing emergency accommodation and facilities. Most importantly a place to prepare, cook and serve meals, all done from the local saw mill.



Historical Townships

Scenery thus far had not been disappointing; moving beyond the lush romantic Wollombi Valley, down through the lower slopes of the Hunter, then onto a more challenging and open landscape around Dungog and Wingham before heading south to Bulahdelah. All prominent timber regions - Dungog (1834) was established as a military post to protect settlers plagued by bushrangers; Wingham (1843) a pretty little place set around a typical English-style village green, and Bulahdelah (1860) a major access point to the Myall River, carried logs via punt, while Cobb & Co coaches

changed horses at the Plough Inn (1854), still standing today.

Domestique

The only way to support a moving tour is with your own sag-wagon. Each cyclist was scheduled a day behind the wheel – Walter was the lucky one, scoring the only wet day of the trip. Many hats are worn and the expectations run high with every Domestique trying to better the last.....bribes are accepted.



Facilities

Accommodation was traditional well-established Aussie pubs – rustic charm of yesteryear without an enormous price tag (\$22-\$35). The emphasis being on a “one-stop shop” The shared rooms and facilities were clean and adequate. In general the food and hospitality was excellent. Not all pubs cater for breakfast, but try negotiating with the local café, as we did in Wingham.

Good Vibrations – on the rebound to Cessnock

It started rough (gravel road) – checking and re checking with appropriate authorities made no difference to what now lay in front of the wheel. Good firm peddle-power maintained traction – Lumby acting as lead out man. After 15km of bone-shaking dirt road, the river crossing at Bombah Point was reached (Myall Lakes National Park) but there was to be no respite on the other side – 25km of head wind, knobble road and dense bushland, obliterating any view of either lake or sea., making this little sojourn a tad redundant, from a scenic point of view.

However the brunch stop at Hawks Nest was rewarding – thanks to the Domestiques for sourcing that one out.

Spring Tour - Home Grown (3)

Requiring a little more recovery time, Smithy joined Frankie, as Co-Domestique. He became invaluable; delivering some intricate route directions, ensuring minimal time was spent on the unavoidable freeway



Diversion therapy complete, it was back to the country roads, heading for Clarence Town (1826). This sprawling tranquil place is another timbergetting town embedded with what looks like hobby farms in an undulating frame of rolling hills. It's prime snake and pick-a-plank countryside. Napping snakes quickly get deflected by the car wheel but the pick-a-plank bridges, supported by more gap than wood, relies solely on the cyclists skill and precision.

The legs were now becoming a little wobbly as the speedo clocks 133km with another 30 km to go. Promptly passing the support wagon in Maitland, indicated to the Domestiques, their job was done, but not quite! Rooms and luggage to allocate and then most importantly, line up the traditional end of the day brown ale shandies (166km).

Penultimate day

Cessnock – the town of the six-finger wave was an experience. Centre stage was the Royal Oak Hotel and the actors it's patrons...only thing was, they weren't acting. Three-quarters of today's route would mirror day two, only in reverse, without the furious winds but the heat and hills would remain.

Just before reaching the lower canopy of Wollombi, Frankie's saddle came flying through the air.... don't sit down was shouted! She'd been fiddling with the seat that morning but failed to tighten it sufficiently...lesson learnt. The mechanic was soon on hand but the Domestique (Glen) was more interested in the boutique winery across the road.... at least he had his priorities intact.

The reversal fuel stops of Wollombi and later Kulnura soon became a blur while Smithy was in a state of de jevu from his racing days. Feeling frisky after eating the "hamburger with the lot" at Kulnura, he decided to throw down the gauntlet, cajoling all comers to challenge him.....it didn't last long. His nickname "Stick Smith" didn't come by chance he earned it. The tactic was evident as he latched onto Walter's wheel for the big descent into Woy Woy. The train was on time for most of us but Lumby was on his own time-table (117km).



Outstanding Performance

Despite a lower back problem affecting leg strength, Stuart Evans was the Trojan horse of the trip. Unable to get out of the saddle (push-off /accents) he showed what true Yorkshire men are made of? His slick cadence (lowest cog 23) put some of his fellow cyclist to shame as they trundled up the hills on cogs as big as plates.

Spring Tour – Home Grown (4)

Home Straight

We were now eight strong, Susanne Lyndon joining us for the ride back to Sydney. Breakfast would be at Palm Beach after the ferry crossing at Patonga. While waiting, for the ferry a familiar looking man was spied, riding a rusty old bike – legs bowing on either side, dressed in daggy attire, under sun hat and shades. It was one of the Waugh brothers – he managed to nod his head, recognising his non-cycling prowess.

Bright and beautiful would describe our final day of the tour but strong head winds were a little unkind as we made our way through the Northern Suburbs, over the iconic bridge, through the CBD and finally Centennial Park (63km).



(Contributors: Glen Butterworth, Stuart Evans, Alan Lumb, Suzanne Lyndon, Peter Scott, & Alan Smith. Written by: Frankie Hopkins)

Italia Springs Tour Down Under

To remind everyone, the Tour Down Under is approaching fast ..quicker than you think. The last tour, we had huge interest in the Be Active Ride. This year, it is called the Challenge Tour. As positions fill fast, I need you to get your application to me as soon as possible so that I can talk to the organisers and secure your place.

This year, I will be providing full support including transfers to and from the ride, and support car while you ride. This package will cost \$45 which includes Megaburn product support. This is reasonably cheaper than what the Tour Down Under organisers offer who charge \$68.

Please contact me for a copy of the Challenge Tour registration form. Please make your payment when you book your place on our Tour - this is important so that I can plan support, etc.

Please ring me if you need to chat about anything.
Ciao for now, Pino

<http://www.italiaspringtour.com>

Regular Rides

Day	Time	Meet	Ride Description
Tuesday	06.00	Cannons	Watson's Bay Ride. Approximately 25km. Eastern Suburbs hills and in-between flat bits. Faster riders wait at the top of Military Road for new kids/the hill-challenged. Back at approximately 7.00am at Bondi Junction for coffee.
Wednesday	06.00	Cannons	Girls Paced Watson's Bay Ride. One of the more popular rides. A different route from the Tuesday ride and the girls lead the way. The bunch re-groups after all the climbs. Back at approximately 7.00am at Bondi Junction for coffee.
Thursday	06.00	Cannons	La Perouse via Anzac Parade and Malabar. Approximately 35km. Fast clip (35 - 40ish km/h) with three even faster (40-55km/h) intervals. Back at approximately 7.00am. Bunch waits for training enthusiasts but not quite as religiously as Tuesday.
Friday	06.00	Cannons	The 4 Beaches (Bondi, Tamarama, Bronte and Clovelly). A good warm up for the weekend with a quick pace up Military Road then back along Campbell Parade heading towards Tamarama Beach. From there it's onwards and upwards to Bronte followed by a quick circuit of Clovelly. Back at approximately 7.00am at Bondi Junction for coffee.
Saturday	06.30	Cannons	La Perouse Ride. Approximately 45km. Three bunches leave the park rolling easily until Foreshore, then do 3 laps around Port Botany practicing pacelining. The first two bunches pick up the pace at La Perouse for the run home via the hills around Maroubra Beach with a paceline developing again along Anzac Parade. The third bunch does the same route at a slightly slower pace with an emphasis on bunch riding. Back in the park for coffee at 8.30am.
Sunday	06.30	Cannons	Waterfall Ride. Approximately 90km. Two bunches leave the park to Waterfall, medium to hard ride, out at 28-35km with some riders turning round at Sutherland (60km). At Waterfall smaller groups sometimes go on to Stanwell Tops (120km) or back through the Royal National Park (110km). The main bunch U-turns at Waterfall, 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. Waterfall rides finish back in the park for breakfast at approximately 9.30am
1st Sunday of the month	06.30	Cannons	Akuna Bay 100km. One or two different paced bunches head north to Akuna Bay via Wakehurst Parkway and Church Point. 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. Back at the park by 10:30am for brunch

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.

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