

# The Sydney Cyclist

May 2006

## Cobbles, Level Crossings and Broken Forks - all in a day's work..

Well since last I spoke to you a lot has happened on the race front.

I had a 3 week stint up in Belgium, for the Flemish part of the Classics. It entailed 21 nights at the same hotel, and yep only I stayed for the duration. The Belgium guys go home after each race and fresh guys come in for the big races. I have to say though we are really well looked after with our own chef and the hotel was in the centre of Kortrijk, which is a beautiful little town so I could get out of the hotel for my "bevy" of choice.

For the Team it was a real mixed bag, with a win in 3 days of De Panne, 2nd and 3rd in Tour of Flanders things were on a very big role going into Paris Roubaix. Then it all went pear shaped with Mr Hincapie breaking his fork tube and biting the dust in the front group on a cobbled sector (causing him to miss at least a month of racing)! Then the icing on the cake; our two other guys in the break rode super to finish 2<sup>nd</sup> and 4<sup>th</sup> only to get disqualified after the finish for a stupid incident at a level train crossing! So there were a little sour grapes on the flight back home to Spain and a fair bit of sting in the legs! That and in one week four of our riders were involved in crashes which will put them out of competition for well over a month!

For me personally it was a great stint! I rode well in my usual role, looking after my designated leader and the team were wrapped, I was just as pleased to go home in one piece and gain automatic selection into our Giro team, which is my next goal!

I really do love the Giro. It was my first 3 week tour back in '98 and I have some unfinished business there! In 2000 I was in the team that held the leaders jersey for 14 days only to lose it on the penultimate time trial which was heartbreaking with all the work we had done! We are going there this year with a crack squad, including last year's winner Salvodelli, my dark horse Danielson and "Yoda" himself, Ekimov. Who at 40 is still rolling and sporting the same mullet he had when he won his first world title in '85! Yep **21** years at the top, incredible hey!

My role and objectives are firstly to help our GC guys win the Overall, to win the Teams Time Trial on stage 5 and given the chance get down the road in the last week and have a crack at winning a transitional stage.

The form with 2 weeks to go is spot on and even more important the moral is there, and believe me 3 week tours are a huge mind game so positive thoughts and atmospheres go along way! So keep an eye out. My Podium is Salvodelli, Basso, Simoni and not necessarily in that order.



**Matt White**

(pictured left at the football watching his team Valencia, in front of 50,000 people. A rare treat in his time at home in Spain)

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# Message from the President

## Budget 2006

The committee has now confirmed the budget for 2006. With increasing membership numbers and valuable support from our two key sponsors, SEDC and Kinselas, we have been able to provide support to the key areas of club activity – training, racing, touring and social events. It goes without saying we'd like to do more however we feel now there is a good budget spread and greater value in your membership.

I am highly appreciative of those that have contributed to the elevation of the club to a level where we can put back something to our members in a broad variety of areas as it is this diversity and underlying strength that differentiates us from other clubs and best ensures our sustainability. To our members, sponsors and committee representatives of this and last year my thanks and praise for your invaluable contributions!

## New Member Support

The club has a tradition, which we hope to build upon, of supporting inexperienced cyclists. If you are new to club cycling, bunch riding or would simply like to elevate your skills, please do not hesitate to put your hand up for support – we have all once been in this position and everyone can work on their skills. Similarly if you have a friend who would like to become active there are a number of well qualified and experienced members who can assist and why not do it in a safe and controlled environment.

New member support starts from being a club that facilitates and favours open, honest communication particularly coming from the ride captains and from our newer members. For those of you who have been around for a while put your hand up to be a ride captain and provide your support to the newest members of the cycling fraternity. On the other hand if you are new to riding in the bunch and are unsure, don't be too shy to ask. This two-way effort will make rides safer and generally develop the overall skill level. And coaching and control doesn't only reside in the slower bunches either!

## Club Rides

For the information particularly for new members, I'd like to see more of you on the week-day rides. From Monday to Friday there is always a bunch or two starting from the normal spot at 6am and arriving back around 7am leaving plenty of time to get on with the rest of your day.



One of the more popular rides is the Wednesday morning "Girls ride" to Watson's bay. This ride came about, I think, through one member using "her" initiative after noticing that most of the rides were, well, "blokey". I'd love to hear suggestions about the 7 day ride program and maybe we'll come up with more variations that make club training rides more attractive and enjoyable.

## New Wheels the Real Deal

In the last update we wrote about the new sponsorship and deal with Kuota bikes. Having just taken delivery of my new **ICE BLUE** Kharma I can now staunchly support all the good reviews about this new and exciting brand as they are indeed accurate. If you are thinking of a new bike or frameset I highly recommend you firstly consider the Kuota's - if you are torn between two remember that only Kuota are putting something back to your cycling club – contact Steve at [pedalpushers@bigpond.com](mailto:pedalpushers@bigpond.com) or Liam at [liam@sedc.biz](mailto:liam@sedc.biz) for more details.

**Barry Dosey, President**

# Club Secretary's Report

David Bonnell has resigned as Race Secretary due to the pressures of both work and family commitments. On behalf of the SCC I would like to thank David for his efforts during his time on the committee and hope that at least he finds the time to ride his bike.

The committee in it's wisdom or otherwise has approved the nomination of Pete 'Supercoach' Montford to fill the casual vacancy on the committee. Pete has been a member of the SCC since about 1990 and is a dedicated racing cyclist so he should make the ideal Race Secretary. Though he has at times been a thorn in the side of past Committees he always had the interest of the club at heart. Welcome to the committee, Pete. You can be on the receiving end of the 'flame mail' instead of dishing it out!!

The Members Contact List that was previously available on the Club's website has been removed because of some privacy and security issues raised by a few members. If you need the contact details for a fellow member then you will have to get in touch with me at either [gschnell@bigpond.net.au](mailto:gschnell@bigpond.net.au) or 0418 581 951. Not surprisingly, I don't carry the contact list with me everywhere so I will probably have to get back to you with the details you require.

With winter approaching and the daylight hours becoming shorter it is time to get out the lights. I would encourage you to replace the batteries in your rear lights rather than risk not being seen because 'they were ok when I last used them'.

Be careful out there,

**George Schneller, Secretary**

## New Speed Hump - Be Careful in the Dark!

As winter is approaching, the mornings are becoming darker. If you are planning to do training in Centennial Park in the mornings, or meet at the cannons at 6am for a club ride, please remember that there is a new Speed Hump at the bottom of Parkes Drive that is not very visible in the dark.



# Racing Secretary's Report

Yes I have stepped up to the plate for the moment. I'd like to thank David Bonnell for his time as Race Secretary. Work and Family commitments get in the way of all of us, and sometime our sport takes a back seat. Some of the things on my plate as Race Secretary include a possible revamp of the Points systems to encourage people to perform, running a Point Score Scratch Race and a few other adventures.

There we all were last Saturday watching B grade battle it out on a cool Heffron morning. I got thinking about the World championships last year. A battle of the sprinters, Boonen, Petacchi, McEwen and a host of stars seeking to establish their mettle. Instead what unfolded was a battle of the hard men, as the supposed pure sprinters wilted. Now I love the spectacle of a fast sprint where all the players pop their corks, but I am more disposed to watching a race exploding in the last several minute's with attacks, counter attacks and riders hanging off the front expending every last drop of their life force for glory. This report is one such example of this sort of race <http://www.cyclingnews.com/road/2006/apr06/lbl06/?id=live>

We partly witnessed this at Heffron last Saturday David Sitsky took a long stab at glory and he nailed it. But that was where the spectacle ended, and we watched a handicapped bunch virtually implode because those that were working to bring David back were thwarted by those that fancied themselves in a bunch sprint. If only two friends had agreed that one was going to work for the other then I suspect the result would have been very different. It was a bit like bunch of bulls in a paddock being unwittingly usurped by a pretender and left to eat chaff. If the club team concept is going to get up it, then you better start working together as mini teams in the club and local races because if you don't practice working as a team now then individual desire for glory will wreck havoc upon the team come the opens.

I find it surprising that riders at our level can label themselves "Sprinter" (the club has only ever had one true sprinter, and he still holds the kilo record by a wide margin) "GC" rider "Hill climber" etc. If you don't get to the finish line and get a result then your self labeling is simply a restriction upon your ability, indeed it probably defines how you train and thus you find yourself trapped by your own self assessment. If you said to me that you prefer doing Criterium's, Hill climbs or TT's then that is different matter.



Focusing on the events rather than the result is a far more effective way to enjoy yourself and improve you cycling. The only way you can really determine what sort of rider you are, is by knowing what you power profile is (if you want to know more about this speak to me or Alex Simmons) but this is another story.

Try treating you training a little less like racing (you club mates will appreciate it) and race a little differently.

I'm off to France for a month so enjoy the autumn races.

**Pete Montford**  
**Race Secretary**



# The Bunch Rise as an Act of Violence

Violence is in the news. It is in a drive to work. It's evident between motorists and cyclists and even (more stupidly) between cyclists and cyclists. It's in the movie theatre. It's in people's attitudes towards others. It's gurgling just below societies thin as ice veneer of civility. And George Orwell once said that....

**"SERIOUS SPORT HAS NOTHING TO DO WITH FAIR PLAY. IT IS BOUND UP WITH HATRED, JEALOUSY, BOASTFULNESS, DISREGARD OF ALL RULES AND SADISTIC PLEASURE IN WITNESSING VIOLENCE"**

As a keen observer and listener within the SCC café circle I wonder whether some of our bunch rides are similarly permeated by hatred, jealousy, boastfulness, disregard of all rules and sadistic pleasure in witnessing violence. That's a big call, right?

Well, first of all it's not as bad as it sounds. There are some forms of velo violence that are positive. I would classify interval training as a positive form of violence which is voluntarily inflicted on the body. The body is pushed further and further to higher levels of pain and lactic thresholds to force it to perform at higher levels. It is transforming in a positive way. It makes you a stronger rider if that's your goal. Of course, it's ironic that interval training is not commonly done in a bunch riding context.

By contrast how many times have you heard someone say during or after a bunch ride, something like this:

"I smashed him", or  
"I tore the bunch to shreds", or  
"I hammered him into the ground", or  
"I smacked them all up the hills"

Healthy competition in a racing environment is one thing, but hammering, tearing and smashing on a bunch ride is all a bit much don't you think?

Or how many times have you been on a mid-week bunch ride where the pace creeps higher and higher because some riders infuriatingly half wheel each other and surge off the lights intoxicated on the fumes of their own self-importance?

Of course there are certain forms of "egging on" that I'm not about to suggest that we lose. For example, Grant Hansen had his Bushies club gear on the other day and was lovingly described by a HERT rider as an old hirsute vagina!!!.....translation: f#\$k off, you old bushy c##t !!!.....very colourful indeed!!!..... Or, by way of further example, two rather energetic members were overheard analysing the last SCC criterium when one or the other lamented "It's frustrating when you know your'e the strongest rider out there and you don't win"!!.....yes, well, expect a response from Mr.Montford on that one, fella's!!!

So what's the bottom line here.....well, every time you hit the front of a bunch and surge (ie, your speedo suddenly indicates you are going five kilometres and hour faster than a few seconds ago!) you are committing an act of velo-violence against other members in the bunch and you should move up to a faster bunch.

Every time you take your eyes off what's happening up ahead you are potentially endangering everyone in the bunch and should check yourself, stop the engrossing conversation you were having, and concentrate on your surroundings.

Every time you half wheel the person next to you, you are negatively affecting the bunch experience for EVERYONE behind you. We've all been guilty of one or all of the above examples and often it's not a conscious act. However, sometimes they are conscious acts driven by our ego's and the need to assert some meaningless victory over others. The bunch ride is no place for war, save it for race day which is what Mr.Orwell means by "serious sport".



If a bunch ride is a bit like a politician's War Room maybe we should take heed of Peter Seller's cry for calm in Dr. Strangelove,

**"Gentlemen, Please! This is the War Room! You can't fight in here!"**

**Jeff Sofair, Club Captain**

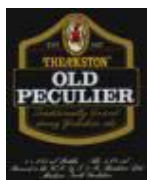
# Tales from the Dales



Over the years Allan Lumb (Lumby) has been using the town of Skipton as a base, introducing fellow cyclist to this beautiful part of England. Born-n-bred in Yorkshire he is well positioned to act as local historian, route-director and official pub delegator. Skipton is an attractive market town serving a large rural area situated just outside the beautiful "Yorkshire Dales National Park" (established 1954). The "Dales" are deep valleys cut by rivers over thousands of years. There are over 20 named "Dales" each distinctive in character and atmosphere in a myriad of criss-crossed dry-stone wall throughout the landscape. Sheep are synonymous to the region. The name Skipton means "sheep town" – Saxon by origin dating back to the 7<sup>th</sup> century – sheep are everywhere and when you can't see them you can hear them, smell them and if that's not enough, you can drink a beer named after them – in a pub honouring their name. Even the



"Yorkshire Dales National Park" has a sheep for its emblem – the Black-Faced Swaledale. Pub culture is an obvious dominant force in this part of the world so who were we to do otherwise but conform with tradition – choosing a beer is mind-boggling, the labels are often symbolic to the region, denoting factual stories of a bygone past but it's the brew that really counts.



Now to cycling! The first few rides were easy-going, covering approximately 50-70km. with plenty of mandatory tea stops along the way – favourite of Allan Smith (Smithy) and local cyclists alike is the "Cavendish Tea Rooms" situated in the idyllic grounds of Bolton Abby. A less salubrious café, which was no ones particular favourite, was the "Greasy Spoon" • the name says it all, cheap and cheerful. For those who want to be noticed the "Dalesman Café" at Gargrave, is the one for you. It's here that Smithy was mistaken for a professional cyclist, looking every inch of an "Italian Stud" supporting his Polti jersey until he opened his mouth – back to reality Allan. These first few days covered most of lower and upper Wharfedale (Embsay, Bolton Abby, Appletreewick, Linton, Burnsall, Conistone, Kettlewell, Starbottom and Buckden): picturesque limestone villages surrounded in a sea of green. Everyone had a favourite but the most popular complete with cobblestone square is Grassington – once a lead mining village but like many villages in the "Dales" tourism predominates.







Cavendish Tea Rooms, Bolton Abby



Looking over to the village of Burnsell



Bottom of Grassington Village



Top of Grassington village

As the days went by the distance grew, cycling beyond the familiar coffee shops of Wharfedale into a much lesser known dale known as Littondale. It snakes its way over steep mooreland to reach Halton Gill: reaching this point means finding your lowest gear and if you have a "Granny" then get her out of the coffin and use it, until the domination of Pen-y-Ghent (694mt) over looking the Ribble valley comes into view. Pen-y-Ghent along with Whernside (767mt) and Ingleborough (723mt) are the three highest peaks in Yorkshire. It's interesting to note that the name Pen-y-Ghent sounds Welsh, surviving from the times when a Celtic language similar to Welsh was spoken. It's also interesting to know

that in his youth Lumby recalls having a "shag" somewhere on Pen-y-Ghent – not wanting to hold that image for too long, direction changes which provides some other means of focus – southward to the village of Malham. Here we dismount and explore the spectacular limestone landscape where Mahlam Cove (natural amphitheatre) and Gordale Scar (a gorge created by melting glaciers over three million years) are situated. Malham village itself is quaint and petite, a century ago it was a place of mills and mines but nowadays it's hill farms and tourism.



Pen-y-Ghent

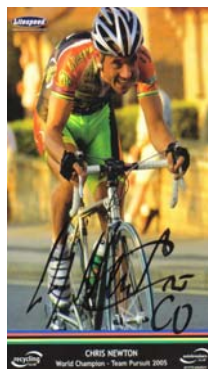


Malham cove in the background

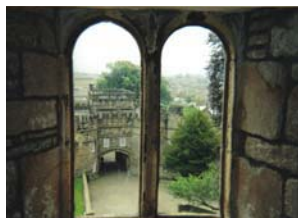


Gordale Scar

It was now approaching the end of the first week, rain has forced us off the road providing time to air the nicks, rest the bike and sample some more British ale. Rainy days often provide other opportunities like meeting a real cyclist • British professional Mr. Chris Newton (Athens/Sydney Olympic Team pursuit Silver/Bronze medallist & Captain of Recycling.com. road team) Chris is a long time friend of David's (Stuart Evan's cousin) who arranged the meeting. He came equipped with half price new and used cycling apparel – pocket money for him and a good buy for us. You may have seen some of us wearing the World Champion rainbow jerseys – there's no doubt we didn't



earn them but he sure did. Another rainy day saw us visit Ribble Cyclery in Preston (60ks southwest of Skipton). A dreary drab city that looks even more miserable when wet but proud parents of "Ribble" bikes (Lumby & Reg) needed to touch base with its roots. As for the rest of us we just went along for the bargains: wheels, group-sets and multiple accessories were purchased. Another wet day was spent in the



900-year-old Castle situated atop of Main St. – it is the most complete and best-preserved medieval castle in England, well worth the effort.

Good weather had now resumed and so had Lumby's passion for "steam-power" Everyone was itching for a ride so to kill two birds a ride over the county border where the textile engines that once powered the weaving looms of Lancashire reside. Bancroft Mill in Barnoldswick is kept painstakingly oiled by a group of amateur enthusiasts. A quid got us a



tour, cake and tea – what a bargain! After the might of "steam-power" peddle-power seemed almost stationary as the tough ascent of Heptonstall Moor was made – Granny out again! then someone shouts "put it in the big chain ring" as you suddenly plummet down the valley floor into the town of Hebden Bridge. This is a busy little place with an atmosphere of yester-year. The textile mills and home weaving have long gone but remaining are the "double-

decker" buildings, which prospered here in the hey-day of mechanisation and steam-power. As the saying goes "up hill and down dale" and so we must go up: a gradual 7km ascent to the moors above then a quick paced ride back over the border and into Skipton via Keithley.

Frankie by this time was succumbing to a possible chest infection; not feeling the best for some days, she'd been struggling to keep pace, faltering on every ascent - almost stringing a tune as she rattled and wheezed her way up the hills, pushing the bike rather than pedal-powering it. Out of sorts she called it a day. Reg on the other hand was cycling from strength to strength, considering he had not been on a bike for over five weeks, he was tackling the climbs with admirable gusto. As for the others they were firing on all cylinders and looking forward to the next two challenging days in the saddle – beyond the comfort zone!



Up to now, most of the cycling had been in lower and upper Wharfedale. The town of Leyburn lay in Wensleydale, north of Kettlewell where the movie "Calendar Girls" was made. A lovely piece of road meanders adjacent the River Wharfe which passes through idyllic villages such as Buckden and Starbottom that signifies the end of Wharfedale. From here, the right fork takes you into Bishopdale that harbours a steep section of road, known as Kidstones –

obviously low gearing is required if not the Granny, not much around here but open fell and sheep and be glad there's no strong head wind otherwise you will be struggling. Lunch is at Leyburn but just a stone away is the town of Middleham.



These two towns are separated by a couple of kms sitting on opposite sides of the river Ure, linked by a bridge built in 1829 • the first example of a suspension bridge in England, altered when it collapsed after a herd of bullocks crossed over it. The return journey south back to Kettlewell was via a less frequented "dale" known as Coverdale – it's only 15km long but in it lay a coverment of unexpected violent peaks and troughs. Hidden hamlets along the way gave some other focus than pain! The last hamlet known as Horsehouse could almost be mistaken for the Horses-arse! – the gradient seemed that much steeper than the others or was that just the accumulative effect.

Although there had been plenty of ascents there were plenty of fantastic descents too. For a photo opportunity Walter, doubles back on one of the steepest descent (see photo). It took him two attempts to muster the "Oomph! to propel forward – over a beer that night the gradient of the climbs would steepen as the consumption of beer was drunk – by bedtime it was looking more like Mt. Everest (70km).



Walter gave a new meaning to the word **Athlete!** when a female, who was obviously under the influence of some obnoxious substance approached him in the pub – the dialogue goes something like this:

"Have you got a cigarette?"

"No sorry"

The woman leaves then returns 5 minutes later, approaching Walter again

"Have you got a light?"

"I don't smoke.....Walter pauses, then says with emphasis **"We're ATHLETES!"**

The woman glares at him then casts an evil eye over us all and said

"Well! Onya-bike then, and f..k off"

We laughed as she turned on her heels and left the pub. Walter then turned to Frankie and said "How did she know, we were cyclists"? The meaning of "Onya-bike" was dully explained to Walter.

The last arduous ride would be to the secluded valley of Dentdale (northwest of Skipton). This ride would truly test anyone's reserve and perhaps some actual "steam-power" may be necessary. Having ridden this spectacular and challenging route on previous trips, Smithy opted for a seat on the scenic Settle-to-Carlisle railway, alighting at Kirby Stephen. From here he would cycle to Dent coffee shop to rendezvous with the others. Reg though this was a good idea and budded up with Smithy. The Full Monty group on the otherhand would ride the well-ridden route to Kettlewell and beyond: linking the deep valley of Langstrothdale to Whensleydale, climbing the infamous hill of Fleet Moss before a thundering descent into the town of Hawes. Hawes is a bustling cobbled street market town, gaining its market charter in 1699. The French Cistercian monks (1150) laid the foundations for the famous Wensleydale cheese. Local farmers wives took up the art in the 16<sup>th</sup> century when the monks left and in the 19<sup>th</sup> century the creamery was born.

By this time, Smithy and Reg are alighting from their sedentary but spectacular scenic rail journey. Both groups will have to negotiate "Garsdale Head" a brutal climb that shows no mercy. Smithy recalls "I could see this greyish scar on the landscape stretching upwards to the heavens, it was tarmac! no silly, it was "Garsdale Head" Totally demoralised and in awe of its magnificence they bowed to its power and walked the first section.

The rendezvous in Dent was a timely affair, just 20 minutes separating the two groups. Dent is a pretty little village with its whitewashed cottages and cobbled streets; more remote and less trodden by tourists than most other villages in the dales. It hosts the highest mainline railway in England (1,132ft/345mt) located 4 miles out of the village. After the much-needed tea stop the struggled to climb out of Dent was a dismal affair – acute dead leg syndrome. The railway option back to Skipton was looking enticing for some, as the approach to one of the wonders of the railway age "Ribblehead Viaduct" • it spans the Pennine floor with twenty-four magnificent arches.



Ribbleshead Viaduct



Dent Village

With no train in sight the reliance of peddle-power triumphed as they made their way to the memorable Railway café at Hellifield, before rolling into Skipton, late in the afternoon, feeling accomplished after 140km in the saddle • well done!

Departure time was quickly approaching but not before a couple of more leisurely rides amongst the coffee shops and with our newly arrived cycle companion Ms. Susanne Lyndon, who had come up from London to visit • Susanne was on the 2001 trip of Skipton • fond memories of the steep climbs, couldn't keep her away.

The Yorkshire Dales is truly a paradise for any cyclist but be prepared for the hilly terrain – it may lack the long alpine passes of the continent but the short brutal climbs pack a punch that shouldn't be underestimated. Time to say goodbye – Suzanne, Reg and Walter left by train for London, Reg flying back to Australia while Susanne and Walter continued to cycle in the French Alps with other fellow club members while Frankie and Pete, departed on four wheels for the Lake District. The rest stayed in Skipton for another week before returning home to Australia except for David and Maureen who remain in their home county of Yorkshire.



Greasy Spoon Café

(Contributors: S.Evans, A. Lumb, W. Rolli, P. Scott. R. Shortland & A. Smith. Written by Frankie Hopkins)

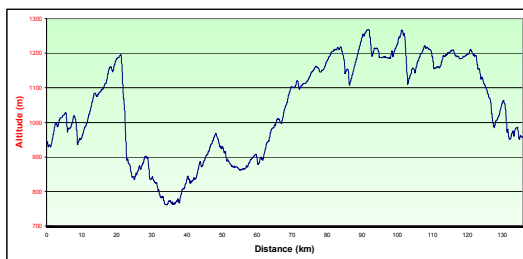
# Snowy Tour 2006

Firstly, many thanks to our hosts in Jindabyne, Bruce & Elaine Vote who provided us with great accommodation, food and support over the 4 days while on the Snowy Tour.

Some highlights from the tour (29 people attended):

## Saturday's ride

Jindabyne/Dalgety/Berridale/Rocky Plains/  
Eucumbene Dam/Jindabyne (115 – 140km).



2 Bunches 'A' & 'B' due to the numbers and different standards of the group.

Walter was shaking his head when 2 riders in the 'A' Bunch had to get off the bike and walk over the wooden plank bridges (although the Tour Secretary did suggest this if riders were uncomfortable in riding over these bridges).

James Guthrie getting the speed wobbles coming down the steep escarpment but managing to get his Pinarello back into control.

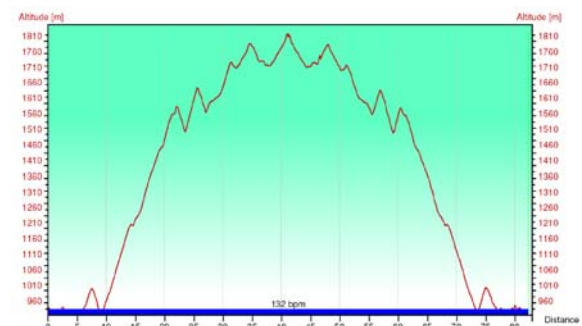
Sam Reuben (Bent Spoke Award this year?), while trying to stay on Julie Howard's wheel as we were powering over some undulations, clipped her rear wheel, got the wobbles, tried to correct himself by leaning on me, which I wanted no part of and accelerated away, then managing to come off on the grass on the side of the dead course gravel road. As I turned around to have a look what happened, Sam was on the grass but with both legs wrapped around a wooden post on the side of the road with his bike balanced on top of this post!

Sam was ok, just a graze on his knee and continued on with the ride to lunch.

Simon Vagg and Helene, who managed to miss the turn off to lunch (which was in the old school grounds at Rocky Plains) and continued on for another 10km's before deciding to turn back. Helene (Simon's girlfriend) rode really well over the weekend considering she had only ridden 4 times on a road bike and never in a bunch before. At the beginning, Helene would always ride past everyone and get to the front and ride on her own. Then at the end of the day I heard her say that it was so much easier if you rode behind some of the bigger guys.....

## Sunday's ride

Charlotte Pass (80km)



David Sitsky (Big Piston Award?) being the first one up to Charlotte Pass, beating a very fit Richard Dodds by 5 minutes.... Well Done!

Everyone else riding well in groups to reach the top in personal best times. The weather was perfect for riding, only a slight breeze as you got to Perisher.

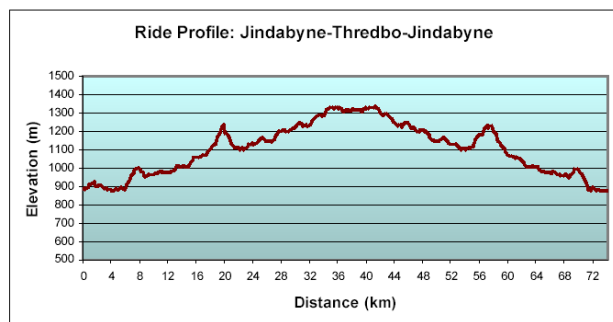
Paul Davies, once up wasn't enough, when Paul got back to the town he turned around and did it again.

On Sunday night, we had a take away pasta & pizza night and a Horses Ass Award should go to Lumby who wouldn't share a pasta dish with anyone else.



# Snowy Tour 2006 (2)

## Monday's ride Thredbo (80km)

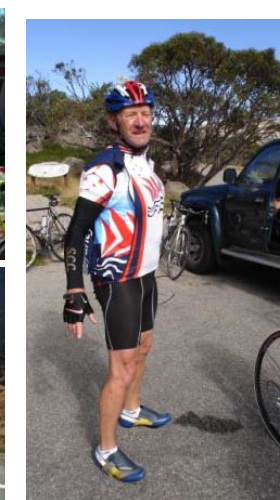


For those that remained for the extra day of the tour, the ride was to Thredbo for a well earned coffee in the village. Paul Davies managed to ride 500km during this tour. 100km Thredbo+ on Friday, 140km

Eucumbene Dam on Saturday, 160km up to Charlotte Pass twice on Sunday and 100km Thredbo+ on the Monday. (Big Piston Award?)



**George Tragaris** *Tour Secretary*



Photos courtesy of Simon Forsyth & Simon Vagg

# Kangaroo Valley Tour 2006



## Saturday 6 May - Sunday 7 May 2006

Arrive in Kangaroo Valley Friday evening and stay in cabins at the Kangaroo Valley Tourist Park.

Saturday Ride - options from 100km to 170km - 2 Bunches

Kangaroo Valley / Fitzroy Falls / Robertson (*Coffee*) / Fitzroy Falls / Bundanoon (*Lunch*) / Fitzroy Falls / Kangaroo Valley (139km)

Sunday Ride - options from 50km to 80km

Tallowa Dam / Cambewarra Lookout (80km)

Cost - includes Accommodation, Dinner on Saturday & a Picnic Lunch on Sunday.

Own Cabin (for couples) – \$135pp

Share Cabin (double room for couples / single and bunks for single /s) - \$120pp

Full details and maps of this tour can be found by downloading & printing the 'Kangaroo Valley Tour Information Package'. Just click on the 'More Information' icon, Kangaroo Valley Tour, on the 2006 Calendar.

To register for this tour, please email the Tour Secretary, George Tragaris at [scctours@optusnet.com.au](mailto:scctours@optusnet.com.au)



# Hunter Valley Tour 2006

## Expressions of Interest

Tour De Vallée & Rosemount Estate Open  
22nd & 23rd July 2006



The committee would like to know now if you are interested in going to the Upper Hunter in July. Options will at least include racing at the Rosemount Open, participating in ride tours and/or simply enjoying a winter weekend away from Sydney with some time in front of a cosy fireplace.

Over the past few years we have combined a club tour with the Rosemount Open and Muswellbrook Explorer races. This year these races coincide with the final stages of the Tour de France so we are anticipating a groundswell of interest.

Last year there was some unknown who managed the two key disciplines simultaneously:



The Rosemount event has been a popular race for SCC members. It is a graded scratch race over an undulating course so most punters have the opportunity to enjoy the race. The quality fields though do make this event both challenging and prestigious. The drive to the Hunter Valley is not too taxing, once you arrive there is quite a bit to see and do and the area is picturesque and peaceful.

For those going for the tour, the roads are quiet and in reasonable shape and more legendary stories have come from post-ride activity than from actual time on the bike!

To gauge interest we request that all members, whether keen on racing on that weekend, going on the scenic touring rides or just visiting a few estates, to please send a brief email by May 10th. Depending on numbers and cost, the current thinking is that we would hire a coach and bike transport, to provide safe and timely transport to the event, the vineyards on the Sunday and back to Sydney. The club has budgeted for subsidies for the tour including a portion for the coach and other tour costs.

Here is a possible schedule to give you some idea of initial plans:

### Friday 21<sup>st</sup> July

- 4.00pm SCC team tour bus and support vehicle departs for Muswellbrook – with endless footage of Tour De France and special guest commentary
- 7.00pm Dinner at local restaurant, then bus to accommodation

### Saturday 22<sup>nd</sup> July

- 8.00am Touring party head out on ride
- 9.00am Team Sydney bus transport to race start
- 1.00pm Team Sydney bus transport (with trophies) back to accommodation - tour riders return
- 2.30pm Optional guided cheese and wine tasting at local vineyards
- 6.30pm Club "Tour de France" dinner at one of the vineyards best restaurants

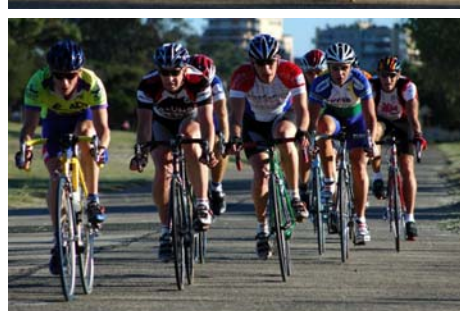
### Sunday 23<sup>rd</sup> July

- 8.30am Tour ride plus some to race in Muswellbrook Open
- 12.00pm Bus tour of Pokolbin's best vineyards for wine tasting and long, lazy lunch
- 3.00pm Return to Sydney

Please email your\_expression of interest to [iconaussie@yahoo.com.au](mailto:iconaussie@yahoo.com.au) now to reserve a seat!



# Club Racing @ Heffron



Photos courtesy of Daniel Crespi's boss



# Regular Rides

Day	Time	Meet	Ride Description
Tuesday	06.00	Cannons	<b>Watson's Bay Ride.</b> Approximately 25km. Eastern Suburbs hills and in-between flat bits. Faster riders wait at the top of Military Road for new kids/the hill-challenged. Back at approximately 7.00am at Bondi Junction for coffee.
Wednesday	06.00	Cannons	<b>Girls Paced Watson's Bay Ride.</b> One of the more popular rides. A different route from the Tuesday ride and the girls lead the way. The bunch re-groups after all the climbs. Back at approximately 7.00am at Bondi Junction for coffee.
Thursday	06.00	Cannons	<b>La Perouse via Anzac Parade and Malabar.</b> 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	<b>The 4 Beaches (Bondi, Tamarama, Bronte and Clovelly).</b> A good warm up for the weekend with a quick pace up Military Road then back along Campbell Parade heading towards Tamarama Beach. From there it's onwards and upwards to Bronte followed by a quick circuit of Clovelly. Back at approximately 7.00am at Bondi Junction for coffee.
Saturday	06.30	Cannons	<b>La Perouse Ride.</b> 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	<b>Waterfall Ride.</b> Approximately 90km. Two bunches leave the park to Waterfall, medium to hard ride, out at 28-35km with some riders turning round at Sutherland (60km). At Waterfall smaller groups sometimes go on to Stanwell Tops (120km) or back through the Royal National Park (110km). The main bunch U-turns at Waterfall, pacelines back to Sutherland, collects the stragglers, then a fast ride back to the park for breakfast - or a more medium paced ride, medium/average fitness level. Waterfall rides finish back in the park for breakfast at approximately 9.30am
1st Sunday of the month	06.30	Cannons	<b>Akuna Bay 100km.</b> 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.**

# Sydney Cycling Club Committee

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# Classifieds

This might explain why Daniel is doing so well in the club races...

[UCI codes explained](#)

## 41st Cinturon Ciclista a Mallorca - 2.2

Spain, March 29-April 2, 2006

[2005 results](#) [Stage List](#) [Start List](#) [Past winners](#)

### The Stages

- [Stage 1](#) - March 29: S' Arenal-S'arenal, 7.1 km  
[Stage 2](#) - March 30: Platja De Palma-Platja De Palma, 169 km  
[Stage 3](#) - March 31: Port De Pollença-Port De Pollença, 131,6 km  
[Stage 4](#) - April 1: Sta.Margalida-Sta.Margalida, 135.9 km  
[Stage 5](#) - April 2: Palmanova-Palmanova, 133 km

### Start list

#### Akud Arnolds Sicherheit

- 1 Paul Budach (Ger)
- 2 Andreas Stauff (Ger)
- 3 Sebastian Han (Ger)
- 4 Mitja Schluter (Ger)
- 5 Philip Metzke (Ger)
- 6 Dominik Roels (Ger)

#### Ses Salines-B.Calden

- 21 Miquel Gomila (Spa)
- 22 Toni Bauza (Spa)
- 23 Miguel A. Muñoz (Spa)
- 24 Francesc Artigues (Spa)
- 25 Geordie Probert (Ger)
- 26 Daniel Crespi (Spa)

#### Dip.Leon-Ibiza y Formente

- 11 Martin Nyman (Swe)
- 12 Lucas Sebastian (Arg)
- 13 Pol Nabben (Ned)
- 14 Joan Prats (Spa)
- 15 Andres Cardenas (Col)
- 16 Jose Arenas (Spa)

#### Konig Pilsener

- 31 Sebastian Flaskamp (Ger)
- 32 Adrian Hense (Ger)
- 33 Tim Klessa (Ger)
- 34 Frank Klein (Ger)
- 35 D. Westmattelmann (Ger)
- 36 Thomas Weyers (Ger)

## MEMBERS TRIVIA GUESS WHO THIS IS....

**Australian or French?** "French women, Australian girls are great but they treat their partners like home improvement projects. French women are more complete"

**Diplomacy or the facts?** "We constantly mollycoddle those around us so as to get on, so it's the facts for me"

**George or Kramer** Kramer

**Blues, rap or classical?** "Beethoven or The Velvet Underground"

**Waterfall or the Park?** "The Park, you can get into a rhythm and it's less dangerous"

**Coffee, tea or green looking fluid?** "green stuff that suggests it has some ergogenic effect always works for me or Water"

**Pizza or Burger** "Pizza"

**Spectator or Participant?** "I once went to an AFL game I got bored and left to eat pizza, drink French wine and read the news paper at a café. When I came back nothing had changed except the frenzied look on the face of the fans"

**Nintendo or a novel?** "The Possibility of an Island"

**Beef?** People that can't say thanks and people that are so rapped up in themselves that their paranoia poisons every interaction they have.

## FREE TO A GOOD HOME



2 near new Sella Italia flight saddles (black)

2 sets of Italia Spring Tour bib and brace nicks and jersey (worn once) in XXL

Contact John Tsalos aka the Big Unit (pictured left at his recent wedding) on 0403 262 339

**Next Newsletter due  
1st August 2006**

**Closing Date for Articles  
Friday 21st July 2006**

**Email: [auriolc\\_73@yahoo.com.au](mailto:auriolc_73@yahoo.com.au)  
(please provide usb for large files or burn to cd)**

**Post: PO Box 1655,  
Bondi Junction NSW 1355**