



# The Sydney Cyclist

Official Newsletter of the Sydney Cycling Club  
May 2001 Edition



Big Bike Ride Group

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Pete Scott at Dubbo Zoo



Wayne resting at Oberon



Sunny scenes from the Paris-Roubaix!  
©cyclingnews.com



## From the President's Chair



### Post card from Italy

Well here I am, the virtual president stuck in Northern Italy without my bike, and still able to enjoy all the excitement of what is happening in Sydney CC via email. Also to engage in the local discussion about the “bloody” French and Tour de France, with local hero, Pantani and the great sprint champion, Cipollini not been given the chance to show the Italian champion colours in this year’s Tour.

Yesterday, it was 1 May and a workers’ public holiday in Italy so I went to Bologna to see the finish of the Grandfondi 10 Colli Bolognesi. I wish I had my bike, as I think I would have really enjoyed all those 10 Tuscan hills, with over 2500mts of climbs, nearly 200kms and 28 degrees!!! (I believe we should start such an event in Sydney to watch the suffering). There were a couple of thousand participants and you have seen nothing until you have witnessed in the flesh, the Italian middle aged cycle clubs with all 30 members dressed in the best matching gear and on the latest road bikes in matching colour; it makes the SCC role out on the first Sunday morning of each month look very average.

Anyway back to business. It has been a busy month for the SCC committee.

Thanks to the efforts of Phil and Stan, we now have our very large winter order in for new long sleeve tops, arm warmers and wind tops. Also the Executive has been involved in discussions about the Airport tunnel, marketing and sponsorship, membership and how to improve the WWW and establish an intranet for the SCC. If there are members out there with a burning desire to help in any of these areas, please contact the club secretary, George Schneller for more details.

On the membership front, we are up to nearly 150 members, with many old members returning to the fold, several coming back from overseas and a flood of possible new members. However, at present we are advising all inexperienced riders and potential new members that “Regrettably the club has been forced to put a moratorium on new members for the time being. This has become necessary to give us a chance to assimilate the large number of members who have joined the club this year. The club has been inundated with new members and this has caused some problems with large bunches and inexperience. The committee is working hard on a solution.”

Also keep an eye out for a great friend of the club, Eric Wadell who is dropping into Sydney from Canada for 3 weeks and will be riding with us.

Oh well, I am now dreaming of long sunny days, the beautiful blue Mediterranean sea, good Italian food and wine, Italian women and yes my two weeks holiday riding my bike in Sardinia with Pino's [Italian Spring Tour](#) in mid June. The beauty of travel is that it broadens the mind, I now have a new motto for living, in my recently discovered Italian saying “Ride to live... everything else in life is only detail”, or as the Italians say “Imparare a vivere.... Ogni altra cosa nella vita e’ solo un dettaglio”.

I must now rush for this building’s official opening, however, I am told that the Vice Chancellor of this University was a Professor of Sports Medicine and has recently been in the national papers. It appears that his studies into EPO may have involved a number of Italian athletics as blind subjects. Anyway I have been told not to mention Pantani to him!!! Oh so much you have to remember not to say in Italy!!!!

Ciao

*Doc*

### Waxing or Shaving?

If you are tired of bending over in the shower every second day to keep those legs in shape, why not Wax instead? You only have to Wax every 4-6 weeks to keep the growth in check.

Have your legs Waxed by a professionally trained therapist at Glebe for only \$25

Call Kristie on 0407 66 88 05

## From the Secretary's Desk

According to the New South Wales Cycling Federation, our club is now among the four largest clubs in the state! Our increasing size has led to a few problems that the committee is currently working hard to overcome.

In the meantime, you can repay the cyclists who taught you to ride by sharing your hard-won knowledge with the newer, less experienced members of the club. Expertise on a bicycle or anywhere else takes time and commitments. A bit of encouragement can go a long way towards putting newer cyclists on the right path.

In Cycling clubs around Australia, males outnumber females, and this is true of the Sydney Cycling Club as well. However recent months have seen an increase in the number of female cyclists joining our club. So it's timely that I mention the Tour de Femme is on again. For those of you without email, or who don't regularly visit the [NSWCF website](#), I'll include a few details.

The **Tour de Femme** will be held on June 2 and 3, 2001 in Foster/Tuncurry NSW. The event is conducted in three stages. Stage one is a Road Race, Stage Two is a Time Trial and Stage Three is a Criterium Race. There is a cash prize of \$2000, plus another \$2000 worth of prizes. Race entry of \$45.00 includes the cost of the Presentation Dinner on Saturday night with points from the Tour de Femme counting towards Roadwoman of the Year Award.

Accommodation can be arranged at the Bellevue Hotel/Motel, 0265546577, or at the Sun Coast Caravan Park, 026554691

If you have any more questions on the Tour de Femme a number of our racing members can fill in the details for you.

Be careful out there!

*George*

## Editor's Column



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

This month has seen the major Spring Classics completed in Europe. For those of you interested, the **Parix-Roubaix** lived up to its nickname 'The Hell of the North' with rain and local flooding prior to the race

leaving the cobbled sections of this classic slick with mud. You can read about the race at <http://www.cyclingnews.com/> but just reading and checking out the photos doesn't do this year's event justice. Luckily enough, SBS were kind enough to show a one hour highlight show the other week which brought home to many what a race this is with only the brave surviving. If anyone is interested I recorded the show and am happy to loan out the video. For the rest, I've include some photos courtesy of cyclingnews.com.

Continuing on this overseas topic, checkout the [Local and Overseas News](#) section this month for announcements on the Tour de France and World Team Rankings; it all makes interesting reading.

Now to local news. The **M5 East extension** was in the news recently with the proud announcement that the tunnel dig was almost complete. This brought to our attention again the issues we all have with the Airport interchange. A number of members contacted Bicycle NSW and I am happy to report that responses were quickly forthcoming re: suggestions for both North and Southbound cycle travel. At this point in time nothing appears to be set in concrete (sorry about the pun) but it looks like for Southbound cyclists there will be a 3m wide left hand off ramp just after the tunnel exit which

will bring us around the new flyover on-ramp and back on to the old road before the bridge. The exact details of this ramp are being planned out at the moment. We hope to have a more definitive answer in the near future. Rest assured, the SCC are keeping in touch with BNSW on this issue.

As for this month in your magazine; Phil McKnight has recently been to Bike School, a physiological testing program run by Martin Vinnicombe and now available through our sponsors, Clarence Street Cyclery. Read up on Phil's experiences in his informative [report](#). Along a similar line, Zac Dillon from Power-Up Cycle Testing is offering a FREE seminar to launch their Physiology Cycle Testing Program in the Eastern Suburbs. Checkout the [advert](#) for further information.

Your editor has written up the recent [RTA Big Bike Ride](#), attended by 7 SCC members. Photos are kindly supplied by our resident ride photographer; Pete Scott.

As always we have all the recent [club results](#) and updated [point score](#) plus reports from the [Tour Secretary](#), our [Race Secretary](#) and the [Trek Racing Team](#).

And finally, with the latest versions of both Microsoft Word and Adobe Acrobat installed for those of you who receive this publication electronically, I can now offer you 'hyperlinks'. Yes, click on the [Table of Contents](#) or click the underlined places in the document and off you'll go to the appropriate place in the document, web site or e-mail address.

'til next month, take care on the road.

*Malcolm*

## Tour Secretary's Report

Lots of public holidays in April so most people managed to get out for a few long rides. A small group of us did the RTA Big Bike Ride from Oberon to Forbes in the first week of April while over the Easter weekend the Club revisited all its favourite rides - Akuna Bay, La Perouse, Waterfall and Audley. There was a bit of confusion on Anzac Day, sorry my fault, but in the end there were rides going to multiple destinations including Galston Gorge/Berowra Waters, Stanwell Tops and Waterfall. For a few people it was the first time that they had done the Galston Gorge ride and from what I have heard it sounds like they'd like to do it more often.

Now it is May and 20 of us have just returned from the Kangaroo Valley Tour. Although there was a lot of very heavy mist settling in the Valley (some may even call it rain) we all had a great time. A huge thanks goes to Alan Revell for all the time and thought he put into organising the KV Tour. We had great accommodation, excellent food and wine, scenic routes and a couple of wonderful hills. There will be a big write up in the next newsletter so stay tuned.

### What is coming up next?

#### Eric's Waddell's Return Ride: Sunday 20<sup>th</sup> May

Tony Johnson will be leading a bunch in whatever direction Eric would like to go. However Tony will be trying to persuade Eric that he would love to do the Galston Gorge/Berowra Waters/Bobbin Head ride. We will be meeting at the Darley Street Gates as normal at 6:30am so you can make your mind up on the day on whether you'd like to come along.

#### The Hunter Valley Tour and Rosemont Open: 30 June – 1 July

This is always a popular Tour with many people taking the option to race on the Saturday and tour on the Sunday. Of course there is a whole bunch of us who just Tour all weekend. Please let me know as soon as you can if you are interested in coming along on this weekend so that I can start looking into accommodation options. If there is a budding Tour Director that would like to help me organise the Hunter Valley Tour then please let me shout you coffee some day soon!

*Meg*



SCC on and off the road on the RTA Big Bike Ride

# RTA Big Bike Ride Report

by Malcolm Wade & the rest of the Big Bike Ride Team

For a regular on these annual weekly MS fund raising events I must admit I was looking forward to this year's event around the Bathurst and Orange areas of NSW. With the start being at Oberon it was a pretty civilised 7am Saturday departure from the Eastern Suburbs with myself, Bruce Vote, Rob and Meg Croft followed by a late breakfast in Blackheath before we arrived in Oberon about an hour before the 11am start. Standard process before the start; check-in, collect your id pack, change into cycling gear, re-pack the bag and then deposit it into one of two semi trailers for on-transport to our first night's campsite at Portland.

The SCC was represented in this year's event by myself, Bruce, Meg, Pete 'Pantani' Scott, Frankie Hopkins and Alan 'Stick' Smith. Later in the week we also discovered another SCC rider in the rarely seen form of one Des Sullivan (club jerseys come in very useful – "hey SCC ... who are you?"). We also had two other 'ring ins' to our group; namely Rob, Bruce's son-in-law and Cath, a friend of Frankie's.

After the official start the 1400 strong bunch rolled out under a cloudless sky. Naturally the SCC talent shone as we rapidly carved our way through the bunch. The 55km route to Portland had a couple of good climbs and descents to ensure both the big and little rings were given a good workout, as were the brakes. It was at this point I found out that my brake blocks were a little too worn after a bit of a hair raising 80kph corner and descent. Time to visit the campsite bike mechanic for some new ones ... oh no ... you only have Shimano ones! Oh well, that's better than nothing. The same descent was so good 'Pantani' Scott decided to go back up and do it again ... and found his 24 rear sprocket only just big enough. There were also some interesting dirt sections after lunch, which went up and over one range causing those of us on road bikes to struggle a bit due to a lack of grip when standing up.



Portland is pretty well a one-pub town and to be perfectly honest there wasn't much happening that late afternoon and evening. As always on the first night, the campsite is pretty quiet as riders succumb to tiredness after a long day of travelling and after a couple of quick drinks most of us retired early, topped up with a quick port before bed.

## Day 2. Portland to Rylstone.

The 85km route today was a hilly affair with a minor climb before lunch to Pearson's Lookout where we all posed for a group photo after which Meg blew a tyre and the old \$5 note trick had to be applied to get her to camp. Not that this in anyway affected her climbing ability later on Cherry Tree Hill where she took on some other roadies to come out in front! Pete also

decided that this climb needed to be conquered several more times whilst the rest of us scooted down the other side into the afternoon tea stop (at about 11am you understand) before we all progressed up the road to Rylstone where one of the local pubs enticed us in before we even reached the campsite.



Now Rylstone might mean something to those of you on the 2000 Mudgee Tour; it was the venue for a long lunch followed by a pretty smart ride home as the light faded. With glorious weather Bruce and Rob went swimming in the river whilst the rest of us lounged around and performed running repairs on the bikes. Later we all wandered up into town again to do something about those hunger cravings cyclists are noted for and with fresh blueberry pancakes and ice cream on offer Bruce and Rob couldn't resist.

## Day 3. Rylstone to Gulgong.

Today was a bit of a fun day. The initial 50km run over to Mudgee was punctuated by laughter and a bit of a final sprint ensued on the flat road into Mudgee. Bruce, being as strong as he is, promptly snapped his chain whilst demonstrating the two step gearing on his Kendrick and was pushed the last kilometre into town. After a bite to eat in the park we searched out the local bike shop where, to the tune of much heckling, "hey Bruce, you should swap the whole bike for this new Malvern Star!" the chain was duly repaired. A coffee shop was then located and so, several hours after we arrived in Mudgee we set off down the road towards our campsite for the night at Gulgong.

A good pace developed and we swept past Frankie and Cath. Then 5km up the road Pete had a flat and as we stood around casually changing the tube Frankie and Cath passed us with laughter and a 'suck my wheel' comment. As you can imagine, the tyre change was immediately completed in quick time and off we went with a rolling 5 person peline quickly developing. Downhill and uphill we motored with Rob learning to peline very rapidly (on his mountain bike no less) and Bruce ensuring we all stayed together as we chased down the hecklers! Finally, on the last uphill run into Gulgong there they were and with a woosh the bunch swept past them much to their displeasure and our laughter.

The afternoon was spent swimming in the local swimming pool with Rob performing degree of difficulty dives from the high tower, followed by cream tea and then the obligatory fluid replenishment program

at a good number of the local pubs. That evening the group wandered back into town for a few more drinks after which most went their separate ways back to the campsite. Rob was left to his own devices with the inevitable result that he stayed out real late looked a little second hand the next day. How he found his way back to the campsite we'll never know!



#### **Day 4. Gulgong to Wellington.**

The route map for today's ride showed up and down a bit for most of the first part of the day followed by a predominantly 25km downhill run into Wellington. Both Pete and Meg took off first thing for a non-stop training run whereas the rest of us took our time for the first part of the morning into what the Big Bike Ride calls the lunch stop. Today this was achieved at 9am. Straight after lunch was a bit of a climb and from there the pace picked up as did the tail wind. I was about 10km out of town when I met Pete and Meg coming back the other way; they'd been first into town so had u-turned and were warming down by coming back to meet us all. The three of us went back a further 5km or so and met Bruce and Rob so we then all headed back down into Wellington at a rapid pace.

That afternoon, after the obligatory feed, Bruce and I rode out to Wellington Caves to look at the local underground wonders. On exiting the caves at about 5pm a thunderstorm was brewing so the ride back to town was done quick time. We'd just got back when the heavens opened but luckily for most of us the tents were waterproof. That evening the group congregated in the campsite brassiere and as always a good time was had by all. One of the most notable VB induced performances was Rob's 'dummy' impression whilst sitting next to Cath on one chair.

#### **Day 5. Rest Day.**

When I first saw that the rest day this year was only 50km south of Dubbo I suggested we visit the famous Dubbo zoo. So, at a more relaxed start time Pete, Meg and myself set off northwards via some of the more minor roads to Dubbo. As it turned out, the only major hill for the day was straight outside the campsite; a 5km climb up and over the range. After that, with a couple of kms of dirt in the middle it was a pretty straight forward, albeit 60km run to the zoo though some great countryside.

Cycling around the zoo is definitely easier than in the car. You can stop and start as you wish and you're not restricted to parking spots. After looping the zoo in an hour or so, we had a quick lunch and then headed back towards Wellington along the same back roads we had travelled upon before. We were coming down one hill when across the road in front of us wandered an Echidna, which caused the group to swerve around it as the spiky critter continued on its merry way without a

pause! That final hill up and over the range nearly did me in but I got back into camp with 130km on the clock and a feeling of achievement.

That evening after dinner the MS Society had organised a black and white party in town. A good time was had by all with much beer being consumed and legs being given another workout with Bruce, in his chesty Bonds Singlet, black leggings and white socks strutting his stuff with a bevy of females on the dance floor.

#### **Day 6. Wellington to Cumnock.**

After the previous day's effort I must admit my legs were feeling pretty flat today. Luckily it was only 67km to the next camp site so, as a team, we rode the day's route at a more subdued pace. Even so, Cumnock appeared in our sites pretty early and it was barely midday when we strolled into the pub having already pitched our tents. Now Cumnock is a one pub, one bowling club town with a population of approx. 300 and with the temperatures in the high 20's you can imagine that the watering holes were going to be pretty popular that day with an influx of some 2000 people. Such was the demand for fluid replenishment; the local pub owner was seen heading off to Orange in his truck at 2pm to purchase more supplies!

That evening a number of us took the opportunity to visit one of the oldest operating cinemas in Australia. An excursion had been organised to nearby Manildra to visit their original picture theatre coupled with a showing of 'The Dish' that had been filmed in the area. Although a late night it was well worth it; 'The Dish' is a great movie and well worth seeing.

#### **Day 7. Cumnock to Canowindra.**

The 90km ride today was though some pretty rolling countryside. There was nothing much to report on the ride other than Bruce and I got dropped off the bunch on a climb halfway to the lunch stop and we spent the next 15km dangling just off the back desperately trying to 'get back on'. With no coffee available at the lunch stop or in the local township 12km after lunch we pulled into the 'afternoon tea' stop to grab a caffeine hit before rolling on into Canowindra where Bruce dug his heels in about finding a shady spot to pitch the tents. Shady it might have been, ideal tent pitching territory it wasn't with not a soft spot for the pegs to be found.



That afternoon, with funds running low due to a lack of autobanks en-route the group walked into town to raid the post office. With wallets replenished, some obtained a late lunch at the pub, some hung out in a local café, Frankie and Cath went hat shopping whilst Bruce and Pete checked out the local fossil museum.

#### **Day 8. Canowindra to Grenfell.**

This day showed us that even though we cyclists complain about hills, when there aren't any the roads get pretty boring. Other than some dirt just before the lunch stop the morning run was pretty uneventful

except for one small problem; Pete's left hand pedal seized causing it to break free from the axle. Without a replacement he was forced to ride the next two days with the pedal loose on the axle (ie no bearings) that typically meant every time he stopped and clicked out of the pedal it would drop off the axle onto the road. After lunch, the road flattened out for a real push through local farming country. We grabbed a saddle break at the 'afternoon tea' stop before paelining into the last night's campsite



at Grenfell. It was during this exercise that the group caught up with and passed another cyclist who then sat on for a while before joining the paeline, telling us we were rolling the wrong way because he'd never rolled that way before despite the fact we'd been going that way for the past 15km! You get all sorts on these rides.

Now Grenfell is a great little place with the main street blocked and turned into a street fair on our behalf. After pitching the tents a couple of the group had wandered off to lost property to try and search out some mislaid clothing, only to come back discussing how on earth someone could loose their helmet because there was one in lost property. At this point Bruce worked out his helmet was in fact missing (something to do with a confused arrival at the campsite) and after much laughter he was dispatched to the MS tent where he had to fork out a \$2 rescue fee. At the same time both Rob and Pete got suckered in by the CWA ladies and within minutes of each other came back with a tray of home cooked goodies – neither of them can resist an older woman who has done too much baking.

We all then grabbed the bus into town to find all the local pubs packed but luckily located a coffee shop to appease Pete's caffeine hunger and afterwards wandered the town in search of amusement. As it was the final night there were fireworks and guinea pig

racing (something Grenfell is famous for) plus a live band in the main street for us all to party too.

### Day 9. Grenfell to Forbes.

Today, the weather turned against us. After a week of warm, sunny and most of the time light tail winds this day dawned overcast and much to our dismay a good headwind. As a bunch we headed out of town with a view to catch up with Cath who had left earlier and then ride as a group. Catch her we did and she was carefully coaxed into the bunch which had now swelled with a stack of hangers-on as the realisation sank in that the last 50km was going to be completely flat and into a now stiff headwind.

And that's how it stayed for the next 45km. 4 pairs up front alternating every 10 minutes or so, with Cath sheltering on 5<sup>th</sup> wheel being given a helping hand by Pete (his handprint is now permanently etched into her back[side]). Behind them, another 30 or so riders enjoyed the free ride! An untimely puncture with 5km to go gave Meg and I a breather before time trialing into the rendezvous point and from there it was a mass finish into Forbes where an attempt at a celebratory coffee turned into a Nescafe anticlimax for poor old Pete.

The trip home by bus to Oberon followed by car back to Sydney turned into a reunion of sorts at Blackheath when multiple cars of cyclists dropped in on the Wattle Café within minutes of each other for an evening feed.



The RTA Big Bike Ride is a great event, raising much-needed funds for the MS society. It's not overly difficult cycling but you can make the days' runs as hard or as easy as you want them to be. It's an international event with riders coming from around the globe. Proof of this was seen after an American saw us at lunch one day, all decked out in SCC colours, and wanted to know how to buy a club jersey.

## SCC Website Statistics

```
Reqs: %bytes: Domain (26/4 - 6/5)
----: -----: -----
1158: 43.13%: .au (Australia)
665: 23.61%: [unresolved numerical addresses]
334: 11.01%: .net (Network)
196: 7.85%: .com (Commercial)
141: 5.97%: .nz (New Zealand)
74: 4.28%: .mil (USA Military)
63: 0.99%: .jp (Japan)
48: 2.56%: .ch (Switzerland)
25: 0.55%: .sg (Singapore)
2: 0.03%: .edu (USA Educational)
1: 0.02%: .us (United States)
```

# BikeSchool Physiological Test

by Phil McKnight

## BiKe School

At the invitation of our club sponsors, Clarence Street Cyclery, I recently underwent a performance test conducted by former World Champion track cyclist & Olympic medallist, Martin Vinnicombe. Martin runs a Physiological Testing & Coaching business called "BikeSchool" and has recently formed an alliance with Clarence Street Cyclery to offer his services through their city location.

The aim of the performance test is to determine your current level of fitness and the various heart rate thresholds (or zones) you should be training at in the near future. If you're training hard for a specific event, then your thresholds will change with your level of fitness and the type of training you have been doing. Most coaches recommend that you undertake some form of test at least every 4 weeks to determine your progress and the effectiveness of your training. This doesn't have to be a full physiological test, but could take the form of a Time Trial on the same course over the same distance each time.

The session started with an assessment and subsequent adjustment of my current bike position. Martin subscribes to the theory that the centre of your knee joint should be directly over the centre line of the pedal axle as this will enable you to produce the greatest force throughout the effective pedal stroke. Martin showed me a graph of power output through the pedal stroke measured on his ergo, which showed any real power was only applied between 2 o'clock and 5 o'clock. "Pulling up", produced less than 2% of the power being applied during the down stroke. This alignment was accomplished via a laser alignment setup on a static jig.

The physiological test was conducted on a state of the art ergo. The protocol for the test was simple: 15 minute warmup, then you cycle 3 minutes at each of the power target levels displayed on the computer screen in front of you, until you can no longer produce the power required to meet the target. At the end of each 3-minute interval a blood sample was taken and the lactic acid level measured in a portable analyser. Other data that is constantly being measured and recorded are, heart rate, cadence, actual power, power from your right leg, power from your left leg. When you indicate exhaustion, the load is lightened and you keep spinning for 15-30 minutes to graph your recovery values of heart rate and lactic acid.

When all the data is collated, you get to see exactly where your strengths and weaknesses are. You get a graph of your power output versus heart rate, heart rate versus lactic acid levels, power imbalance between left & right legs, Vo2 Max. You also have a reference for all your heart rate training zones (E1, E2, E3, SE etc) that are invaluable for effective training.

I have always been an advocate of testing, as it's the only true guide to measuring training effectiveness. For people who want to maximise their precious training time, then establishing reliable zones through testing is essential. If you want to be "dishing it out" coming back from Waterfall rather than being punished, then training smarter, not harder or longer is the answer.

If you'd like to know more, check out Martin's web site [www.bikeschool.com.au](http://www.bikeschool.com.au) or you can contact him on 9807 8966 or Clarence Street Cyclery, 9299 4963 for an appointment.

## Clarence St. Cyclery

### THE ULTIMATE BIKE SHOP

104 Clarence St, Sydney NSW 2000

Phone: 02 9299 4962

Fax: 02 9261 3802

Website: <http://www.cyclery.com.au>

Email: [info@cyclery.com.au](mailto:info@cyclery.com.au)

## Sales starts May 17<sup>th</sup>

### For Sale

Rudy Project Sunglasses with spare lens, colour white, the ones Jan Ullrich wears \$100 neg.  
Pair of CPX-14 training wheels with Ultegra Hubs, 9 speed cassette, very strong rims \$250

Contact **Stan Genakis** on 9746 5954 (h), or [Stan.Genakis@hotmail.com](mailto:Stan.Genakis@hotmail.com)

# Race Secretary's Report

May saw a very quiet month for racing with only one SCC race to report.

**One Lap Time Trial – 28<sup>th</sup> April.** Again, we had a great turnout with 30 starters. Even though conditions weren't conducive to fast times, there were still quite a few PBs recorded. Congratulations to Paul Rigby, Rob Hood & John Kearney for gaining max points in their respective grades.

**Postponed Criterium - 21<sup>st</sup> April.** Unfortunately the first round of the Criterium series washed out. *An additional race has been scheduled for Saturday 4<sup>th</sup> August.*

**Upcoming Criterium - 19<sup>th</sup> May.** Weather permitting, this will become the first race of what will still be a six race series.

**Success at RBCC Criteriums.** Congratulations to Dave McAlpin & Steve Hogg, both for finishing second in B grade at a recent [Randwick Botany](#) criterium at Heffron on the 21<sup>st</sup> & 28<sup>th</sup> April respectively.

**Scheduled NSWCF Open Races.** There are a few races scheduled in June, the details of which will be mailed to members, & can also be obtained from the [NSWCF web site](#), the NSWCF office or myself. It's amazing how NSWCF has managed to schedule everything together with months of nothing either side.

- Womens 2 Day Tour (Tour de Femme), Forster, Sat 2<sup>nd</sup> & Sun 3<sup>rd</sup> June (entries close 11<sup>th</sup> May)
- Wagga Open & Wagga to Albury, Sat 2<sup>nd</sup> & Sun 3<sup>rd</sup> June (entries close 11<sup>th</sup> May)
- Sydney Masters Road Championships, Homebush Bay, Sun 10<sup>th</sup> June (entries close 18<sup>th</sup> May)
- Sydney Mens & Womens Road Championships, Wetherill Park, Mon 11<sup>th</sup> June (entries close 21/05)
- Mudgee Handicap, Sun 17<sup>th</sup> June (entries close 25/05)
- Nyngan to Dubbo & Dubbo Handicap, Sat 23<sup>rd</sup> & Sun 24<sup>th</sup> June (entries close 01/06)
- Rosemount Open / Hunter Valley Tour, Sat 30<sup>th</sup> June & Sun 1<sup>st</sup> July (entries close 08/06)

Steve

## Free Power-Up Seminar

Zac Dillon from [Power-Up Cycle Testing](#) is offering a FREE seminar to launch their Physiology Cycle Testing Program in the Eastern Suburbs (see [advert](#) on a further page). The seminar will cover the following topics:

- 🚲 The benefits of physiological testing for cyclists
- 🚲 Using performance tools - power meters and HRM's
- 🚲 Developing an individualised training program that works

Full details and registration are available at <http://www.wise-exercise.com.au/Seminar/page1.htm>.

The seminar is on Monday 21<sup>st</sup> May at 7pm to 9pm at their Eastern Suburbs Testing Centre in Kensington. The previous seminar held in Sutherland in April was very well attended, and feedback from the participants indicated that these topics were of great interest and easily put into practice.

## News from the Bunch

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

- 🚲 Not strictly gossip; more **good news to us all**. Reported in the Southern Courier, **Doncaster Avenue** is going to be fixed, permanently. Starting in early May from the Anzac Parade end the entire road will be ripped up and the major stormwater and drainage pipeline that runs down the centre of the street. Now there is a downside to this news; these repairs will take as long as 6 months to complete. We may have to take another route for a time but soon we'll be able to ride down the street without the customary 'hole!' echoing up and down the pack.
- 🚲 Watch out, the **Style Police** are out there. It has been reported to the editor that a number of SCC riders have, what can be politely termed, a **wear** problem with their knicks. Now you might not realise this but the style police have noticed whilst sitting on your wheel and they have suggested all riders check their knicks for 'transparency'. Ever wondered why people don't sit on your wheel? Maybe this is why?

## Local and Overseas News

⌘ Taken from <http://www.cyclingnews.com/>, the UCI nation rankings decide how many riders each nation may enter for the World Championships road race. The top ten nations at August 15 may start 12 riders, the nations ranked 11-15 may start eight riders, those ranked 16-20 may start four riders while nations down to rank 30 may start two riders. Compared to the World's at Plouay last October, Australia and Sweden are losing ground. Australia in 16th are 154.5 points behind Slovenia. With no more Australian UCI classed races before August it's the European based pro's that will have to secure Australia a representation with an eight men team, this being the minimum to be able to have some control of the race.

For Sweden the situation is much worse. With the current ranking at 21st, only two Swedish riders would be allowed to start in the road race in Lisbon compared to eight qualified for Plouay. The margin up to Great Britain and the Czech Republic and a four man representation is however only 14 and 22 points respectively.

There is also an extra chance for minor cycling nations to start riders in the World's. Any nation outside of Top 30 may enter a rider if they have a rider in top 400 on the UCI list. Right now Argentina (Martin Garrido), Croatia (Vladimir Miholjevic) and Luxembourg (Benoit Joachim) are qualified with a rider each. Kyrghyzstan's time triallist Eugen Wacker, riding for Mroz, is currently ranked 404th lacking only four points to the top 400, Japan's Junichi Shibuya is 405th another point back. Further down Irishman Ciaran Power is 438th, 14 points from qualification and last year's World's finisher Kam Po Wong of Hong Kong is 456th needing another 17 points to qualify his nation for a spot. On the same rank is Belorussian Yauheni Seniusjkin. Amar El Nady, who rode in Verona 1999, will probably have a hard time gaining another 24 points to qualify Egypt for a spot, since the Tour of Egypt has already been held with him winning the overall. Finally, since Christopher Jenner obtained a French passport for this season, New Zealand have lost more than half of its points and is only 35th in the nations' rankings with veteran Graeme Miller as top individual at 500th. Nations ranking with qualification groupings are:

### Tier 1 - 12 riders

1 Italy	13,392.70pts
2 Spain	8,826.00
3 Belgium	7,650.00
4 Germany	7,106.50
5 Netherlands	6,829.10
6 France	6,095.50
7 U.S.A.	5,495.75
8 Switzerland	5,236.75
9 Russia	3,728.00
10 Denmark	3,621.85

### Tier 2 - 8 riders

11 Latvia	3,146.50
12 Kazakhstan	2,788.75
13 Poland	2,699.00
14 Lithuania	2,634.00
15 Slovenia	2,291.50

### Tier 3 - 4 riders

16 Australia	2,179.00
17 Austria	1,985.00
18 Colombia	1,897.00
19 Great Britain	1,811.00
20 Czech Republic	1,740.00

### Tier 4 - 2 riders

21 Sweden	1,696.20
22 Ukraine	1,552.50
23 Portugal	1,311.00
24 Estonia	1,047.00
25 Norway	924.00
26 Moldavia	793.00
27 South Africa	703.50
28 Canada	574.00
29 Hungary	530.50
30 Venezuela	411.00

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⚙ Taken from <http://www.cyclingnews.com/>, After weeks of speculation, the 2001 Tour De France race director Jean Marie Leblanc told the assembled media at the Masion du Nord this morning that the final four wildcard selections for the Tour this year would be actually be five, as he unexpectedly increased the number of teams in this year's Tour to 21.

The lucky final five are Lotto, Euskaltel-Euskadi and CSC World Online, with two French teams, Big Mat and La Francaise des Jeux making up a total of 21 teams to contest the 2001 Tour de France.

LeBlanc first announced Lotto, selected due to its fine early season form. The Belgian team was the only real favourite based on results to gain selection. The next team he announced was the Spanish Euskaltel-Euskadi outfit, which features multiple Tour stage winner David Etxebarria. LeBlanc praised the team for its efforts in reaching Division 1 status this year (Div 2 last year) and it features some promising young riders for the mountains.

The selection of CSC World Online was no real surprise, given that it contains French legend Laurent Jalabert and is managed by former winner Bjarne Riis. But LeBlanc also pointed to Rolf Sorensen, Arvis Piziks and Jacob Piil as all quality riders who would ride well.

Then came the hotly contested fourth wildcard, and LeBlanc dropped the bombshell on the hopes of the Italian squads, the emerging US team of Mercury-Viatel, and cycling fans around the world who will not see Mario Cipollini in action, nor a showdown in the mountains with Marco Pantani.

Instead of announcing the fourth spot, LeBlanc announced that two French squads - La Francaise des Jeux and Big Mat - Auber 93 - would be the final two selections for the 2001 Tour.

LeBlanc made mention of the Italian squads, such as Mercatone Uno and Saeco. However, LeBlanc said he could not be confident of Marco Pantani's condition in July and also recognised Mario Cipollini's record of having the most stage wins of any current rider in the Tour de France. However, although Saeco have performed well in the early season LeBlanc said that they and Mercatone Uno would have their chance in the Giro d'Italia, which starts later this month.



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<b>Newsletter Submission Details:</b>	Next Deadline: <b>4<sup>th</sup> June, 2001</b> . Please submit articles to Newsletter Editor via e-mail or post to <b>108 Rothschild Ave, Rosebery, NSW, 2018</b> or <b>Club PO Box</b> .		

## Club Calendar

Day	Time	Venue	Comments
19 <sup>th</sup> May	07:15	Heffron Pk.	Criterium Rd 1 (10/9/.../1) Handlers: John Rutherford & Jonathon Lewis
19 <sup>th</sup> May to 10 <sup>th</sup> Jun.	-	Italy	Giro d'Italia, <a href="http://www.cyclingnews.com/results/2001/giro01/giro01main.shtml">http://www.cyclingnews.com/results/2001/giro01/giro01main.shtml</a>
26 <sup>th</sup> May	06:50	Cannons	SC TT (8/7/.../1) Handlers: Bruce Field, Sam Reuben & Alan Lumb
9 <sup>th</sup> Jun.	06:50	Ocean St. Gates	LC TT (8/7/.../1) Handlers: Dave McAlpin, Kelvin Haisman & Phil McKnight
23 <sup>rd</sup> Jun.	07:15	Heffron Pk.	Criterium Rd 2 (10/9/.../1) Handlers: Steve McMillan & Andrew Price
30-1 <sup>st</sup> Jul.	-		SCC Hunter Valley Tour & NSWCF Rosemount Open
7-29 <sup>th</sup> Jul.	-	France	Tour de France, <a href="http://www.letour.fr/">http://www.letour.fr/</a> and <a href="http://www.cyclingnews.com/results/2001/tour01/tdfrance01main.shtml">http://www.cyclingnews.com/results/2001/tour01/tdfrance01main.shtml</a>
21 <sup>st</sup> Jul.	07:15	Heffron Pk.	Criterium Rd 3 (10/9/.../1) Handlers: Craig Warner & Phil Gomes
4 <sup>th</sup> Aug.	07:15	Heffron Pk.	Criterium Rd 4 (10/9/.../1) Handlers: Peter Bodor & Tony Johnson
11 <sup>th</sup> Aug.	06:50	Cannons	1 Lap TT – FMM (8/7/.../1) Handlers: Paul Rigby, Glen Butterworth & Leigh Ringrose
25-26 <sup>th</sup> Aug. ⇒ 25 <sup>th</sup>	06:50	Cannons	2 Day Tour. Points awarded to respective series, NOT to overall point score. a) SC TT - FMM Handlers: TBA
	08:00	Heffron	b) Criterium Rd 5 Handlers: TBA
⇒ 26 <sup>th</sup>	09:00	Yanderra	c) Hilltop Rd 2 Handlers: TBA
8 <sup>th</sup> Sep.	06:50	Cannons	SC TT – FMM (8/7/.../1) Handlers: Wayne Eastburn, Richard Kerr & Pete Scott
8-23 <sup>rd</sup> Sep.	-	Spain	Vuelta a España
15-16 <sup>th</sup> Sep.	-		SCC Cessnock/Wollombi Tour
29 <sup>th</sup> Sep.	07:15	Heffron Pk.	Criterium Rd 6 (10/9/.../1) Handlers: Alex Simmons & Sally Thomson
6 <sup>th</sup> Oct.	06:50	Ocean St. Gates	LC TT – FMM (8/7/.../1) Handlers: Steve Youngman, Tim Youngman & Carl Horn
20 <sup>th</sup> Oct.	06:50	Cannons	Handicap 2 Lap Wheel Race Handlers: Walter Rolli, Robert Hood & Con Roubis
27 <sup>th</sup> Oct.	TBA	TBA	Hill Climb – FMM Handlers: TBA
10 <sup>th</sup> Nov.	06:50	Ocean St. Gates	Ext. TT – FMM (8/7/.../1) Handlers: Mike Larkin & John Kearney
24 <sup>th</sup> Nov.	07:15	TBA	Kilo – FMM (8/7/.../1) Handlers: TBA
<b>Regular Rides</b>			
Tuesday	06:00	Cannons	Watsons Bay hills ride, approx. 25km. Eastern suburbs hills and in-between flat bits. Faster riders wait up at the top of Military Rd. for new kids/the hill-challenged. Back at approx. 7am to Bar Coluzzi ( <i>café</i> ) in Bondi Junction.
Wednesday	06:00	Cannons	Coaching session focusing on developing rider fitness and general riding skills. Popular change is one lap of the Olympic road course.
Thursday	06:00	Cannons	Foreshore Road/La Perouse, approx. 35km. Fast clip [35-40ish] with three even faster [40-55km] intervals, back in the park at 7ish. We wait up for training enthusiasts but not quite as religiously as Tuesday.
Saturday	06:30	Cannons	La Perouse ride, 45km. Two bunches leave the park rolling easily until Foreshore, then the first bunch picks up the pace at La Perouse for the run home via Maroubra Beach with a paceline developing along Anzac Parade. Second bunch does the same route at a slightly slower pace with an emphasis on bunch riding. All round off back in the park for coffee about 8.20am <i>or</i> Regular Time Trials, Criteriums or Road Races as per published calendar in latest newsletter. At the conclusion of TT's all members are invited to attend a bunch training skill session, starting at 07:45 at the Cannons.

Sunday	06:30	Randwick Gates	Waterfall ride, 90km+. Medium to hard ride, out at 28-35km, some turn round at Sutherland (60km). At Waterfall, smaller groups sometimes go on to Stanwell Tops (120km) or back through the Royal National Park (110km). Main bunch U-turns, pacelines back to Sutherland, collects the stragglers, then a fast ride back to the park for breakfast.  <i>or</i> a more medium paced ride, medium/average fitness level. Same route as above or maybe Short or Long Cronulla (60-70km), Kurnell or Cape Solander (70-80km) or maybe even Sutherland, then back via Como and Hurstville (70km). All rides finish back in the park for breakfast (approx 9:30).
First Sunday of the Month	06:30	Randwick Gates	Club Jersey Ride. 100km+. Typically combined group goes north to Church Point, where the faster or more keen riders split off heading for Akuna Bay with the rest of the bunch going straight to Terry Hills for coffee at the Bonds Nursery. All then regroup for the ride back.

All rides leave from the appropriate venue in Centennial Park unless otherwise specified. For club events, please ensure that you either turn up to handle when rostered or find a replacement. Dates for the NSWCF Open races are subject to confirmation.

The Sydney Cycling Club does not take responsibility for the conduct or safety of the training rides detailed on this program. Training can be dangerous and you do so at your own risk.

Legend: SC TT= Short Course Time Trial  
LC TT= Long Course Time Trial  
Ext TT= Extended Course Time Trial  
FMM = Frank Murray Memorial Trophy

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

## SCC Event Results

### 1 Lap TT, Centennial Park, 28<sup>th</sup> April, 2001

Name	Grade	Time	Place Overall	Place in Grade	Points	PB / Margin
Paul Rigby	A	5:02.60	1	1	8	PB – 3 secs
Stan Genakis	A	5:09.22	2	2	7	
Peter Montford	A	5:15.04	3	3	6	
Phil McKnight	A	5:21.63	4	4	5	
Alex Simmons	A	5:23.36	5	5	4	PB – 9 secs
Jochen Schroder	A	5:26.20	6	6	3	PB – 1 <sup>st</sup> time
Rob Hood	B	5:31.04	7	1	8	PB – 1 <sup>st</sup> time
Paul Davies	A	5:31.38	8	7	2	
Steve Hogg	A	5:32.32	9	8	1	
Simon Kenny	B	5:33.10	10	2	7	PB – 25 secs
Paul Kelly	A	5:33.39	11	9	1	
Eddie Bosch	A	5:33.92	12	10	1	
Frank Milner	A	5:34.23	13	11	1	
Tony Johnson	B	5:36.20	14	3	6	PB – 8 secs
Mike Larkin	B	5:42.98	15	4	5	
Leigh Ringrose	A	5:43.88	16	12	1	
Jonathon Lewis	A	5:45.48	17	13	1	
Kelvin Haisman	B	5:48.51	18	5	4	PB – 4 secs
Craig Warner	B	5:59.26	19	6	3	
John Kearney	C	6:03.92	20	1	8	PB – 1 <sup>st</sup> time
Steve Youngman	C	6:04.76	21	2	7	
Richard Kerr	C	6:06.92	22	3	6	
Meg Croft	C	6:07.88	23	4	5	PB – 1 sec
Malcolm Wade	C	6:09.42	24	5	4	PB – 3 secs
Heydon Miller	C	6:13.51	25	6	3	
Tanya Bosch	C	6:16.92	26	7	2	
Bruce Field	C	6:20.63	27	8	1	
Tim Youngman	C	6:25.82	28	9	1	
Steve McMillan	C	6:28.17	29	10	1	
Julie Howard	C	6:30.82	30	11	1	PB – 7 secs
Tom Klemola	A		Handler		6	
Dave Bullock	C		Handler		6	
Roy Keyes	B		Handler		6	

## 2001 Progressive Point Score

Date	03-Feb	10-Feb	24-Feb	10-Mar	01-Apr	28-Apr	TOTAL
Event	1 Lap	SC TT	LC TT	Ext TT	Hilltop	1 Lap	C'SHIP
Name	Rd 1						
<b>A Grade</b>							
Phil McKnight	6	8	7	6	6	5	38
Stan Genakis	7	7	5			7	26
Dave Clarence	5	6	6	8			25
Tom Klemola	3	6	4	5	1	6	25
Paul Rigby		1	8		7	8	24
Paul Kelly		5	6	3	5	1	20
Paul Davies	1	3	6			2	12
Eddie Bosch	6		1		4	1	12
Jochen Schroeder					8	3	11
Pete Scott			3	7			10
Peter Montford	1		2	1		6	10
Frank Milner	1	1	1		6	1	10
John Arkwright	8						8
Dave McAlpin	4	1			3		8
Jonathon Lewis	2		1	4		1	8
Leigh Ringrose	1	2	1	2	1	1	8
Alex Simmons		1			2	4	7
John Rutherford	1	1	1		1		4
Dave Pye		4					4
Simon Pardey			1				1
Steve Hogg						1	1
Wayne Eastburn					1		1
<b>B Grade</b>							
Tony Johnson	3	6	7	8	5	6	35
Rob Hood		5	8	7	2	8	30
Doc Guthrie	5	8		6	1		20
Kelvin Haisman	6	4	2		4	4	20
Simon Kenny					8	7	15
Monique Batterham	7	6	1				14
Mike Larkin	8					5	13
Shane Maundrell		7	6				13
George Schneller		3	4	5	1		13
Carl Horn	4		5		1		10
Ann Clarence	6		3				9
Alan Lumb	1	1	1	6			9
Craig Warner	2	1	1			3	7
Roy Keyes					1	6	7
Mike Avakian					7		7
Andrew Hudson					6		6
Sam Reuben					3		3
Walter Rolli		2					2
Vaughan Wickham					1		1
<b>C Grade</b>							
Richard Kerr	7	8	6	7	4	6	38
Meg Croft	6	7	7	8		5	33
Tanya Bosch	8	6	8		5	2	29
Heydon Miller	5	6	5	5		3	24
Steve McMillan	2	1	4	6	6	1	20
John Kearney					8	8	16
Malcolm Wade	4	4	3			4	15
Steve Youngman	1	1	1	2		7	12
Tim Youngman	1	1	1	4		1	8
Dave Bullock	1					6	7
Julie Avakian					7		7
Bruce Field	1	1		3		1	6
Kate Rowe				6			6
Hiroyuko Toyozumi					6		6
Pino D'aguiano		5					5
Julie Howard	1	2				1	4
John Slater		3					3
Breeda Kelly	3						3
Glen Butterworth	1		2				3
Ian Cranston	1						1
<b>Women (top 6)</b>							
Meg Croft	6	7	7	8		5	33
Tanya Bosch	8	6	8		5	2	29
Monique Batterham	7	6	2				15
Ann Clarence	6		4				10
Julie Avakian					7		7
Kate Rowe				6			6

Please report all inaccuracies to the Race Secretary