

The Sydney Cyclist

Sydney Cycling Club Newsletter December 2006



Seasons Greetings



End of the year Christmas party was held at the Vibe Terrace, Rushcutters Bay. It was a fast-filled fun night with members and their guests enjoying a few subsidised pre-dinner drinks, before sitting down to dine in style. These events don't happen on their own so there is a few people to thank for their time and energy. Firstly to our out-going Social Secretary, Ruth Lax; James Guthrie for an outstanding night behind the microphone as MC, providing a dialogue of entertainment; Breeda Kelly for her prowess behind the digital lens; sponsors and members for their generous donation for the lucky door prizes and our special guest speakers, Matt White and Trent Lowe – the “real” cyclists – an enthusiastic account of their professional lives behind the wheel; we wish them well for 2007.



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Xmas Party

At the Vibe Terrace Photos courtesy of Breeda Kelly



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Annual Club Awards '06

9th Dec '06 At the Vibe - Photos provided by Breeda Kelly



A Grade Point Score Champion
Wayne Wheatley



A Grade Point Score Runner up
Richard Dodds



Women's Point Score Champion
Meg Croft



B Grade Point Score Champion
David Sitsky



B Grade Point Score Runner up
John Perry



Clubman of the Year
George Tragaris



C Grade Point Score Champion
Gregor Whiley



C Grade Points Score Runner up
Richard Kerr



Big Piston
Erin Chamberlen



A Grade Road Race Champion
Wayne Wheatley



A Grade Road Race Runner up
Simon Vagg



The Bone
Barry Doosey

Annual Club Awards '06

9th Dec '06 At the Vibe - Photos provided by Breeda Kelly



B Grade Road Race Champion
David Sitsky



B Grade Road Race Runner Up
John Perry



Most Improved
Luke Youngman



C Grade Road Race Champion
Richard Kerr



C Grade Road Race Runner Up
Gregor Whiley



Frank Murray Memorial TT
David Sitsky



A Grade Time Trial Champion
Wayne Wheatley



B Grade TT Champion
David Sitsky



B Grade TT Runner up
Alessandro Garofalo



C Grade Time Trial Champion
Gregor Whiley



Criterion Champion
Stan Genakis/Barry Doosey



Hill Climb Champion
Simon Vagg
Runner up – David Sitsky

Message from the Newsletter Editor

Frankie Hopkins

After being in the club for a number of years, I thought it was about time I put my hand up for something – the newsletter seemed the most appropriate choice. The newsletter should be informative, meeting all facets of cycling from racing to touring and anything else in between – the newsletter is nothing without your input so I encourage you all to submit your stories, ideas, comments, tit-bits and any pertinent information that you feel is newsworthy. I look forward to serving, as your new newsletter editor and take this opportunity, on behalf of you all, in thanking Auriol Carruthers - our outgoing newsletter editor for her time and talent over the past two years.



2007 Tours



*SCC Tour Secretary
Julie Avakian*

3-5th March

Snow Mountains Tour - Jindabyne. Enjoy the fantastic NSW snowy mountains. It's a great place to test your lungs and endurance over this hilly terrain - all groups catered for so come along and enjoy the fun at the Three-Way Inn, supported by Bruce and Elaine Vote

17-25th March

NSW Big Bike Ride. Not a club organised ride but many members incorporate this one into their annual riding calendars. For the first time in many years, the start-n-finish will be in one place -Taree. For more information go to www.bigride.com.au

21-22nd April

In search of Gold in the Wild West - something different based round Bathurst. More news on this exciting new tour in the next issue so keep the calendar dates open.

Xmas & New Year Rides

23rd Dec. '06 – 7th Jan. '07

Date	Time	Ride	Ride Captain
Sat 23 December	6:30	La Perouse Ride	
Sun 24 December	6:30	Sutherland / Waterfall	
Mon 25 December	6:30	Xmas Ride - Reverse Watsons Bay then Brekkie at Bondi Finish off with the Christmas Roll in the park	Lumby
Tue 26 December	6:30	Kurnell or Cronulla	
	6:30	<u>Or north side ride</u> Akuna Bay 85km starting from Cremorne Meeting outside McDonalds at 6:30am	Julie A 0412 868 286
Wed 27 December	6:00	Watsons Bay Ride	
Thur 28 December	6:00	Weekday La Perouse Ride	
Fri 29 December	6:00	Beaches Ride – Bondi, Tamarama, Bronte	
Sat 30 December	6:30	La Perouse Ride	
Sun 31 January	6:30	Sutherland / Waterfall	
	6:30	<u>Or north side ride</u> 3 Gorges 95km (Galston, Berowra, Bobbin Head) starting from Crows Nest at 6:30am Meet at intersection of Pacific Hwy, Falcon St & Shirley Rd.	Julie A 0412 868 286
Mon 1 January		New Years Day	
Tue 2 January	6:00	Weekday La Perouse Ride	
Wed 3 January	6:00	Watsons Bay Ride	
Thur 4 January	6:00	Weekday La Perouse Ride	
Fri 5 January	6:00	Beaches Ride – Bondi, Tamarama, Bronte	
Sat 6 January	6:30	La Perouse Ride	
Sun 7 January	6:30	Bulli (Austimer) Ride 150km or Wollongong 90km & back by train. Route will be to Waterfall, Stanwell Park, down Bald Hill, across the Sea Cliff Bridge then stopping for coffee at Austimer. Afterwards, continue on to Wollongong and catch the train back or turn around and return via Bald Hill, thru National Park and up Waterfall Hill. Or start with the group from Centennial Park then at Loftus approx. 7:30am join the Johnny Warren Jamberoo Classic and ride to Jamberoo for charity. http://www21.sbs.com.au/cyclingcentral/	Julie A 0412 868 286 & George T 0402 332 443 Mike Tomalaris SBS (more info click on the link or George T)

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Racing

SCC Race Secretary - George Tragaris



The 2007 club-racing program has been drafted and will look something like the following with only the dates in the second half of the year to be finalised:

Feb 3 rd	Race No.1	4km TT #1; <i>Heffron</i>
Feb 17 th	Race No.2	8km TT #1; <i>Heffron</i>
Feb 24 th	Race No.3	criterium Handicap #1; <i>Heffron</i>
Mar 10 th	Race No.4	criterium Handicap #2; <i>Heffron</i>
Mar 24 th	Race No.5	Prologue TT; <i>Lansdowne</i>
Mar 24 th	Race No.6	Graded Road Race; <i>Lansdowne</i>
Apr 28 th	Race No.7	criterium Handicap #3; <i>Heffron</i>
May 12 th	Race No.8	Graded Scratch Race #1; <i>Heffron</i>
May 26 th	Race No.9	Graded Scratch Race #2; <i>Heffron - Reverse Direction</i>

Sep tbc	Race No.10	Kilo TT, <i>Tempe Velodrome?</i>
Sep tbc	Race No.11	Hill climb; <i>Waterfall</i>
Sep 22 nd	Race No.12	4km TT #2; <i>Heffron</i>
Oct 7 th	Race No.13	25km ATTA TT; <i>Calga</i>
Oct 13 th	Race No.14	8km TT #2; <i>Heffron</i>
Nov 10 th	Race No.15	Graded Scratch Race #3; <i>Heffron</i>
Nov 17 th	Race No.16	criterium Handicap #4; <i>Heffron</i>

Hopefully we will have 4 grades next year (A, B, C & D) but only if members with race licences support the program. Provisional grading has been placed on the web and will be finalised after



race no.4. Plenty of races during the first few months of the year so be ready! After a break during winter, racing resumes with a block of time trials, which will lead us up to the NSW Clubs Team Time Trial, which has been scheduled for Calga again on the 28th October, so there is plenty of time to think about possible teams. New for next year is a short flat Prologue before the Road Race at Lansdowne, a reverse direction Scratch Race at Heffron and hopefully a Kilo TT at a venue still to be decided.

Racing

Graded Point Score Championship

Points allocation as follows:

- 1st – 12 points, 2nd – 10 points, 3rd – 8 points, 4th - 7 points, 5th – 6 points, 6th – 5 points, 7th – 4 points, - 8th 3 points, - 9th onwards 2 points. So if you finish the race you will get 2 points. 1 point for all that enter by email and turn up to race but DNF.

Bonus Points

- 1.5 x normal points apply for Road Race (18, 15, 12, 10, 9, 7, 6, 5, 3, 2 DNF)
- Bonus points for Sprint Primes in the Scratch & Road Races
- Bonus point for a PB in a Time Trial, if you beat your previous best time.

Championship Points Total

- 16 Races: Best 6 TT events out the 8 + Best 6 Road events out the 8.

Handler points

- 6 points for 1st time, 3 points for 2nd time, then 1 point thereafter.
- If you race, you must at least handle once yourself, otherwise you will not be in the running for a championship award.

Graded Road Race Championship

- Based on Road Race result plus best 2 out of 3 scratch races

Graded TT Championship

- Based on best 4km & 8km TT times plus ATTA TT time
- (Hill climb not included this year)

Criterium Championship

- Handicap Crits – best 3 out of the 4 rounds
- Special series points, 10 points for 1st down to 1 point for 10th onwards for overall finish place.

Hillclimb Championship

- Fastest time up Waterfall Hill, male & female.

Kilo Championship

- Fastest time in the Kilo TT, male & female.

Frank Murray Memorial TT Championship

- All TT's count, Prologue, Kilo, 4km X 2, 8km X 2, ATTA & Hill climb.
- Highest point score tally for TT's in any grade wins (handling points do not count).

Female Pointscore Champion

- Highest point score by a female in any grade

Race Secretary's decision is final.

Racing

SCC Committee Announces Increase in Race Development Budget for '07

In recognition of the outstanding achievements of SCC racing members in 2006, the newly elected SCC committee is pleased to announce a major increase in race program funding for 2007. This increase in the racing budget is only possible because of astute past management of club finances, and the very generous support of our club sponsors.

The club will continue to balance SCC support for tours, social events and other member benefits, but will seek to offset some of the costs involved in representing the club, to give SCC members the best opportunity to achieve their racing goals.

Race Development Program Summary

Prize money in an Open Event

SCC will match prize money for any placing, sprint primes & KOM's etc.

State/Australian Championships (if only medals are awarded)

Individual events- \$100 for Gold; \$70 Silver; \$40 Bronze

Team (4 riders) events- \$200 for Gold; \$140 Silver; \$80 Bronze

Any Teams Event (eg. Team Time Trials)

SCC will reimburse entry fee

Reimburse Entry Fees

Entry fees will be reimbursed for competing at TARGETED EVENTS
– to be determined once 2007 racing calendar is confirmed.

Accident cover

One-off allowance may be paid, subject to committee approval, if you crash during a race and damage your kit or bike.

Support at Races

Where feasible, at targeted events, SCC riders will be provided with feedbags.

Travel subsidies

When needed, and after applying to the SCC committee, travel subsidies may be provided to offset some of the costs incurred attending country events
eg. Bathurst.

**To qualify for these membership benefits you must wear the registered club kit at Open events and participate in the club-racing program.*

*Matching of Prize Money will be paid quarterly in
March, June, September and December.*

Entry fees will be reimbursed only in September 2007.

Racing

Saturday Afternoon Racing at Heffron – Podiums 2006 (1)



Stan Genakis



Chris Wright



David Sitsky



Sam Rutherford & Wayne Wheatley



Wayne Wheatley



Daniel Hynes



Roy Gruenpeter



George Tragaris



David Sitsky & Adrian Atherton



David Levitski



Rhys Fagan



Paul Davies

Racing

Saturday Afternoon Racing at Heffron – Podiums 2006 (2)



David Sitsky



Erin Chamberlen



David Sitsky



David Sitsky



Roy Gruenpeter



Daniel Hynes



David Sitsky



Adrian Atherton



Adrian Atherton



Richard Kerr



Laurie Scandrett



Laurie Scandrett

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Racing

Matt White Criterium Promotion – Photos courtesy of Peter Besser



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www.sydneycyclingclub.org.au

Club Secretary, PO Box 145, Kensington NSW 1465

Racing

Cronulla Criterium – Photos courtesy of Peter Bodor



Amber



Erin & Amber



Erin



Amber



Matt



Matt – finished in 3rd place



The Finish – Greame Brown Wins



Erin



A Seagull enjoying the race



Grant
trying to take photos



Sydney CC Supporters on the day



Sydney to the Gong

Wollongong 5th October 2006 - Frankie Hopkins



Among a record 10,000 cyclists, a team of nine-strong club members joined the mass of coloured raincoats and helmets for a charitable ride to the Gong, in aid of Multiple Sclerosis.

It was a rather miserable start to the event – wet and blustery. One club member chose to roll over in bed, rather than brave the element with the rest of us – hope it was worth it.

It was obvious from the start that the sheer volume of cyclists sharing one lane would cause some potential hazards – the word “passing” came from the right, left and anywhere in between - we managed to keep together and out of trouble for most of the time, although a few choice words were spoken when one idiot tried to push in, causing a scary few moments until we educated him on the etiquette of cycling...not amused he soon moved off into a sea of colour.

There was plenty of sight seeing along the way to keep us well amused – there was the man on his “chopper” bike, he was as wide as the chopper was long, we all hooted in support as we rode by – we never saw him again; then there was the “tri-bar” man – who was obviously wasted, he’d probably gone out too hard and was now paying the penalty – going backwards in the big-ring.

There were numerous wheeled contraptions; recumbent, various tagalongs, and double-decker bikes – imagine one bike on top of another and then add a rider...an impressive sight.....these bikes were last seen resting outside a pub, well short of the finish line. We however crossed the finish line together sometime in the morning, supported by a cheering and clapping crowd which was quite unexpected, but nice anyway. We didn’t hang around for too long; five caught the train back while four went for coffee and cake in preparation for the ride back.

The wind was now on the favorable side – at our backs. The undulating coastal road towards Bald Hill didn’t seem any easier as the energy released from the cake was all but consumed with just enough left to tackle Bald Hill. The Police gave us the “nod” to enter the park and so we took some sadistic pleasure in seeing what the back of the pack looked like - some were walking, abandoning their bikes, another’s were in their own kind of hell and among all of this a modified wheel-chair tagalong; Granny was in the passenger seat, sitting bolt up right, wrapped in a plastic raincoat, with a fixed smile across her face...had rigormortous set in? – We weren’t hanging around to find out – the last climb of the day was ahead; Waterfall, which we needed to be atop before our own rigormortous crept in. We stopped at the top of the climb for a little carbohydrate-gel and then from there we powered back home, arriving just before 4pm. Well-done everybody and a big thank you to Paul Davies for being such a considerate ride captain.



Round the Bay in a Day

15th November 2006 Port Phillip Bay Melbourne - Glenn Butterworth



Cycling around Port Phillip Bay and completing the 250-kilometre circuit is one of the best rides in Australia. The road is mostly flat, smooth and fast and navigation is a breeze with plenty of volunteers pointing the way. The ride is well organised by Bicycle Victoria and attracts 14,000 eager cyclists in October every year. There are pre-ride events on Saturday including a city crit. of pro riders and a welcoming crowd on Sunday at Docklands where the 250-kilometres and 210-kilometres ride start and finish. A 100-kilometre bus down to Sorrento and ride

back to Docklands is also an option.

To reduce road congestion riders can register to go in either direction around Port Phillip Bay. Regardless of which way you go there are lunch stops, toilets and bike mechanics at Sorrento and at Queenscliff. These bay side townships are good places to re-group with cycling buddies before boarding the ferry for the one-hour trip across the heads. The rides from Melbourne to Queenscliff book out first so if you want to ride in this direction register on-line from July.

In 2005 I enjoyed the 210-kilometre circuit so I decided to join four other riding mates, from Sydney's North Shore, in the inaugural 250-kilometre Legend ride; having just completed a weeklong tour in NSW with fellow club members, I felt well prepared.

Our group of five rolled out at 5:30am with 2,000 other cyclists, also having a go at the Legend. While my group of friends and I headed off to Queenscliff, Sydney Cycling Club members Yvonne and Michael took the road to Sorrento as did Lyn. We didn't cross paths during the ride but I did bump into Mark Cash on the ferry to Sorrento. Unfortunately, Mary-Anne couldn't ride due to injury but came to Melbourne to join in the festivities.

Not being a particularly strong rider I decided to take advantage of the numbers and leapfrogged from group to group during the 150-kilometre leg to Queenscliff. By avoiding most of the headwind and taking short turns on the pointy end I arrived at Queenscliff at 10:10am in time for coffee and muffins. Not so lucky was the cyclist who whizzed past on a recumbent only to be blown over by a crosswind and two other cyclists who suffered heart attacks were choppered out. At Queenscliff we re-grouped, collected our lunches, took on water and boarded a packed "gnwales" ferry headed for Sorrento (Some Sydney Cycling Club riders remember this journey only too well as they and their bikes were drenched by a green wave that swamped their ferry four years ago.) From Sorrento to Melbourne we clipped along at 35 to 37 kph with a following breeze until a rest stop at Frankston. We completed the remaining 50 kilometres at a similar pace arriving at Docklands in the early afternoon.

I felt fantastic having completed the ride in the company of so many like-minded people and feeling not too worse for wear, we hit the town for some black ales.

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Club Secretary, PO Box 145, Kensington NSW 1465

Kangaroo Valley Tour

1st-3rd Dec. 2006 - "Tales of Whores and Virgins" - Des Sullivan

Not content with the planned two days of touring - including the ascent of Macquarie Pass - four SCC members elected to ride from Sydney to Kangaroo Valley, on Friday 1 December, for some extra kilometers. This awesome foursome – Breeda Kelly, Ellen Loois, Paul Davies and Mark Cash - recreated some of the tradition of early SCC tours when everybody rode from Sydney on Saturday, returning on Sunday to Wollongong and a train back to Sydney.

As Kate Roberts and I drove along the M5 past Campbelltown around 3.30 pm on Friday, the car thermometer showed an outside temperature of 41.5 degrees, prompting us to remark "at least those four will be in Kangaroo Valley by now, avoiding the heat."

On arrival and finding that the inside temperature in our cabin created sauna-like conditions, we inquired of tour director George Tragaris: "Suppose the awesome foursome are swimming in the river now or sipping martinis around a pool somewhere?" "Nah", said George, "they left Sydney about 11.30am and have not arrived yet. Breeda is probably slowing them up!"

As everybody gathered at the pub in the only room with air-conditioning, we ordered refreshments and food and made various remarks about "who would be silly enough to be still riding in this weather?" Outside the window, we spotted four gaunt-like figures getting off their bikes and heading towards us, Breeda declaring she did not care how much she might smell, she wanted food and drink now! It was about 6.30pm and they had ridden through the National Park, Wollongong, Albion Park, Macquarie Pass, Robertson, Fitzroy Falls and into the valley.

The weather had changed overnight and arm warmers and vests were needed at various stages during the Saturday ride that started up to Fitzroy Falls, coffee at Robertson, down Jamberoo Pass, up Macquarie Pass, Robertson for lunch and back to Fitzroy Falls and down into the valley. The four "whores" ("I just can't get enough!") fronted up again for another day in the saddle – joining three Macquarie Pass "virgins", Tony Johnson, Meg Croft and me, and a very friendly and supportive bunch of SCC members. As we climbed into Robertson for lunch, heavy mist was swirling around us and the temperature was a much more moderate 12 degrees or so.



Thanks to Julie and Michael Avakian drinks and nibbles in Cabin 17, provided an opportunity to swap tales of PBs and how easy it is to climb Macquarie Pass (?). Dan Tess attracted amused smiles as we watched him lead some of the women members in a stretch and aerobics class during the pre dinner drinks. There was a buoyant mood for the traditional dinner at the Thai restaurant before everybody decided to hit the sack at a reasonable hour.

Not everybody did the 20km "warm up" spin on Sunday morning before the climb up to the Cambewarra Lookout. It was cool and misty morning and there was loud accompaniment by native birds as we each slowly ground our way up the relatively steep climb from the valley floor. Andrew Price, Kate and I rode directly from the cabins to the lookout, followed closely by Alan Revell and we were sipping coffee as the others finished the KOM.

Kangaroo Valley Tour

"Tales of Whores and Virgins" cont.

Mark and Paul thought it was fun to encourage Dan to continue the climb (he was feeling a trifle unwell and was going to turn back) and then the bunch dropped him on the first hill!

Sterling performances up to Cambewarra (and also on Saturday) were put in by Tony, Meg, Breeda, Julie Howard, Yvonne McCort, Michael McCort, Julie A., Michael, Ellen, Mark, Paul, George, Alan, Andrew and Kate R.



After riding strongly on Saturday, Kate Everett and Auriol Carruthers elected to do shorter rides on Sunday. Three other members, who also performed well, were Anton Hermann, Geoffrey Kennett and Kevin Crowie – they each did modified versions of the weekend program.

The KV summer tour was the final effort by George as Tour Director and he performed with his usual style and attention to detail. We offer our thanks to George and also to Alan for his assistance, his stories of early SCC tours and for the great wine he provided from his extensive cellar.



It was also pleasing to see several members include their lovely wives and children in the weekend, or for part of the program.

Anton had his wife and young son and daughter as vocal supporters; on Saturday his family gave Geoffrey encouragement, while Kevin and Andrew were in the company of their ever-supportive wives.

Highland Fling

12th Nov. '06 Bundanoon is Brigadoon "The real story" Eddie Bosh



I was one of 637 starters in the 100 km (second Highland Fling); an annual MTB race in the Southern Highlands organised by Polaris Events, known for its many years of MTB orienteering events. This was a straight out race with over 1500 signs and 200 marshals on the course – no need for map reading, even I couldn't get lost, with 636 riders to follow! Other options: 50 km relay (3X100 km) & 100 mile (7 starters/3 finishers).

Standing out amongst the crowd at the start was 3 SCC jerseys – Michael and Yvoine McCort and Mark Cash. They were chatting to Dave McAlpin, a regular at these MTB endurance events. I joined them and declared the event to be the unofficial SCC MTB championships (at least I would have if

I thought of it at the time).

Some statistics about the ride: In 109 km the elevation climbed 2360 meters, compared to The Fitz's Challenge in the ACT of 2400 meters climbed in 158 km on bitumen. Almost all of the "Highland Fling" is on dirt – there is at least 20 km of single track! so it's probably a fair bit harder than The Fitz's Challenge. The "Highland Fling" has a UCI rating of 6. This means the "User Cappuccino International" expects a fit cyclist to consume 6 cappuccinos on the ride, given the opportunity. Not a ride for the faint hearted and strategy plays such an important part in getting the rider to the finish line.

Each member of Team SCC had their own tried and tested strategy: McAlpin - "Controlled Aggression", McCort's - "Casual but efficient", Cash - "Stick with the McCorts" and Bosch - "Ride up the hills till you bonk, then guts it out to the finish" (at least that's what happened to me).

At the start I met a work colleague who is a Crime Scene Officer. I should have realised that this meeting was an omen of how the course was going to murder me! The course started at Bundanoon and went over State Forest dirt roads through private property, along sheep tracks, and around some purpose built forest single track there were plenty of hills with the relief map of the course having more sharp points than the mouth of a Great White Shark.

There were 3 stages with a transition point at Wingello – stages 1 and 2 supplied water, food for sale and free mechanical assistance. Electronic anklets recorded the stage times and ensured that officially each rider took at least 5 minutes to move through the neutral transition area for safety reasons and in case you were held up by a train at the level crossing. If you didn't have someone handing you 2 full biddons there was no way you could fill up and get through transition under 5 minutes. The McCort/Cash group lead Team SCC through Stage 1 in 1:29:58, closely followed by Dave McAlpin in 1:31:18 meanwhile I was negotiating such challenges as the very wet "Free Bike Wash" and "Early Bath" not to mention the dry "Wombats dander" and "Pig Fly" (which I wasn't) rather I was patrolling the back of the SCC bunch finishing state 1 in 1:36:01

Highland Fling

"The real story" cont.

The Second Stage is the longest, it includes a long section of single track called "Tangles" which I was concentrating on getting through without serious injury when I heard the sound of a rider behind me – a quick glance revealed not one but a long line of about 25 riders quietly and patiently following me – perhaps they just liked pondering on the fact that they were so much more skilled than me or perhaps it is that mountain bikers are just so very polite that they wouldn't dream of asking me to move aside! I decided to move and that was the last I saw of those guys. Soon after I got a puncture from a blackberry thorn, that'll teach me to cut corners – I lost 10 minutes putting a new tube in as the Team SCC support vehicle was missing in action! Then it was onto the biggest challenge of the course - Halfway Hill also called "Halfway Hell" which seems more appropriate as I struggle up it. The first part is too steep for me, even with my lightweight Cannondale headshock & hard tail, but a mountain goat on a bike wearing his iPod, from which I can clearly hear the heavy metal tunes, rockets past.



Next comes the long but more rideable halfway hill proper – I find myself expending almost all my pennies in the bank as I ride past about a hundred walking riders who are wiser than me. They probably know that it won't be long before they will see me again. At 68 km another hill presented itself and I was determined to ride this one but soon found myself suffering 2 problems – cramp down the length of my right hamstring and another in my right quad. I managed to dismount without injury but was frozen like a statue in the Queen's Ice Castle in The Lion, which and the Wardrobe because to stretch one cramping muscle I had to contract the other, which went into agonising spasm. After a few minutes of obstructing traffic I started to slowly shuffle upwards and even the magic Energiv tablets had little effect (I didn't take them early enough). It was a very long ride from then on. At least I only cramped on the hills.



McAlpin cruised through Stage 2 in 2:51:13 followed by the conservative and sensible Team McCort in 3:24:39 and Team Bonk (me) in 3:22:41. As I wanted it all to be over I got through transition quicker and overtook a relaxed and pain free Team McCort, although I didn't notice them as I was in a pain-induced daze. Yvoine and Michael showed great club spirit and concern for me as they, and Mark, passed me on a hill at the 86 km mark, offering me a gel as I did my frozen fawn impersonation. For some reason, probably something to do with pride, I insisted that I would be right in a minute and no assistance was required. They continued on their casual but efficient way and I fended off the help of a competitor who thought I looked so bad that he should actually push my bike up the hill. Somehow I got to the finish, walking all of "The Gauntlet" (the technical single track section), past "The Yacht Club" (an abandoned yacht in the middle of the forest) and through "The Great Sandy Desert" (a great sandy desert which locals call the Old Argyle Road). I totally smashed the 7-hour barrier coming in at 6:59:51 in 263rd place. The Team McCort trio had rolled in earlier at 6:56:25 in 248th.

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Highland Fling

"The real story" cont.

The unofficial Club MTB Champion Dave McAlpin was already on the way back home after stamping his authority on the course with a time of 6:12:10 in 128th. There were 104 DNFs.



Remember! the mountain goat with the iPod who showed he could ride up walls - I actually past him because he bonked worse than me - the moral of the story – next year walk up a lot more hills... and join Team McCort!

A quote from the captain of Team McCort, "We absolutely loved it, did it in "social" mode, which means, enjoy the ride and the scenery – felt the 2300 vertical meters climbs, enjoyed the river crossings, and every single hill, had fun on the little bits of the single track, loved the espresso stop at the last transition point (that was good!) and thought the organisation was amazing! In short, we'll be back next year! Cheers, Yvoine."

That's something else I did wrong - not having a cappuccino at the last transition...Eddie

Lake Taupo Challenge - NZ

Cycle, food & wine tour in the land of the Long White Cloud.



Kate Roberts, Jo Devine (a new club member from NZ) and I set off for Taupo, 80 kms south of Rotorua, slap in the centre of the North Island. Taupo (correctly pronounced "toe paw") is very much an all year round Kiwi holiday resort slung around the northern shores of Lake Taupo, NZ's largest lake which stretches 30 kms southwest towards 3 snow capped volcanos.



In this magical setting, of snow capped volcanos and deep blue waters of the lake, the small township of Taupo languishes around the lake shore and has a burgeoning cafe society. Kiwi's (some Aussies and a few internationals) descend en masse culminating in 11, 000 riders who all line up in an orderly and patient fashion

at the starting line on the main road out of town.

Lake Taupo Challenge - NZ

NZ Tour cont.

Due to an injury - (have I told anyone that I am suffering from a groin strain!) I decided to be the support person and chief photographer on the day. Kate describes the events of the ride below.



"After torrential rain on Friday afternoon we awoke Saturday morning to clearer skies (are the skies ever clear in NZ?). We lined up amongst the 11,000 strong for a long day in the saddle. I was wearing all the gear, prepared for the worst, based on my previous experience in 2004 (sub zero temps - BURR!!). After a delayed start we headed off into a bit of a head wind (40 knots, mild by NZ standards) for the first 80kms. Those of you that have been insane enough to participate in this ride know that you are up against constant undulations for the first half of the ride. You rise up one hill to be greeted by another. I was feeling rather chuffed as I managed to pass most of the riders in my path. Jo Devine and I kept playing leapfrog. Both of us stopping along the route for a drink, food and abolutions... Yes, the Port-a-Loos remained upright and clean!!

The view from the halfway point is spectacular, the hills opening up to reveal fabulous views of Lake Taupo. There is also a well-deserved downhill; followed by ... you guessed it, more uphill. Once you reach Turangi the course is relatively flat and finally a tail wind. The road winds its way along the lake and just when you start thinking this isn't so bad, you have conquered the worst of it, Hatepi hill looms large in front of you. A sign reminds you that "you paid to do this ride"! What's a 4 km climb? BLOODY long after 140 km in the saddle! Once that climb is over it's all downhill to the home straight.



Poor Jo managed to get a flat 10 km from the finish. After a few choice words and dirt kicking she replaced the tube and was off again, finishing in a respectable time. Relief was the best way to describe crossing the finish line. The best part of the ride is definitely the massage tent at the end"

After Taupo we headed to Hawke's Bay for some serious food and wine appreciation. We stayed in Havelock North in "farm stay" accommodation- with real sheep and cows (Kate thought one of us was clowning around mooing (why would you bother) and then realised that there were actual cows outside her window!) The port city of Napier has a Mediterranean climate (but was still windy) and the world's finest collection of Art Deco buildings but best of all was the barrel-load of excellent wineries on the surrounding plains. We rode around Napier, toured some wineries on our bikes, went strolling along windswept beaches, appreciated the magnificent scenery (craggy coastlines, fast flowing rivers, steep hilled farmland) and ate at superb restaurants. The NZers really do fine, wine and dining well! Would we all do it again, I



think so.

Urban Polaris MTB

3rd Dec '06 Canberra – Bruce Vote



The event centre (start-n-finish) was the Stromlo Forest Park on the western outskirts of the city in the heart of the Stromlo Forest that was burnt out in 2003.

Within the burnt out forest area the Canberra authorities have built a cycling centre consisting a crit circuit, single track mountain bike trails, a facilities building and car park. This complex was only just completed prior to the event and made an ideal event centre.

290 teams and 37 solo riders competed in various classes. Two supervet teams representing SCC were Bosch/McMillan and Vote/Mawkes (Bruce's son in law), which must have a combined age of 100 plus. The mixed team for SCC was Sam Vella & Alyssa Rogan. The winning senior team achieved 450 points and the highest supervet score was 340. The Bosch/McMillan team scored 270 (5th in category) while Vote/Mawkes scored 170. You can see from the above that our performance is not particularly worth dwelling on so I will concentrate on the structure of the event and why I find it appealing.

Polaris events are held worldwide and usually use mountain bikes although I used a flat bar road bike this time. They are either one day (7 hours) or two days (7 hours day one and 5 hours day two). Two-day events are self-sufficient and you have to carry food, camping gear and safety equipment. These are checked at the finish and disqualification can result from incomplete gear. Entered teams are issued with a map of the event area one week prior to the event, they register at the event centre the night before if it is a “two day” or on the day for a “one day” and are issued with a list of controls, map references and a start time. Each team spends an hour or so marking the map with controls and descriptions, e.g., “21, gate into pine forest”. When marking the map you soon see the degree of difficulty of the controls. Some are on top of mountains, some far away, others in dense bush and some that look easy but you still don't know their values. So you pack up your bike and head to the start gate 15 minutes before your start time.



Because of the large number of riders we start in waves of 30 or so at 10-minute intervals but you still don't know where you are going. So you set off and 200mt down the track you are given a “give out sheet” which tells you which controls are operational, their values (10, 20, 30 or 50 points) and the location of the overnight camp in the case of a “two day” event. It is only now that that you can plan a strategy for the day. If you pick too long a route you might go overtime and lose points. You might pick controls that are impossible to find or you may pick too few controls and come in early with not many points (Vote/Mawkes this year). Each control you visit you punch your control card on the appropriate numbered square with the punch unique to that control. The control card is given in at the finish as your score.

I have completed six TWO-DAY Polaris events and this was my first ONE-DAY. I have always had a lot of fun and generally been absolutely bugged at the end. The best I have done on points was 2nd in the supervets with Eddie Bosh, about four years ago. Lets hope we see more Sydney riders competing in the future – next on the calendar is a two day event 10-11 March 07 for more info go www.wildhorizons.com.au

Official Newsletter of the Sydney Cycling Club

www.sydneycyclingclub.org.au

Club Secretary, PO Box 145, Kensington NSW 1465

Motor powered

10th Dec. '06 "Leader of the pack" - a different sort of wheel

Looking good in leather or vinyl, these SCC friends took a wheel of a different kind out into the Burbs – petrol driven, sure takes the strain out of pedal power. The "pack" took a leisurely ride from Cammeray to Brooklyn stopping off at Frank Milner's place in Castlecrag for refreshments.



Spy Cam



Where's your new mini track pump?
It's between my legs



Why wasn't I moving?
I forgot to take the cleat covers off



I did the same thing Suzanne,
plus I had a flat tyre and no pump!



Official Newsletter of the Sydney Cycling Club

Off the Back & Personal

"Pick of the bunch" long time member Walter Rolli says a few words



- Q1. What tickles your fancy?**
That's impossible but I suppose a good bottle of Red
- Q2. If you had a time tunnel where would go and why?**
I would go back to the times of the "Black plague" or the "Gt.. Fire of London" I'd like to see what it really was like...I'm a bit of a voyeur.
- Q3. Are you a pointer or a shouter when cycling in a group?**
I'm definitely not a shouter, I hate people shouting, there's enough shouter, you don't need me. shouting too., unless it's absolutely necessary
- Q4. What other activities do you pursuit other than cycling?**
Cheers!
- Q5. Do you have any regrets in your life?**
None - I'm here!
- Q6. What's your best achievement in cycling?**
Milan to San Remo - a mass start, covering 295kms at 30 clicks.
- Q7. Do you have a favourite food?**
Any pasta dish.real cyclist food. I'll eat mostly anything, I like Asia dishes too.
- Q8. What disappoints you the most in people?**
False people - lack of integrity
- Q9. Where and what do you like doing at holiday times?**
The Outdoors - sport, camping, bush walking, cycling with a cheers! Thrown in. I enjoy the South coast and the mountain s.
- Q10. Is there a passion in your life?**
*Passions changes as life changes but the unchanging passion is of course cycling
Which has always be one of my greatest of passions and always will be.*

Bonus question. Who are athletes?

Alan Lumb is one, he knows how to drink and ride like me

Next issue's "off the back & personal" with Tanya Bosch

Nurse Diesel's Report

Information provided with consent

Club Member	Progress Report
Tanya Bosch	Can't keep a good women-rider down. Already after her operation to treat colon cancer, Tanya has competed in Club races with more on her agenda for the future. She will start back at the track- racing in January. Although Tanya is back on her bike she still require close monitoring to ensure she remains cancer free.
Marguerite Young	Following an unfortunate "bunch" crash and sustaining a fractured neck of femur and glenoid fracture, Marguerite has recuperated well. She is now walking unaided – you may have bumped into her at the Christmas Party. She will be able to straddle the bike seat come mid Feb. and commence running sometime in April.
Vikki Dodds (nee Bishop)	While cycling to work a car accidentally knocked Vikki off her wheels, She suffered a fractured clavicle with minor cuts and bruises. Just got back on the bike after 6-8 weeks on the sideline.
Stuart Evans	Continuing to ride despite an atrophied left upper thigh muscle related to nerve compression from his lower back; t his true "Yorkshire" man is lethal even with one leg. It's been a very, very, very slow and tedious process with little to show for the wait. Stuart continues to crank the pedal even though he can't feel a thing – lucky him.
Alyssa Rogan	Sustaining a fracturing elbowouch! After coming a drift down the Harbour Bridge stairs. Many weeks on the sideline has only strengthened Alyssa prowess on the bike. She's gaining her fitness back and is already competing again.
Grant Chellew	Grant underwent an axillary's clearance for skin cancer (Merkel cell Melanoma). He will undergo 3 months of chemotherapy Christmas week followed by 6 weeks of radiotherapy come January. He's remaining positive as he enters the above treatment but what's concerning him the most is what Club members are saying to his wife "we are "rooting for him" – Grant say the Club support has been fantastic and very much appreciated so if you see him out with a big red vomit bucket, give him a wide berth.
Frank Milner 	Progressing well after an operation to stabilize a lower back fracture sustained after an unfortunate fall down the "corkscrew" Queens Park Rd. His progress will be a slow one, he's able to do most activates of daily living except ride a bike. He's swimming and making small improvements every day. He'll be back in the saddle sometime in Feb/March '07. Frank is accepting visitors and will even pay for the cost of the toll.

The Sydney Cyclist

Farwell Alex Simmons - Tanya Bosh



As most of you know Alex Simmons left the club in November. He left for positive reasons to peruse his ambitions to compete at the World Masters Track Championships in Sydney 2007 for the Bicisport Club, based in the Northern Suburbs.

In the time Alex has been with SCC he has contributed greatly and this should not go unrecognised:

- Ø Former Club President (2 years)
- Ø Club Man of the Year Award 2005
- Ø Encouraged and assisted in the "Come & try Track Program"
- Ø Captained many C-grade bunch rides to Waterfall
- Ø Mediated as Club delegate representative at Cycling NSW meetings
- Ø As a qualification Level 1 Cycling Coach trained members for specific events
- Ø Holder of the "Commissaries"
- Ø Contributed widely to NSW Cycling

The girls remember him fondly for the times he pushed them up the hill when they were tiring in a club tour and made sure they were all right. They also remember the way he could ride no hands whilst folding very neatly his arm warmers to put in his back pocket.

My favourite story was when I was showing him the cycleway option past the airport to return to the park from the south. Just before the cycleway ends at Coward St, Mascot the cycleway dips below the level of the canal and can be flooded there. Just before we got to the water I heard this *&%\$#! I started laughing. I thought that he has sworn because he had seen his ugly face in the reflection. It turned out he thought he was riding off a cliff into the abyss!

We wish you all the best Alex in your goals at the states, nationals and worlds in the point's race and the pursuit. We also wish you the best in your role as coach and Commissaries. We look forward to still seeing you on Saturdays in the park.

Asthma Sufferers

Opportunity

- Ø Do you take **asthma** medications?
- Ø Are you physically trained and fit?
- Ø Are you interesting in being in research to understand how asthma treatments work?
- Ø If you think you can help please contact:

**Dr. Corinne Caillaud,
School of Exercise and Sports Science,
University of Sydney, Phone: 9351 9158
Email: c.caillaud@fhs.usyd.edu.au**

Subjects will be reimbursed for their time and traveling expenses

Safety Matters

Commonsense approach

When accidents occur and injury is sustained it's important to remember three simple safety instructions.

1. Safety for yourself (first-aider)
2. Safety for the injured
3. Safety for others

Often in stressful situations such as an accident, clear logical thinking is sometimes clouded. One needs to act appropriately in a way that does not endanger you, add further injury to the injured and protect others from potential injury.

Obviously traffic is the main **DANGER** when accidents occur on the road. You will need to quickly assess the situation and act accordingly – alert traffic in both directions of hazard thus avoiding potential harm. If you are not alone, others will help but be mindful that not everyone acts appropriately under stress – you may need to co-ordinate and provide direction.

Tips to assist the 3S's

- Ø Dismounts your bike with care and park it somewhere safe – don't let your bike become a hazard.
- Ø Observe traffic in both directions – assess and alert traffic of pending accident – you may have to do this before providing aide to the injured, especially if you are alone and traffic is the major risk factor. If you are not alone, direct others if they are not already acting appropriately.
- Ø Assess the injured, using the principles of First Aid
- Ø Do not move the injured person unless it is unsafe to leave them where they are.
- Ø Reassure and stay with the injured person until assistance arrives

Sometimes conflict does arise – everyone has their own idea of “what should happen” – some people are not sure of what to do, some won't be able to do anything, others will cause problems that don't exist and some will have the ability to assess and co-ordinate the situation.....that's the person you should support. That doesn't diminish your capabilities; it rather compliments your ability to work towards a common goal and hopefully the best possible outcome for all concerned.

First Aid is based on commonsense, knowledge and technique. There are accredited First Aid courses available if you are interested in increasing your skills, otherwise adopt a commonsense approach.

Cycling Etiquette

Become a safer rider - Steve Hogg

G'Day



It seems that I have a regular gig here to inflict a few thoughts on a captive audience, so here goes for this month.

I had 5 months off the bike earlier in the year because of injury. The sort of injury one gets when their ambitions exceed their abilities. What I noticed on my return is how much communication skills in the fast bunch have deteriorated. Why this is, I'm not sure. Maybe too many are riding for themselves, or have become blasé, or perhaps don't feel confident in asserting themselves in a bunch.

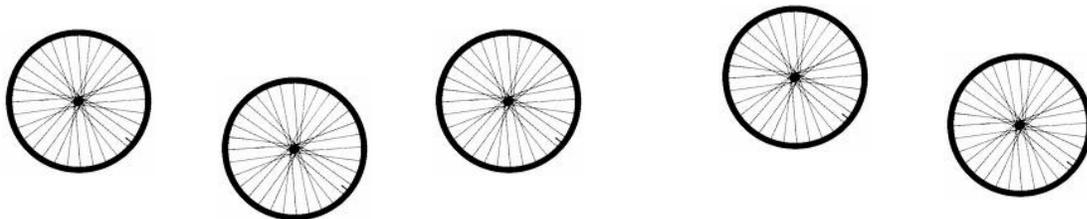
Bunch communication is pretty simple really and we all need the occasional reminder. If the rider in front of you raises their arm to let the back of the bunch know there is a vehicle or other obstruction in the lane ahead, raise your arm too. Whether the bunch has 5 or 50 riders, doesn't matter, the people at the rear see the forest of arms and start calling 'Stay' or 'Over' promptly, which ever is appropriate.

If you hear the call "Over" or "Stay" behind you, call it out yourself. Too often, at speed or on a windy day, the call isn't audible 3 riders ahead. If the call is passed up the line, then everyone has a safe, fast ride. If this doesn't happen, then uncertainty and indecision come into play and can contribute to avoidable accidents.

In contrast, the calls for holes are a little excessive. It seems like every pimple and minor irregularity is called. Rather safe than sorry, but again, these calls aren't passed down the line audibly, often enough. A well-synchronised bunch is a beautiful thing. We all have a bit of work to do in that direction.

There is another thing that is apparent in the Tuesday and Thursday bunch. Varying fitness levels means that when the pace is on, some people are rolling through one time too many and getting dropped as a result. If you are feeling the pinch, sit on and move from wheel to wheel at the back as those rolling through rotate. You will get better training by sitting on and staying there than by being 'noble' and doing the turn that cracks you and has you finishing the ride on your own.

Stay safe, stay upright and have fun.
Merry Christmas



Official Newsletter of the Sydney Cycling Club

Social Calendar 2007

This is hard work!

Stan - SCC's Social Secretary Man



When

Where

✓ Feb/March



Meet "New Club Members" with a Cocktails or two at the Dolphin Hotel

✓ March May

Dress up or dress-down – just be there for Cocktails at Kinsellas or Colombian Hotel (Friday night).

✓ May/June

"Fine Dining" – let your palate transport you to another place – no cheap eats here! Venue to be arranged.



✓ July



This Dinner is a must on any cyclists calendar – come and re-live the highs and the lows of the Tour. Test your French skills – "Pallez Vou Français" Yvoine? At one of our favorite restaurants Una's on Broadway.



✓ July/August

A taste of Spain – no "bull" here just the "Vuelta" @ Mojos in Bondi or Spanish tapas bar in Glebe – come and enjoy the Spanish influence – O'le



✓ Sept/October

Cocktail Party



✓ December

Christmas party

The Sydney Cyclist

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**Next Newsletter
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20th February 2007**

**Deadline for Articles
13th February 2007**

**Please send direct to
frankieandpete@iprimus.com.au**

**Or mail to
9 Marshall St Petersham 2049
Sydney NSW**

Sydney Cycling Club Committee

2007

President

Phone
Email

Barry Doosey

0411 014 144
presidentsydneycycling@yahoo.com.au

Secretary

Phone
Email

George Schneller

0418 581 951
gschnell@bigpond.net.au

Treasurer

Phone
Email

Kate Roberts

0409 938 966
alakate@bigpond.net.au

Club Captain

Phone
Email

Armon Hicks

0414 981 372
ahicks@capitolresearch.com.au

Newsletter Editor

Phone
Email

Frankie Hopkins

95601595
frankieandpete@iprimus.com.au

Race Secretary

Phone
Email

George Tragaris

0402 332 443
scc.racing@optusnet.com.au

Social Secretary

Phone
Email

Stan Genakis

0404 077 030
stangenakis@hotmail.com

Tour Secretary

Phone
Email

Julia Avakian

9959 3648
maja2@optusnet.com.au

Assistants to the Committee

Merchandise Manager

Phone
Email

David McHugh

0419 700 101
david@mchughholdings.com.au

Assistant Social Secretary

Phone
Email

Breeda Kelly

0403 503 101
breedak@swiftdsl.com.au

Sydney Cycling Club Rides

Day	Time	Meet	Ride Description
Tuesday	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.
Wednesday	06.00	Cannons	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 7.20am 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 towards Tamarama Beach. From there it's onwards and upward 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, pipeline 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.