

The Sydney Cyclist

March 2006

NSW Masters Championships 2006



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Congratulations to Dan O'Callaghan, Tim Rice, Alex Simmons and Peter Montford on winning a Silver Medal in the Teams Pursuit at the NSW Masters Championships on Saturday 18th February 2006

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Message from the President

A Season in Review

Like the summer just lost in a breath of time, the first quarter of the 2006 Club calendar has been as hot and hectic. Building on the "development year" theme, the club is making and breaking ground, partly through good fortune, particularly from being resourceful and open to new ideas!

A huge welcome to all our new members and sponsors – I look forward to having a quiet ale with you at the new-member drinks night (that'll be 23 schooners, thanks barman!). Our sponsors are critical to the club's development, and members, well the club is yours and you are the club!

Two club time trials have been run and won - in record times too! With support of our racing sub-committee, David has organised these very successful events and the racing year is shaping up nicely. On the local circuit, it would not surprise me if on one perfect day, Sydney recorded wins in every grade at Heffron and considering the numbers against us, this would be a rare yet quite achievable result. There is great interest in the recently announced racing squad and hopes are high for strong Open results.

It was inspiring to watch and experience the effort of our team in the NSW Masters Pursuit. It required a typically gutsy, and apparently painful, team effort to make the final against a large and classy master's field. If you are interested in "pain" or just in trying the track we have some very experienced and talented ambassadors! It was almost as exciting and gratifying to be part of "Team Sydney's" demolition job at a recent Waratah Veterans race – not only because we won, came second, and, ahhh, well nearly third (sorry boys), but because it was a beautiful display of team-work.

Club Captain Jeff has renewed the inclusion of skill sessions into the bunches and the post-bunch ride vibe is typically high. Tour Secretary and Long Ride Program Co-ordinator (he has other titles that cannot be posted on our site), Georgie T, has organised some very successful new rides like Macquarie Pass and will soon lead a record number on the Snowy Tour.

Finally, a big thank you to all the committee who have managed a busy season, often under significant time pressure, and sometimes presumptuous President, extraordinarily well. We do have a long road ahead however it has been overall a very positive start – and things do cool down from now on!

Barry Doosey
President

Sydney Club Sponsors Announced

"Presenting the 2006/07 winning team"

The committee is pleased to announce new sponsorship partners and member benefit arrangements for 2006/07. We welcome our new, and renewed, partnerships with:



www.cyclefitcentre.com

'biomechanically correct rider positioning'

Not surprisingly, all the representatives of our major sponsors are active cyclists and members of our club. All have demonstrated a long term commitment to the sport in general and continue to play leading roles in its development. This powerful team combined with the Sydney CC spirit provides our club an ideal platform to build for the future!

Our thanks and appreciation to David McHugh (member since 2002 and major sponsor since 2004), Liam Kelly (Managing Director SEDC and member since 2005), Tim Willing (Managing Director Multiplex Living) and Steve Hogg (owner cyclefitcentre.com and member since 1996).

Kinselas ongoing sponsorship has and will allow the club to provide racing subsidies and incentives, offer professional training programs for all club members, and also subsidise clothing costs. This year, the Kinselas sponsorship will no longer reimburse race entries but be levied across the broader membership supporting training, touring and racing initiatives – a fund dedicated to developing all!

Kinselas \$10,000 sponsorship fund provides:

- Race incentives – podium finish at open races and have your prize-money equalled
- Open Jackpot – prize-money doubled for an Open win – any grade!
- Subsidised professional squad training costs incurred by the club
- Subsidised transport and other costs when racing and touring away from the Sydney metro area



David McHugh podiums at the 2005 Sydney Road Titles

Sydney Club Sponsors Announced

Through SEDC, all members will now have the opportunity to considerably benefit from the sponsorship when purchasing a new bike, frameset or components. In summary the SEDC sponsorship facilitates the following generous member benefits:

- a 20% discount on Kuota framesets
- 15% discount on the complete range of Kuota bikes
- 25% on American Classic wheels
- 25% discount on Profile components

And when buying your Kuota through Cyclefitcentre you'll have immediate access to Steve Hogg's renowned services. Steve is widely acknowledged as a leading authority on rider positioning and is a regular columnist with Australia's leading cycling magazine *Bicycling Australia* as well as a regular panelist on the cyclingnews.com Form & Fitness Panel. A relatively small investment in Steve's services will provide the best opportunity to enjoy your new ride!

Buying SEDC distributed bikes and frames also helps the club and therefore you as a member. When a frameset is purchased the club receives a 5% commission and on bikes 2.5%. Even if you refer a friend to Steve's store, perhaps someone looking to join the sport and our club, they will be eligible for a discount and the club receives a 2.5% commission. All funds the club receives in the 2006 budget year will be directed back to members as a credit on club apparel or membership fees (conditions TBC).



Tim Willing, MD Multiplex Living, (above) helping raise \$800,000 in the Tour De Kids



Liam Kelly (left) and Tim work off the front at Heffron

It is of strategic significance to have Tim Willing's support particularly at a time when Sydney appears to be the one Australian city, and Club, lacking a significant road cycling event. Multiplex Living, through Tim, are prominent sponsors and supporters of cycling and he has immediate interest in supporting a home-town race series in conjunction with our Club and Matt White.

SEDC brands, Multiplex Living and Kinselas sponsorship will also go toward new club kit design and member subsidies. New club apparel is in the design phase and will be available to members by mid year.

Final word from a Pez Cycling review on the Kuota Khan:

"The combination of comfort and performance is exceptional, tack on a retail price that is several hundred less than other top of the line bikes that give you some but not all of the Khan's qualities and you have a real reason to look at one. And once you look at one, it gets better... The technology coming through cycling today is great! There are other great bikes out there to be had. Stunning performers like the new Colnago C-50, sweet metal combinations like the Pinarello Dogma and new De Rosa Merak, The bikes get lighter, the ride gets better and the list goes on. But companies like Sintema and Kuota are really putting pressure on the big names. We as consumers are no longer forced to sit by while big companies make small meaningless changes (the new bikes above are pretty big changes that rock by the way) to high dollar product lines or release limited edition bikes that nobody can afford (and when was the last time a few stickers or special paint made a difference anyway?). Guys like Kuota, Argon 18 and others are forcing substantial change now and doing it at great prices. Whether you buy one or not, as a consumer you should be happy that companies like Kuota are really pushing the big guns!"

See back page for Kuota Member Deals!

The Bunch Ride

“Constant Multitasking Crazyness”??

“In a revealing set of studies, a team led by Gloria Mark and Victor Gonzalez of the University of California at Irvine tracked 36 office workers- in this case information technology workers at an investment firm- and recorded how they spent their time, minute by minute.

The researchers found that the employees devoted an average of just 11 minutes to a project before the ping of an e-mail, the ring of the phone or a knock on the cubicle pulled them in another direction.

Once they were interrupted, it took, on average, a stunning 25 minutes to return to the original task- if they managed to do so at all that day. The workers in the study were juggling an average of 12 projects apiece- a situation one subject described as “constant, multitasking crazyness”*

I don't know about you but there are times in the workplace that I can relate to the comments above. Strangely, when I read this I thought how easily that research could also be applied to bunch riding. After all, we are all multitasking when we ride a bike, especially so if it's in bunch.

At any one time we might be juggling the following:

- hazards that appear in a multitude of **guises**

- observing road rules (hopefully)

- having a conversation about whether the **zipp** 404's are better than the 303's

- having a conversation about the **sex**ual orientation, marital status or current mood of a club member (and sometimes all three at once!)

- dealing with self talk that could be positive, negative or escapist (yes, there are three types)

- dealing with **fear**

- thinking about the **coffee** at the end of the ride

- listening to your **ipod** (had to get that one in, sorry to those who know who they are!)

- and you know I could go on and on.....

I think I can occasionally be described as a realist so the last thing I'm going to try to do is suggest we eliminate the distractions. Hah!!! As if we are all going to stop socialising in the bunch and suddenly experience positive mental chatter that results in the perfect flowing ride!!!

Not gonna happen!!!!

(Did I mention I've also occasionally been described as a cynic!?!?)..... and I wouldn't expect us to stop talking, given a huge component of the fun we have is the human contact.

What I can suggest stems from the recommendations of the research above.....

In a nutshell, we should all consider prioritising the tasks and distractions that come before us.

When business leaders and Nobel prize winning scientists are asked how they deal with the multitude of tasks before them, almost all of them mention two things: prioritise, that is, have a hierarchy of what's important and secondly, remember to BREATHE DEEPLY!!

I'd say the hierarchy in our case is simple: safety first and communicate signals through the bunch....THEN talk about what's what and contest who's the biggest carp in our very small pond!!

As for the breathing this is a widely recognised way of quieting the mental chatter and as one coach has put it, helps the athlete realise that "I have to get out of my own way" to perform better. Which reminds us all that sometimes it's not just somebody or something else getting in the way of a good ride.

* Borrowed from a recent TIME magazine edition devoted to Mind and Body Connections.

Jeff Sofair, Club Captain

Racing Secretary's Report

The TT's

What a sparkling start to the season, two beautiful mornings at Heffron, enough handlers for both TT's and Simon Vagg to entertain everyone so I didn't have to say anything! Richard Dodds has won both TT's. The second won by only 3/10's of a second from a flying Stan Genakis. There are also some tight contests happening. In the 4k Grant Hansen nudged out Roy Gruenpeter by 2/10's of a second and in the 8k David Sitsky was 1/10 of a second ahead of newcomer Simon McCarroll. Thank you to the handlers for the first two TT's. I have been very grateful that we have had such cheerful volunteers. The handlers so far have been Simon Vagg, George Tragaris, Paul Davies, David Ojerholm, Peter Montford, Barry Doosey, Geoffrey Kennett and Mark Stevens.



Grading

Now that the two TT's are done the results will be referred to the sub-committee for careful consideration so that everyone can be graded and a points score will be posted on the website that will incorporate the TT's that have been run. The integrity of the sub-committee is resolute and any attempt to bribe us will be pointless. I have also asked them to put on their burglar detectors.



Kuota Criterium Championship

The first crit was held on 4th March at Heffron - results will be included in the Weekly Round Up.



**David Bonnell,
Race Secretary**

2006 SCC Championship Rules

Graded Pointscore Champion

Winner(s) - 1st & runner-up Races making up 2006 Graded Pointscore Champion:

Time Trials:

4 x Heffron TT's

1 x ATTA TT 25km*

1 x Hillclimb

Road Races:

4 x Handicap Crits (Heffron)

3 x A, B & C Graded Scratch Races (2 x Heffron, 1 x Waratah Park)

1 x Graded Road Race *

Graded Road Race Champion

Winner(s) - 1st & runner-up Based on Road Race result plus best 2 out of 3 scratch races

Graded TT Champion

Winner(s) - 1st & runner-up Based on best 4km & 8km TT times plus ATTA TT time

Criterium Champion

Winner(s) - 1st & runner-up Special series points, 10 down to 1 for overall finish
Handicap Crits – best 3 out of the 4 rounds

Hillclimb Champion

Winner(s) - 1st in Hillclimb (Male & Female)

Frank Murray Memorial Time Trial Trophy

Winner(s) - 1st Special series points, 10 down to 1 for each grade
Best points from 4km, 8km & ATTA Time Trials, and Hill Climb
Highest points in any grade wins

Points allocation is as follows:

Points 1st - 10 points, 2nd - 8 points, 3rd - 7 points, 4th - 6 points, down to 1 point for finishing (must finish to get 1 point). Winner gets extra point.

Bonus Points *Double points apply for Road Race & Long ATTA Time Trial

Championship Points Total Drop 2 worst Road Race results (crits, road & scratch races) and 1 worst TT result (Heffron TT's, ATTA & Hillclimb) and then next worst after that from any race. This leaves 10 results out of 14 that count (last year was 15/20).

Handler points 6 points for 1st time, 1 point thereafter. No double points for Road Race or ATTA. If you race, you must handle at least once

Race Secretary's decision is final

SCC Races & Tours 2006

MARCH

Saturday 4th March

SCC Race 3 - Crit #1

Venue: Heffron

Wednesday 8th March

New Year Drinks

The Dolphin Hotel, Surry Hills

Sunday 19 March

Macarthur Collegians CC Criteriums

Sat 18th - Mon 20th March

Snowy Mountains Tour

Jindabyne

APRIL

Saturday 8th April

SCC Race 4 - Crit #2

Venue: Heffron

Saturday 22nd April

SCC Race 5 - Scratch Race

A & B Bunches

Venue: Heffron

Tuesday 25 April (Anzac Day)

Sutherland Shire CC Criteriums

MAY

Sat 6th - Sun 7th April

Kangaroo Valley Tour

Sunday 27 May

Hunter Trust Open Road Race

KOORAGANG

JUNE

Saturday 17 June

Sydney Open Road Titles

PARRAMATTA PARK

JULY

Sunday 2 July

Gunnedah to Tamworth Road Race

Saturday 22 July

Rosemount Estate Open Road Race

Saturday 22nd - Sun 23rd July

Hunter Tour (Muswellbrook)

AUGUST

Saturday 12 - 13 August

Fuji 2 Day Tamworth Tour 3 Stages

Road Race

OCTOBER

Saturday 21 October

Sutherland Shire CC Criteriums

Sunday 22 October

Sydney Olympic Park Criteriums

Saturday 28 October

Snowy Wilson Memorial Open

Handicap Criteriums

Sat 28th - Sunday 29th October

Canberra Tour

Note:

SCC Races are red (to be added)

SCC Tours are blue

Social Events are black (to be added)

Team Sydney races are violet

(NOTE: dates to be confirmed)

New Year Drinks - 8th March 2006

New and not so new members come and enjoy in a few after work drinks and finger food in our own private bar at the newly refurbished Dolphin Hotel. This is opportunity for new members to meet the rest of the club. Older members come and meet the newer members, plan this years racing strategies, training programs, or just gossip.

Where: The Dolphin Hotel, 412 Crown St, Surry Hills

When: Wednesday, March 8, 6:00pm

Cost: \$20 for cycle friendly finger food. Partners welcome

RSVP and payments to Ruth Lax, 10/9 Edward St Bondi 2026.

PH:0414787543. EFT on request.

New Members

Introducing some of the new Club Members....



Mike Betar

Occupation: Commodity Trader
Bike: (2) C 50 Colnago and Kuota (Ksano)
Cycling experience: 15 years, recreation, triathlon, amateur racing mid grades
Why you joined SCC: To start be covered for racing/enjoy network and arranged rides



Daniel Maxwell Crespi

Occupation: Wholesale Sales Manager, AAPT Limited
Bike: Eddie Merckx Ti but looking to change as soon as I find the right bike
Cycling experience: 9 months
Why you joined SCC: Victoria McNeil told me to! (she was sick of me whinging that running was causing too many injuries)



Anton Hermann

Occ:upation: Lawyer
Bike: Avanti Monza (it ain't flash but it goes)
Cycling experience: Recent refugee from Melbourne with 10 years of regular social and bunch riding experience
Why you joined SCC: Friendly bunch (incl. wonderful induction by Andrew Price) and a great way to discover Sydney



Liam Kelly

Occupation: Sports Distribution and Design
Bike: Kuota Ultralight Campy Record, Kuota Kharma L Shimano Ultegra, KUP full suspension XTR
Cycling experience: Started 7 years ago. Got a few credits to my name e.g. In 2002 - 1st World Masters Games - Criterium, 3rd Australian Open Criterium Champion, NSW Criterium Champion (open), Metro and Country Road Champion (open)...
Why you joined SCC: I live in Sydney not Randwick



Dan Tess

Occupation: Partner, PricewaterhouseCoopers
Bike: Midnight Blue Trek Madone 5.2 (new toy bought 1 Dec 05!); fitted by Steve Hogg at Pedal Pushers
Cycling experience: 5 years of Sunday morning latte rides...
Why you joined SCC: Heydon Miller told me to!

New Members (cont'd...)

and a few more....



David Sitsky

Occupation: Software Engineer
Bike: Avanti Giro
Cycling experience: Cycle-commuting most of my life on road and MTBs, mountain biking and cycle touring in Tasmania and France.
Why you joined SCC: Used to be in early morning fitness class which concentrated on general strength and aerobic fitness. The class finished late last year. After watching Tour de France on TV for the first time in '05, I decided to buy a good road bike and then join the SCC to maintain fitness and to try some competitive racing.



Simon McCarroll

Occupation: General Manager for family company of car dealerships including Lexus, Toyota, VW and Citroen on Northshore
Bike: Currently a TCR Zero Giant
Cycling Experience: Been riding for a couple of years mostly solo. Last year went to the Tour De France with Digger from the club, chased it for the first week and got the cycling bug
Why you joined SCC: Alan Revell (Digger) mentioned that it was a great club and a fantastic way to increase my riding ability whilst meeting people with a similar passion, it was a no brainer



Peter Whitford

Occupation: Barrister
Bike: Trek 5200
Cycling experience: Have ridden off and on, and loved it, ever since my Dad took the training wheels off my first bike 44 years ago. About the middle of last year started riding regularly in Centennial Park for a bit of exercise. I really enjoyed the riding and eventually found myself doing more and more laps on my ancient 14 speed deadily treadly. Towards the end of the year Neil Williams and Rob Hollo enticed me out of the Park and down to La Perouse and around Watsons Bay etc. They also convinced me it would be a whole lot easier and more fun on a real bike. So just before Christmas I went to Clarence St looking for a Christmas present for myself. They made me an offer I couldn't refuse on my Trek. I've loved every minute on it since. Did my first club ride down to Sutherland on Sunday 5 February.
Why you joined SCC: To add to the fun and enjoyment of riding, by being able to ride with others and gain more experience and skill, and hopefully get a little (maybe even a lot) fitter.

New Members (cont'd...)

and even more.....!!

Guy Holveck

Occupation: Principal Consultant, Fujitsu
Bike: Home made, unbranded "peugeot team" test frame, mavic components
Cycling Experience: 15 years old Cycling experience, Started seriously in 89 (triathlon), raced a number of triathlons short/medium/long (ironman) distances, also a number of mountain rides (Alps and Pyrenees).
Why you joined SCC: Love to keep a minimum of fitness, the best way to push myself and be motivated, also love the friendliness, learn a few more tips and go for a coffee on Sunday morning.

Tim Kreibig

Occupation: Mulit-media producer.
Bike: Cannondale
Cycling Experience: Lots as a teenager, but returning to the sport after a long break. thats okay though, its like riding a bike. you never forget.
Why you joined SCC: I couldn't avoid it any longer. A cyclist at heart i guess.

Lee Ross

Bike: My bike is D'Accordi I bought second hand at too good a price to pass up
Occupation: Until recently I had a CD shop in Bondi called Parade. This I sold and now work at my wife's shop in Glebe.
Cycling Experience: My cycling is casual exercise & various trips to Europe & U.S.
Why you joined SCC: I joined because the people (Jim, Guy & Freddy) I cycled with casually joined, so what the hell I joined too !

Gavin Steinberg

Occupation: Managing Director - Satori Group (Budgeting, Strategy, Risk and Internal Business Solutions Company)
Bike: New Trek 1400 (now not new with a buckled back Wheel)
Cycling Experience: Had done a few 60KM and 98 KM cycles races in Johannesburg in 1999-2001 but no bunch riding - more social solo riding (1 of 25000).
Why you joined SCC: I had been threatening to ride but was unsure about where and riding solo. Adrian Atherton encouraged me to join and get to learn what it was like to ride in a bunch. Was unsure what, where, how to do this but SCC really did make me feel welcome and even though I was very unfit, they assisted, encouraged and taught me lots.

New Members (cont'd...)

and just one more for this edition....saving the best until last....

Matt White

Well as one of the new members of Sydney Cycling club I just wanted to introduce myself and give you a little update of what I'm up to and explain why I joined the club.

I'm a Sydney boy, born and bred, and grew up down there in the so called 'Gods Country of the Sutherland Shire'. It was, and still, is a great place to ride although medium density housing has made life a bit busier than it was when I started racing in 1988.

I now spend my 3 months on Aussie shores down the end of Anzac Parade at Malabar. For the 9 months I'm racing here in Europe I live in Oliva, Spain. It's around 70km south of Valencia or 350km south of Barcelona on the Mediterranean.

This is my 6th year in Oliva after spending 3 years in Italy and living out of a suitcase with the A.I.S for 5 years in various locations. It really does feel like home and the riding is perfect. I can ride on the Med for flat rides all day or 10km from my house climbs start that go well over 1000m in altitude, even now in winter, and the weather is great. The best way to describe it is a Brisbane like winter and a north Queensland like summer with nearly 4 months of 30-35c fixed temperatures!

Since I left Sydney in mid Jan I have been in Solvang, California for a team training camp. When I arrived back here in Spain I had some knee troubles that are now sorted but delayed my scheduled start to racing. I've had new Aussie recruit, from Melbourne, Trent Lowe staying with me and he has settled straight in to the Discovery channel team for 06. He lives here in Spain and is looking to move out of my spare bedroom into his own casa! (No hints there!)

In the upcoming club newsletters I will keep you up to date of my race program but I do know that I start 2006 in Vuelta Murcia here in Spain on the 1st of March. With my objective for Spring to be in full flight for the classics



and /or the Giro d Italia where I hope to go back for some unfinished business (in 2000 my team leader lost the lead on the penultimate day after having the lead for most of the race). From there we will see. TDF ?? or Vuelta ??

There are a couple of reasons I joined Sydney Cycling club, and they all come back to my love for our great sport! I want to create, with the clubs assistance, a greater exposure to the needs of cyclists in Sydney! From increased road awareness and rider safety to an increase in the numbers and demographics of the club – through recruitment drives. And my catalyst for this is to hold a race and other events over a weekend in December this year. To use my image and connections to assemble a field of all the great Aussies who are currently competing overseas and who the people of Sydney never get to see because no one is doing anything here in N.S.W to promote our sport to the general public! I think it helps that the public realises that the likes of McEwen, McGee, O'Grady and myself do train in bunches do have drivers licences and have to share the roads with everyone else!

I have met some people in this club who share my ideas and I'm excited about working with people who are doers and not just talkers!

I will also elaborate on my ideas in the near future. but for now its heads down and full steam ahead into season 2006.

Regards, Matt White

Wollongong One Day Tour

Sunday 8 January 2006

24 riders set out from the park for the ride down to Bulli & Wollongong with a nice pace set to Waterfall. It was decided to split the group into 2 bunches at Waterfall for the ride to Stanwell Park and thanks to Stan Genakis & Erin Chamberlen for taking the faster bunch through the rolling terrain to Stanwell Park.

After regrouping back into 1 bunch we all rode together down Bald Hill and past all the small seaside suburbs to Austimer which was our turn around point for the Bulli ride option. At that point 10 riders continued onto Wollongong via the cycleway for brunch (which turned into lunch, after waiting 1 ½ hours for their food) and caught the train back to Sydney.

A small bunch stayed at Austimer for coffee while the main bunch started their ride back home.

Riding on the new Sea Cliff Bridge was fun, and as your coming back home with a breeze behind you it was quite easy to hit 55km+ on it.

KOM points for the Bald Hill climb went to Adrian Atherton with Jeremy Geach close behind and up Waterfall Hill it was Walter Rolli & myself attacking & breaking the others to finish on top first.

Many thanks to Walter for dragging the group back all the way to the park from Waterfall & to Michael Avakian (from the coffee bunch) who was able to help Stan Genakis out with his buckled wheel. Stan had decided to do hill repeats up Bald Hill when trouble struck.

George Tragaris
Tour Secretary



Kiama One Day Tour



Sunday 19 February 2006

A small group of dedicated riders drove down to Kiama on Sunday morning to do the ride up Macquarie Pass (and also the challenging descend down Jamberoo). The first section of the ride from our starting point to the bottom of the climb is undulating country side with some great views.

After a quick photo shoot at the entrance of the Macquarie Pass National Park (opened in 1898) we made our way up the 12km climb.



New member Simon McCarroll who had mentioned to the Tour Secretary that he had never ridden in a bunch before, rode really well and powered to the top of the climb first, followed by Alyssa Rogan and Sam Vella. Paul Davies was also in this select group, grinding away in his 21, but turned back down after doing the majority of the climb to help and encourage the slower riders up the climb.

After a quick refreshment stop at Robertson, where the famous Digger Revell was waiting to do the rest of the ride with us, we rode towards and down Jamberoo, which is a fast and challenging descent for the experienced riders, but a bit more daunting for the less experienced.

After regrouping down the bottom, it was back to Kiama for a well earned lunch at one of the many coffee shops on the main strip.

Many thanks to the following who came along and made it a really enjoyable day out - Paul Davies, Auriol Carruthers, Kate Everett, Breeda Kelly, Michael & Julie Avakian, Kevin Crowie, Simon McCarroll, Alyssa Rogan, Sam Vella, and Alan Revell (who didn't do the climb up).



George Tragaris Tour Secretary

Northern Exposure



After a series of alcoholic get togethers in the months leading up to Lumby's second yearly cycling trip to Skipton, known as the gateway to the Yorkshire Dales, a pre-cycling trip was forged which would incorporate the 2005 "Tour of Britain".

Commencing in the City of Leeds this 10-day pre-booked Youth-Hostel-to-Youth-Hostel touring trip would take veteran riders Alan Lumb, Walter Rolli and Peter Scott on an arduous, scenic yet historical journey through the northern countryside before turning their front forks towards their final destination of Skipton.

With Walter's large make-up bag camouflaged as a rear-seat pannier, Pete's borrowed back-wheel pannier set-up and Lumby with his tried and tested front-fork pannier system and adjusted low gearing; these veterans were ready for the big push! Or was it to be the big grind!



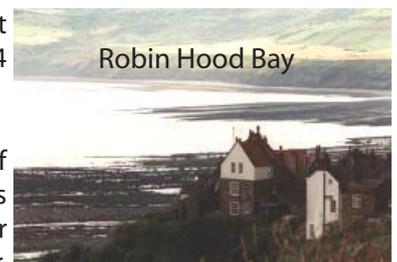
The trio set off with Lumby making pace towards a very easy 45km spin into the city of York. A couple of days would be spent here soaking up the atmosphere and playing biped tourists. Architecturally if not for spiritual growth, the lads visited "York Minster" the largest gothic cathedral in England.



Then Lumby's passion for trains dragged Pete and Walter from the pulpit into the National Railway Museum. It doesn't get any better than this for Lumby - salivation if not ejaculation! His enthusiasm for steam-power is monumental.

With map in hand and Lumby's knowledge of the highways and byways, the lads resaddled and York soon became a blur! The miles rolled away in a northerly direction to Helmsley, then eastward to Pickering and onwards to the coastal town of Scarborough (oldest Spa resort in England, founded in the early 1600s) where good old British food, such as the "Chip Butty" can be found.

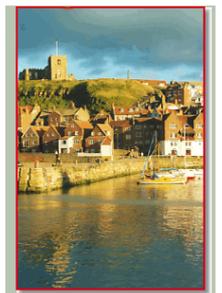
Continuing to hug the eastern coastline on their way to Whitby, the unrelenting steep terrain was taking its toll, when they spied the picturesque village of Robin Hood Bay; once a thriving 18-century smugglers hideaway, nestling at the bottom of a 1:4. However, with piston-power on reserve and not wishing to descend, Lumby shouts "stay high" but unbeknown to them, another 1:4 greeted them just on the outskirts of Whitby - Ouch! (138km covered).



Whitby is a seafarer's town, rustic in its appeal and delivery, easy to get around and full of history. Captain Cook stands proudly looking out to sea, only on this day he wore his matching red nicker-n-bra set - must have known the lads were coming to town. Another link to Whitby was the inspiration for the classic Victorian novel, "Dracula" by Bram Stoker.



After Whitby the next three days were spent crossing steeply undulating, winds-swept bleak moorland. The first of which began with a huge climb out of Sandsend before meeting up with a fellow Sydney cyclist, Stewart Evans, and his cousin David at Great Ayton. Gt. Ayton is a village not far from where David resides and where Captain Cook undertook his school years. Mechanical repairs were made here and gallons of tea consumed - coffee just being a dream in these parts unless you like instant (International Roast) as Walter does.



After a fond farewell to David and Stewart, the picnic was over, short, brutal and calf throbbing climbs (25% gradient) were next on the menu - especially the last climb of the day into Osmotherley - is there anything else than a 1:4? How about a 1:3? (Hardnott Pass).

By now the lads were getting used to their hostel style accommodation (even though they didn't quite fit into the "youth" category themselves) living in close proximity to sweaty nicks, undergarments, and flatulence of unknown ownership, not to mention the hallmark of hostelling - the "slim-line pillow".



Osmotherley was the favourite hostel of the entire trip; a wide variety of beer was the lads' main criteria. In general the hostels were more than adequate (star rating from 1-4 with an average cost of 11-22 British pounds per night).

The next morning the weather had not improved from the previous wind-swept day; harsh exposed brooding landscape with only sheep and perhaps the occasional hardy Rambler (walker) to say pass the time of day with, so it was a day of heads down and bums up to reach the next youth hostel at Alston - home to the five historic trans-Pennine routes that cross these moors - the slog came to an end at 120km.

On open moorland it's well worth remembering to keep an eye on the woolly-sheep; they wander aimlessly chewing the cud and could easily bring you down.

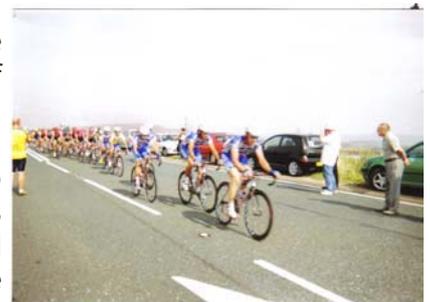


On the third day, Stewart's cousin, David and wife Maureen, hardened northern cyclists joined the group. This was a so-called "rest day" so a shorter less demanding, but no less historical ride to see "Hadrian's Wall", fondly known as "the fence" (75km covered).



(Hadrian's Wall. Note the arm warmers and jacket. It's summer!)

After departing Alston, a timely ride was needed to cover approximately 40km to reach the top of "Shap Fell" for the first glimpse of the "Tour of Britain". Reaching the top with adequate time to spare, a bit of crowd mingling was in order. Pete runs into a fellow Aussie - bike mechanic from Ambleside, Lake District where Pete and Frankie will be cycling in the next a few weeks. Meanwhile in a blink of an eye the "Tour" had disappeared the lads following in quick pursuit; pausing at the bottom of Shap Fell to consult the map: Which way?



A man standing at the side of the road, pointing to a particular road shouts! "Don't go down there, it's narrow, full of potholes and cow-shit! Ignoring the "local" warning, this route was taken (whose decision was that?). The road was everything the man had implied with one addition... multiple farm-gates to go through. Progress is slow! the road takes them in the wrong direction and rain clouds are brewing. Within minutes the rain is pelting down so hard, it's bouncing off the tarmac! Stewart now gets two consecutive punctures... fixed in quick succession; it's back on the bikes for a perilous steep descent into the town of Settle. A power "blackout" greets them, causing some delay before fuelling-up on baked-beans, by the shovel full! Banking on a bit of natural wind power to blow them into Earby hostel they arrived at dusk; tired and sodden as the crank turns for the last time and the speedometer comes to rests at 158km.

Post baked-bean flatulence was definitely the fragrance of the night. Walter was found practically hanging his head out of a small attic window, gasping for clean air.



The following morning saw the "Tour" at Hebden Bridge on the way to Hathersage. But the real "Tour" was just ahead in Huddersfield. While stationed at traffic lights, a couple of teenage girls were flashing their body parts...just as the lads got the green light Lumpy, shouts: Where! where! His imagination running wild as he unfortunately misses the show. After this, blood was pumping, but in what direction, one can only speculate. The Lads now, followed much the same



route as for the "Tour". The tough Pennine climbs of Holme Moss and Snake Pass were very demanding with plenty of dips and peaks in between; the long exhilarating descents providing some respite to those aching gastrocnemius muscles. Arriving at Hathersage hostel was blissful! (134km covered)

(Photo: Top of Holme Moss)



Hathersage is situated in the beautiful Peak District of Derbyshire a lovely area worth more than this token visit. The "Tour" was scheduled to pass through the town of Bakewell the following day. The atmosphere of the town was abuzz, bright, sunny and much warmer than the moors. You can't go past Bakewell without trying their famous "Bakewell Tart"...a short-crust pastry layered with raspberry jam and almonds Yum! It was here that Walter's pannier bracket cracked - how could this be! He'd lost weight; was it his inherent bicycle bounce? With only one day to go, Walter stuffed as much of his clothing into his backpack and Pete took the rest. Off-loading his dirty laundry certainly gave Walter an advantages on the challenging 25 percenters that were in wait; with one member of the group throwing in the towel on the last climb.... no picture available. Who was that? Accommodation was at Langsett (70km covered).



Shortly after leaving Langsett for the final push to Skipton, a short but rather nasty climb greeted them. After the early lung-buster a suitable Café for breakfast in the town of Penistone was next on the agenda. With little or no choice a dingy café was entered heavily occupied with unagreeable nicotine addicted, tea-sipping clientele. A quick breakie and a faster get away was made before asphyxiation set in. Just out of this town the "British National Time Trials" were being held. Stuart Dangerfield, an acquaintance of Lumpy's, was riding. Unfortunately the lads arrived far too early to catch a few words with him. Dangerfield went on to win the T/T. It was now onwards to see the Bingley's 5-rise canal lock, which is part of the Leeds/Liverpool Canal system opened in 1770.



Bingley 5-rise canal



Skipton canal

As the lads continued to gather momentum towards Skipton, other fellow Sydney cyclists were beginning to descend on the town. Having arrived there the previous day; Frankie had taken the keys to one of the cottages; Alan Smith settled into the other cottage after his week adventure in Wales; and Reg Shortland, soon turned up after spending 5 weeks in Europe with wife, Maria on a non-cycling holiday. Then David and Maureen arrived; and finally the lads turned up looking strong, lean and just a little bit too keen. They would now join forces with the new arrivals at Skipton to explore the "Yorkshire Dales" with Lumpy as the un-official tour guide who was born and bred in the area. Tales from the Dales will be in next months Newsletter followed by Pete Scott's "One Day-Three Passes" challenge.

(Contributors: Mr. Stewart Evans, Allan Lumb, Walter Rolli, & Pete Scott. Written by Frankie Hopkins).

Sydney Race Squad Update

"Listen up you lot"

Firstly, thank you all for your patience. Until now we simply have not been in a position to respond to your feedback on the initial "squad" email. And for good reason – the interest has been literally overwhelming with now more members than ever anticipated likely to be involved in "Team Sydney". So many sprinters! So many super domestiques! And we know there are numerous other members not on the list (below) fully licenced and ready to go – it is of course not too late to get onboard!

As you might imagine, this number is impossible to co-ordinate into single squad efforts in a way that will be beneficial. This is largely due to the vast array of levels and types of riders involved. That being said, focussing on the possible, we can break this group into squads, with a strategic race program and still achieve our overall goals – enjoyment in racing, improved results and team efforts particularly in Open class events.

Of course if you had not planned to race this year but want to build your skills, you are also most welcome to join in the fun – this is a Club initiative after all!

So what is planned?

1. We will have a team meeting following the criterium race this Saturday. At this meeting we will confirm what races we wish to build towards – probable and upcoming races are listed below. It is important that you attend this criterium.

2. Two squads, Red and Blue, will have occasional squad rides designed to build race day skills and strategy. While all riders will/should have their own training programs, these supplementary sessions will work on team cohesion and advanced skills such as climbing/descending, sprinting, pace-line, simulated racing.

3. Weekend and weekday training rides for squad members will be tailored so they build toward the race schedule. This may mean, for example, a Saturday ride is completely different, or perhaps very much the same depending what is coming up and when.

4. When we finally race as a team, subject to numbers, we will aim to have a team manager, race captain, race strategy and roles for all.

5. Logistical and other support from the club and sponsors.

What you need to do

1. If intending to race anywhere, get a racing licence – I understand most have but if not and you want to do any races you will need to upgrade now.

2. We encourage you to race at all other club events whenever possible.

3. Commit to a number of open events to be determined or let us know what races you can/will do. The squad will also use other local events as live race training days eg. Heffron, Eastern Ck (for masters), Calga and Beaumont Rd. It is noted that some races won't suit everyone, indeed some will only do a few events, and that is completely understood.

4. Train smart and wherever possible ride with those members that you are likely to compete with. If you need a program let us know.

5. Wear club or race kit at all training rides and races.

6. Be positive, work together and have fun!

What races and when

We are yet to confirm this and anyway will remain fairly fluid throughout the year. Traditionally we have targeted graded races particularly for those new to racing. It is likely therefore that we will have a number of riders in the following races:

Sunday 19 March (entries close 5 March)

Macarthur Collegians CC Criteriums

Tuesday 25 April (Anzac Day)

Sutherland Shire CC Criteriums

Sunday 27 May

Hunter Trust Open Road Race KOORAGANG

Listen Up You Lot....

Saturday 17 June

Sydney Open Road Titles PARRAMATTA PARK

Sunday 2 July

Gunnedah to Tamworth Road Race

Saturday 22 July

Rosemount Estate Open Road Race

Saturday 12 - 13 August

Fuji 2 Day Tamworth Tour 3 Stages Road Race

Saturday 21 October

Sutherland Shire CC Criteriums

Sunday 22 October

Sydney Olympic Park Criteriums

Saturday 28 October

Snowy Wilson Memorial Open Handicap Criteriums
There are a number of other popular races such as the Mudgee Open, Canberra Tour, Ken Dinnerville, Team and individual Time Trials, Goulburn to Sydney Classic and the Ride for Life in Centennial Park – indeed there is almost a race somewhere every weekend! Races like these will also be targeted and will be confirmed when Cycling NSW finalise their calendar.

The Squads

Below is the list of prospective domestiques, sprinters, and climbers. If you are on the list you have either registered your interest or it has been suggested that you may race. If you are not on the list you may have been missed, or you have not yet confirmed an interest. Whether you are on or not don't panic – we will confirm after the club race or you can simply email a note should you want to be added.

Final Words (for now – more announcements soon)

o all welcome to training whether racing or not
o ride safe, train smart and work together
o when a Team Sydney rider wins, you win!

Any enquiries can be directed to the Club President iconaussie@yahoo.com.au – or Club Captain jeffsofair@hotmail.com

Here are the potential groups so far with more names to be added -

RED SQUAD

Richard Dodds	John Revesz
Wayne Wheatley	Geoff Kennett
Chris Wright	Roy Gruenpeter
Daniel Hynes	Peter van Rijn
Tim Rice	Jeff Sofair
Alex Simmons	John Perry
Stan Genakis	Pete Scott
Pete Montford	Erin Chamberlen
David McHugh	Sam Rutherford
Simon Vagg	Alex Garofalo
Liam Kelly	Simon McCarroll
John Kearney	Paul Kelly

BLUE SQUAD

Mark Stevens	Meg Croft
Armon Hicks	Julie Howard
Daniel Crespi	Auriol Carruthers
Russell Davies	Grant Chellew
George Tragaris	Gregor Whiley
Walter Rolli	Barry Doosey
Jeremy Geach	Adrian Atherton
David Sitsky	Dave Levitski
Dave Clarence	Sally Thomson
Amber Jenkins	Andrew Price
Grant Hansen	Jodi Buckey
Tim Kreibig	Tanya Bosch

Skills Session: Climbing & Descending

Jamie Bedford (a.k.a "JB" or "the guy with the beard") has kindly offered his expertise in the area of climbing and descending techniques. The following dates and locations have been scheduled as follows:

Saturday March 11th:

Beginners/ Intermediate climbing and descending skills to be run at Watsons Bay.

Saturday March 25th:

Advanced climbing and descending to be run at The Royal National Park.

In both cases meet at the Cannons at 6.30a.m and proceed under the guidance of JB.

You may note that the sessions sandwich the Snowy Tour weekend. So ideally you could do the beginners session, then go to the Snowy tour, come back an expert, then do the advanced session..... No doubt your climbing and descending will improve beyond words through the month of March!!!

Congratulations to Vikki and Richard Dodds on their recent marriage....



**Next Newsletter due
1st May 2006**

**Closing Date for Articles
Friday 21st April**

**Email:
auriolc_73@yahoo.com.au
(please provide usb for
large files or burn to cd)**

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

Sydney Cycling Club Committee

President

phone
email

Barry Doosey

0411-014-144
iconaussie@yahoo.com.au

Secretary

phone
email

George Schneller

0418-581-951
gschnell@bigpond.net.au

Treasurer

phone
email

Malcolm Wade

0417-046-925
Malcolm.Wade@bikerider.com

Club Captain

phone
email

Jeff Sofair

0400-110-868
jeffsofair@hotmail.com

Newsletter Editor

phone
email

Auriol Carruthers

0438-004-318
auriolc_73@yahoo.com.au

Race Secretary

phone
email

David Bonnell

0438-313-539
dnbthb@bigpond.net.au

Social Secretary

phone
email

Ruth Lax

0414-787-543
ruth_lax@yahoo.com.au

Tour Secretary

phone
email

George Tragaris

0402-332-443
georgetragaris@optusnet.com.au

Assistants to the Committee

Merchandise Manager

phone
email

David McHugh

0419-700-101
david@kinsel.com.au

Assistant Social Secretary

phone
email

Kate Roberts

0409-938-966
alakate@bigpond.net.au

Assistant Social Secretary

phone
email

Des Sullivan

0401-151-826
ridelife@optusnet.com.au

Jacob's Creek Tour Down Under



Photos courtesy of Stan Genakis

Regular Rides (Updated)

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

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

Kuota Member Benefit

Illustrative Guide to Kuota Member Benefit (retail prices may vary)

Kuota Kredo Full carbon frame – Dura Ace Build Kit – 7.0kg	Retail - \$7,250
	Member Discount: \$1,085 Club credit: \$175
Package includes: Kuota RST06 Carbon/Alloy Stem, Kuota HB05 Carbon/Alloy Bar, Fizik Pavè Saddle, American Classic 420 Wheel-set, Michelin ProRace Tyres & Tubes, Kuota Bartape, Water bottle & Cage	
Kuota Kharma Full carbon frame-set	Retail - \$2,750
	Member Discount: \$685 Club credit: \$135

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