

The Sydney Cyclist

The Monthly Magazine of the Sydney Cycling Club

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Sponsored by **Clarence St. Cyclery**

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Thank you to all contributors.

Andrew James and Phonak for
the story and pics. Jeff Sofair
for the Yankee pisstake.
Armon Hicks for the story and
pics, and the usual suspects.



SCC Challenge Riders: Left to Right: Heydon Miller, Breeda Kelly, Julie & Michael Avakian (obscured), Dr Paul Russell, David Solomon, Owen Williams, Armon Hicks (absent Steve Alperstein)

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The President

So long, farewell.....

Alex Simmons

Well, plenty has been happening in the SCC bunch this spring. More racing success at the local level, some great fun had by an enthusiastic bunch at the Theatre Sports night and a Tour of Mudgee region. Look for the reports inside. There is still more to look forward to over the next month, especially now with Summer time giving us all the extra light we love so much.

For those looking to end 2002 on a high note, there is still plenty of racing available and trophies up for grabs, as well as the biggest Club social function of the year and another tour.

Coming up next is the final round of the SCC Criterium series. This is your last chance this year to have a go at this popular race format. So far over 50 members have contested the series, so let's make the last one a beauty. We also have two more time trial events left with the 1 Lap TT and Kilo. These are the shortest events we run so no excuses – put them in the diary. There has been some very keen training going on for the one lapper so this one is well worth being around for.

Also with the commencement on 5 November of the Tuesday night Criteriums hosted by Eastern Suburbs CC, and with the Track racing on Wednesday and Friday nights at DGV complementing the Saturday afternoon Heffron Park events, and Sunday morning Vets at Homebush, there is plenty to keep all race enthusiasts happy.

We also have the Christmas / Presentation night to look forward to (get your nominations in for the non-race awards) and another one-day Patonga Tour coming up, so there is something for everyone.

As a final reminder, I encourage all of you to attend the SGM and AGM (13 Nov) and have your say. If you can't be there and want your vote to count, use a proxy. Details are on the web site or contact the Club Secretary (George).

In breaking news, our main sponsor, Clarence Street Cyclery, has decided to form its own cycling club and has gained approval to do so from the NSWCF. Accordingly, the nature of our sponsorship arrangement with CSC has changed. I will provide additional details on this issue in my President's report to be tabled at the AGM.

This is my last column as President prior to standing down at the AGM.

In closing, I want to thank all of you who have contributed to the success of the Club this year, in particular the hard working Committee and their assistants who give up their time freely to put on a great program of events and news for us all to enjoy. There are also many of you who have contributed in others ways (handlers, race support, web site and e-mail updates, newsletter articles, tour organization, letter writers, ideas and criticisms, ride buddies, coaching support etc). The readiness of you all to volunteer has been great and is what makes this Club great.

I wish you all the very best and thank you for having me as President. See you on the road (and track).

"The readiness of you all to volunteer has been great and is what makes this Club great".

The Secretary.

Membership Renewals.

George Schneller

- **Membership Renewals posted on the website -read your options carefully.**

Cycling NSW has set affiliation fees for 2003 and hard copies of our 2003 SCC and CA membership forms have been posted to those members without email access. For member's convenience, the 2003 membership kit will be posted in the "Members Only" section of the website. Please note that my PO box is 154 Kensington 1465. I would like completed membership forms sent to my personal mailbox, as detailed on the form.

- **Full Racing or Non-Competitive affiliation?**

Members have a choice between Full Racing affiliation and Non-Competitive affiliation. If you want to enter Opens and Combines, opt for Full Racing affiliation. If you are certain that you only want to ride in SCC events, non-competitive affiliation is all you need.

- **Our fees stayed the same, but Cycling NSW fees went up.**

Membership fees for the SCC are the same as last year, but Cycling NSW has increased affiliation fees for 2003.

- **Payment methods**

This year we are offering payment via cheque, money order, or Electronic Funds Transfer. If you choose EFT, you will need to provide the club with a transaction number. With almost 200 members we need to keep track of who has paid.

- **Fees due January 1st 2003, but 60 days to pay if needed.**

Club membership runs January 1 to December 31st, so renewals fall due on January 1, 2003. Members have a period of grace until the end February before they become un-financial and lose club privileges.

New members joining now get November and December included with their 2003 membership.

- **Masters Categories have changed – see membership form**

Masters categories have been changed by Cycling Australia to bring them into line with UCI age groups.

- **Annual General Meeting/ Special General Meeting**

The AGM /SGM is scheduled for Wednesday night November 13th, so may already have been held by the time you read this. If not, come along and have your say. If it's not too late, a hearty congratulations to the new committee, and possibly our new club captain, and our grateful thanks to those 2002-committee members who have left us.

Racing

Highlights and wishes.

Tanya Bosch

As I write this I am unsure if I am standing for Race Secretary at the upcoming AGM. I would just like to thank all those who helped out as handlers and support staff. Special mention must go to Pete Montford for taking over the role when I had that extended trip away and for updating the PBs. Another special mention goes to Deb Pearce for doing a lot of the behind the scenes work in sending out the weekly updates and updating point scores and correcting my mistakes. Thanks Deb! Thanks to all those who offered to handle without being asked.

Highlights this year for me were:

- The increase in numbers competing in the club events especially in C grade
- The bronze by the Masters Team Pursuit with only 3 riders
- The large number of women competing at the Bathurst Open and the State Masters and winning 4 state medals
- The fact that the club could put in 4 women teams in the Team Time Trial Championships and come home with a gold and bronze
- The increase in numbers and enthusiasm for Heffron on Saturday afternoons
- We are starting to see a club presence on the velodrome with both Tim Rice and Alex Simmons doing very well
- Patrick Heyburn entering every open in sight and doing very well culminating in a 20th at the National club championships at Mooloolaba

My wish list for next year would be:

- Make another grade in the club pointscore and abolish the women's grade
- Have some more fun events like pairs time trial and family racing at Heffron
- Encourage the better riders in their respective divisions to enter opens, state events, Nationals and Australian Masters Games as a group so there is more of a club presence at these events
- Encourage younger riders to join the club and to cater for them
- Have a club championship in road race, time trial and criterium

People are welcome to comment on these suggestions and I will pass it on to the next race secretary whether that will be myself or some one else.



“Soupy” storms Canberra.

Fresh from his stint with SCC, Peter Montford has moved to Canberra where he will apply his not inconsiderable diplomatic and coaching skills on the unsuspecting denizens of the Australian tax office. He now knows where we all live.

Pete will still take an active but distant interest in the strange goings on at SCC, and will from time to time visit our sleepy town to keep us on the straight and narrow.....or else!!

Social News

End of year celebrations

Sam Kosky

October has been and gone in what seems the blink of an eye. It feels like I have never really been to Turkey or Egypt at all, but the hard slog of getting fit again is a definite and painful reality, as I am experiencing at the moment. Thank you to everyone who has sent me a welcome back or warm wishes/speedy recovery message. They are truly appreciated and have been a big help in getting me back out on the bitumen. And yes, I missed you too!



The Theatre Sports night was a hilarious experience for many newcomers to that style of 'in your face' theatre entertainment. Dinner was a hearty affair at the Rustic Cafe, with hugely proportioned meals and good service. We were lucky enough to be at Belvoir Street Theatre on the third week of competition to witness previous Cranston Cup (Australia's coveted

Theatre Sports title) and World Cup champions improvise against some new and very talented teams. Almost 2 hours of high-energy, witty, clever and fast thinking game playing kept us well entertained (certainly no Sunday night "couch sleepers, missed the end of the movie culprits" in the crowd).



If you've never been to Theatre Sports or a looking for something different to the movies I've attached a link to Belvoir St Theatre - book a show through them at www.belvoir.com.au. The Cranston Cup final, a huge affair and institution in Sydney theatre scene, is on 30 Nov at the Enmore Theatre.



Now for the final function of the year, the one you've all been waiting for, CHRISTMAS WITH SCC!! At this stage, menu and costing details are still to be finalised with THE FOX AND LION but you guys know what to expect - GREAT VENUE, GREAT FOOD, WONDERFUL COMPANY AND LOTS OF XMAS CHEER, and of course there's the annual prize giving and freebies. Keep watching out for your emails, BUT IF YOU ARE NOT ON EMAIL, how about dropping me a quick phone message to confirm a place and I will let you know the details ASAP.



We're not leaving 'til we're heaving!

Christmas Party and Awards Night



Friday 13 December, Fox and Lion.

WATCH OUT FOR EMAILS SOON!

Flash!

SCC AGM on Wednesday 13 November at the Toxteth Hotel, 7:30 pm, upstairs room. We need you there!



The Big Rides.

Mudgee and Patonga.

Richard Dodds

The Mudgee Tour went ahead as planned last month. This a really nice area to ride through and there are numerous routes your could take to experience the sights of this wine growing district.

Our Saturday ride took us on an out-and-back route through Lue to Rylstone, around 106km return. The day was un-seasonally hot and dry and the countryside definitely looked like it needed a good drink and so did we. We arrived at Rylstone to find a bustling little town. Owing to the country fair that was happening in the main street, there was plenty to see, do and eat. After our morning coffee stop the mercury continued to climb well over the 30C mark and the tour route was to take in a loop out to Lake Windamere, adding another 40km to the day. The smart ones stayed in town while the masochists headed out on a route that was some what more than undulating,. We returned to Rylstone ready to drink an ocean of water, and headed back to Mudgee later in the afternoon after a fantastic lunch at the Bizzy Birds Café.

Sundays ride was out to Gulgong some 30km north of Mudgee. The day was much cooler and far more pleasant for riding. Morning tea at Gulgong was at your typical country bakery, really good cream buns and really ordinary coffee. With heavy going from the previous day most of the group rode a direct route back to Mudgee while Mr Scriven and myself thought a return leg via Ulan was called for. The road from Ulan to Mudgee just seems to go up and up, a 10km steady uphill gradient that really tests the legs especially when attempting to keep pace with someone younger and far fitter than this writer. More like a solid training ride than a leisurely tour.

Thanks to all who came along on the Mudgee tour and I'll try to organise some better weather next time.

Patonga Day Tour

Please be reminded that the Patonga Day Tour will run on Sunday November 17th, its our last tour for this year. This is a fantastic day out on the bike. There is no driving, the Tour takes a northern route starting and finishing at Centennial Park.

We'll be meeting at the Cannons in the park at the usual time of 6:30am. We ride north over the Harbour Bridge, through Mosman, then along our northern beaches to Palm Beach where we stop for morning tea. At 9:00 am we board the Palm Beach and Hawkesbury River Ferry Service bound for Patonga. The Ferry ride is about 35 minutes in duration and costs \$8.50 for the one-way trip.

The route takes us from Patonga, through Woy Woy and Kariong travelling along the Old Pacific Highway before stopping at the famous Pie-In-The-Sky café for a well earned lunch break at around 1:00pm.

The ride distance is 160km and consists of three major climbs. You need to be realistic about you fitness on this one. Well only be cruising at a touring pace but the hills will bite if you haven't done some decent rides in preparation.

Expect to finish the ride back in the Park at around 3:30pm. Please make sure you bring plenty of spares and adequate food and drink for a ride of this length.

Please e-mail me on rads102@hotmail.com so I can get some idea of the tour numbers.

SCC On Tour

Armon Hicks rides from Adelaide to Sydney.



In mid-October a number of SCC members completed a mega-tour for charity, averaging 150kms per day. Otherwise known as the Bicycling Australia Challenge, the ride started in Adelaide on Saturday 12 October and finished just over 1,200 kilometres later on Saturday 19 October in Melbourne travelling via the Great Ocean Road.

Nine SCC members participated in the ride. A number of SCC members (including some who did not undertake the Adelaide to Melbourne ride) went on to complete the "Round the Bay" ride on Sunday 20 October. The Adelaide to Melbourne ride was so popular that AllTrails has organised another one for April 2003.

Bicycling Australia has adopted Teen Challenge and set the goal of raising one million dollars over the next ten years to support the work of the charity. The major fundraising activity is an annual long distance bicycle ride – the Bicycling Australia Challenge which has been contracted to Phil & Susan McDonald of AllTrails. Last year the ride was from Melbourne to Sydney via Canberra and raised over \$55,000.

Teen Challenge helps teenage men who have been addicted to drugs and other substances rebuild their lives and to become productive members of Australian society once again, able to reach their full potential. A number of participants in the program completed the ride, including riding with the SCC bunch on a number of occasions.

Teen Challenge operates one of Australia's most recognised and effective rehabilitation programs. Much of the programs success is attributed to addressing the needs of the whole person and deals not only with drug, substance abuse and life control issues, but also rebuilding key foundations in critical areas such as family living, work ethics, self-image, peer pressure and community relationships. Teen Challenge receives no government funding and continues to operate only due the support provided by ordinary Australians.

Apart from the climb up to Mount Lofty from Adelaide on day one, and the 20km climb up to Lavers Hill followed by the 10km climb over the Otway range on Day 7, the challenge was the wind, including a vicious headwind from Wellington to Meningie on day two. The route was on the whole flattish and fast, with excellent quality roads.

Vital Statistics

Day 1 Saturday 12th October
Adelaide to Victor Harbour 98k

Day 2 Sunday 13th October
Victor Harbour to Meningie 145k

Day 3 Monday 14th October
Meningie to Robe 186k

Day 4 Tuesday 15th October
Robe to Mt Gambier 135k

Day 5 Wednesday 16th October
Mt Gambier to Port Fairy 180k

Day 6 Thursday 17th October
Port Fairy to Port Campbell 100k

Day 7 Friday 18th October
Port Campbell to Lorne 150k

Day 8 Saturday 19th October
Lorne to Melbourne 145k

Total Distance	1205kms
Daily Average	150kms
Average speed	26.8kms



Traffic was light with the logging semi-trailers the only real road hazard. Like the other SCC members, I completed many days in long tights and arm warmers thanks to the cool weather.

The SCC peleton was one of the major "features" of the ride with many other riders tacking on the back at various stages where they knew they would get a well-paced ride. We were certainly the "team" of the tour.

SCC led the ride out of Adelaide generating TV coverage in the Eastern states, after several hours of milling around at the Adelaide Hilton, which was hosting two groups of wheeled visitors, 100 cyclists leaving for Melbourne and disabled Australians attending a conference. It was immediately obvious that a majority of riders did not have bunch-riding skills, which presented a challenge.

The ride into Apollo Bay on the second last day provided unwanted adrenalin rushes with huge wind gusts propelling riders all over (& off) the road & off their bikes. However, the magnificent scenery of the cliff face road from Apollo Bay to Lorne more than made up for that morning's scary moments. For the record the same wind topped 155km at Melbourne Airport and blew off roofs across the city.

The SCC peleton quickly established in the pretty little seaside town of Victor Harbour a practice of locating the best coffee and cake for afternoon tea, while Owen successfully rose to the challenge of locating a good restaurant with a great wine list for dinner. A skill he refined over the rest of the ride. The only criticism of the ride was the evening meal, especially for vegetarian riders. This may reflect the logistical challenges of feeding 100 plus people in small country towns, but SCC members like a number of other riders chose to make other arrangements.

The "shipwreck coast" along the Great Ocean Road was a highlight of the week, as the sun came out to ensure the recovery ride of 100kms on day six was enjoyable and the scenery was at its best. Port Fairy is a beautiful town with excellent coffee shop, bakery and the Victoria Hotel all recommended. The other highlight was the tailwind between Strathalbyn and Wellington during which the peleton reach wind assisted speeds of over 50kms per hour.

SCC members enjoyed the ride and the organisational skills of Susan were outstanding in ensuring the ride was safe and fully supported. Mechanic support was excellent. Next years ride is from Brisbane to Sydney – information will be published in Bicyclin Australia magazine or on the web at www.alltrails.com.au



Phonak Home

Andrew James on a season to remember.



The last eight-and-a-bit weeks have been a bit of a blur, not to mention doing a wee bit of a tour of Europe courtesy of the Phonak Cycling team. I started off with the Regio Tour in Germany - within spitting distance of the Swiss border at Basel, we then drove up to Denmark to do the Tour of Denmark. After that another jaunt back across Denmark (the tour finished in Copenhagen), down through Germany a little bit and over to Holland to do the Tour of Netherland. Then it was a drive down through Belgium and into France for the start of the Tour Poitu-Charentes (this started about 250km south of Paris), and a rendezvous with our Spanish camion.

Tomas and the Spanish boys had just finished Tour de Limousin and GP Plouay, and were on their way to the start of the Vuelta a Espana. After Poitu we headed straight up to Brittany (North-Westernish France) to race the GP Telegram, then it was straight off to do the Tour de l'Avenir. Tour de l'Avenir finished in Clermont Ferrand, so we were able to come back to service course (and our own beds!!) for 2 nights before heading back up to North-Western Germany in the Rheinland region for the Rheinland-Pfalz (yep try wrapping your tongue round that one after a few beers) Tour. Once again we got lucky with the timing and were able to come back to service course for 2 nights before we took off once again for that over-rated country called France. This time it was for 2 races;



Paris-Correze (a 3-day tour) and Paris-Bourges (a 1-day race).

I won't bore you all to tears with our results from those races (or lack of them as the case (s) may be). Our Biellorussian Champion, Alexandre "Sacha" Usov won the Green jersey at Tour de l'Avenir as well as winning the first stage, and he had the tour leaders jersey for a day at Poitu-Charentes.

In those 8-and-a-bit weeks we've driven the camion about 13,500kms. Because of the strict Swiss laws regarding camions (and of course even more so because we're a Swiss team with a Swiss registered camion) the motor has a governor or speed regulator fitted to it. Thus the camion has two speeds - maximum of 90km/h and stopped. The thing is so powerful but we can't do anything about raising the limit. The big Mercedes motor goes at 90km/h uphill, downhill and on the flat - it is so frustrating sometimes. There is a special disk you have to insert before each journey which records how fast you've driven and for how long - similar to the driver's logbooks in NZ. This system is way more high tech and you can't fiddle it. Therefore if we mess with the governor and raise the speed limit (which we can get done outside Switzerland.....) no problems - that is until you have a control by the police and you have to show the disks or you have an accident and they go through everything with the proverbial fine-tooth comb. Not recommended. So the short of it all is that you tend to creep everywhere at 90km/h. Yawn. Most of the other team camions are illegal and I know one that does 160km/h - frustrates the hell out of you - but then I



Wouldn't want to be them in a police control situation.

There are so many things that have happened in the last 8 weeks alone - a break-in attempt of the camion by 3 Arab Gentlemen (while I was sleeping in it at a truckies roadstop just south of Orleans in France); The way the French Mafiosi Douane (customs) police officers in Geneva have learned to bribe bike material from us in order that we don't get held up (timewise) or inspected too closely when passing from Switzerland into France, and also trying to explain in French to Sacha Usov the political correctness of NOT saying "Hey Nigger!!" to the first Black man he sees after watching Pulp Fiction and Jackie Brown on DVD for the first time..... It's just going to be hard to forget some things - other things not so hard.....

The end of the season is nigh. With it in our team it's bought all the usual situations of contracts, job renewals and departing staff and riders. Even though all riders are still paid through till December, some don't have contracts with the team next year. This can have two effects; 1 - it can seriously motivate the rider into performing well in



order to impress another team and hopefully snare a contract, or 2 - it can seriously demotivate and depress the rider (s) involved and the result is bad performances and lack of motivation. The exact same is true and can be said of staff, Soigneurs and Mechanics alike. Also, in our team with the races I've listed above for the last 8-odd weeks, we've had virtually the same crew working together the whole time. In short it's time for a well-earned break away from each other - we're just starting to get on each other's tits a bit.

The World Champs are this weekend, then it's really just about all over for another year.

We're still looking for some riders for next year, because of a bad second-half of a season the Phonak team doesn't perhaps have anywhere near as many UCI points as it would like for next year. We move our service course about 180km North-East to Zürich in a couple of weeks, which means that all relevant staff (yours truly included) are out looking for new Wohnungen or apartments to you and me, for next year. My job next year changes a bit from this year in so far as I become responsible for service course and all the related headaches that involves. I still get to go to races, just not as many as this year. No, that's not a tear in my eye.

The new season starts for us on December 4th with the first team Stage (big team get-together) in Aigle, here in Switzerland. Lots of stuff gets talked about, plans for the season, strategies, how to work around and avoid the problems from this year and so on. Usually they're pretty good to get to know all the new staff as well as riders.

Now though for yours truly, I'm soon going to manage to sneak away for 6 weeks and artfully dodge helping out in the nightmare that will be the service course move from Murten to Zürich. Sorry boys.....

Till next season, Ciao. AJ

Breaking Away

Jeff Sofair

Two Euros worth on the Ventoux

Does the pace of city life get you down?
Have you forgotten why you ride a bike?
Can you no longer feel the love in the room?
Do you need a hug? Has the blistering pace
of the SCC packs left you run down?
Confused if you're in the A,B,C, x, y, tan
theta or cosine group?

Then here's a holiday idea for you.

I recently had the pleasure of participating in Velosport Vacations Ride Provence 2002 program and thought it worthy of a contribution (that's already saying a lot given my history of slack-arse anti-establishment non-contributory rhetoric). Anyway Ride Provence was like finding cycling nirvana. I know there are many experienced members who can attest to the quality of European riding but this was a mind blowing first for me.

As you may have guessed from the term 'vacation', Velosport is an American company offering a variety of Camps and Tours in France, which I found is ideally suited to road cyclists like us. Riding on the wrong side of the road with a bunch of Yanks had its moments. The group included (in American accent, please) Burt and Patti from Boulder, Colorado and Mike 'the Grimster' Grimsley (Burt's buddy from High school). Patti is an ex-body builder who has returned to normal female proportions but still walks like she has certain male

"Thank God there were a couple of Canadians who didn't mind some profanity and piss taking".

appendages (possibly only one in homage to Lance; she wouldn't mind me saying that, really. Dunno about Burt). We also had Juan from NYC who, with Burt, was obsessed with measuring everything (probably that too), particularly the 'vertical' for the day. The standard catchphrase was "Hey Burt, what's the 'vert' for the day? My only advice would be never say anything bad about George W. "He tried to kill my daddy" Bush-Ya gotta sa'purt yer President!"

The beauty of Ride Provence lies partly in the fact you are based in the same location, Malaucene, for the whole camp so you can really feel at home. The typical day involved the 'team' breakfast (very American and I don't mean the food), the days ride starting at 9.00am returning between 12.00 and 2.00, the classic four- hour French lunch, and onto the included dinner. This was a seriously relaxed way to ride and enjoy the French country lifestyle.

The highlight of the camp is the Mt.Ventoux climb (vEn-too in American for correct pronunciation) approached from Bedoin, which was the route the last Tour took. When Phil Liggett says you can't appreciate the grade on TV he's bloody right! It's a brutal 21 kilometers at an average of almost 8% with no relief-you have to do this! In fact I recommend you immediately go to www.velovacations.com and book your next holiday.

Weekly SCC Rides

Tuesday	06:05	Cannons	Watsons Bay hills ride, approx. 25 km. Eastern suburbs hills and in-between flat bits. Faster riders wait up at the top of Military Rd. for new kids/the hill-challenged. Back at approx. 7am
Wednesday	06:05	Cannons	Coaching session focusing on developing rider fitness and general riding skills. Popular change is one lap of the Olympic road course.
Thursday	06:05	Cannons	Foreshore Road/La Perouse, approx. 35 km. Fast clip [35-40ish] with three even faster [40-55 km] intervals, back in the park at 7ish. We wait up for training enthusiasts but not quite as religiously as Tuesday.
Saturday	06:35	Cannons	La Perouse ride, 45 km. Two bunches leave the park rolling easily until Foreshore, then the first bunch picks up the pace at La Perouse for the run home via Maroubra Beach with a paceline developing along Anzac Parade. Second bunch does the same route at a slightly slower pace with an emphasis on bunch riding. All round off back in the park for coffee about 8.20am or Regular Time Trials, Criteriums or Road Races as per published calendar in latest newsletter. At the conclusion of TT's all members are invited to attend a bunch training skill session, starting at 07:45 at the Cannons.
Sunday	06:35	Cannons	Waterfall ride, 90 km plus. Medium to hard ride, out at 28-35 km, some turn round at Sutherland (60 km). At Waterfall, smaller groups sometimes go on to Stanwell Tops (120 km) or back through the Royal National Park (110 km). Main bunch U-turns, 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. Same route as above or maybe Short or Long Cronulla (60-70km), Kurnell or Cape Solander (70-80 km) or maybe even Sutherland, then back via Como and Hurstville (70 km). All rides finish back in the park for breakfast (approx 9:30).
First Sunday of the Month	06:35	Cannons	Club Jersey Ride. 100 km plus. Typically combined group goes north to Church Point, where the faster or more keen riders split off heading for Akuna Bay with the rest of the bunch going straight to Terry Hills for coffee at the Bonds Nursery. All then regroup for the ride back.

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

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

SC TT: Short Course Time Trial

LC TT: Long Course Time Trial

Ext TT: Extended Course Time Trial

FMM : Frank Murray Memorial Trophy

- **1 point awarded for riding and finishing the event.**
- **Penalties for drafting or breaking in TT's will be 30 secs.**
- **6 points will be awarded for handling once in a season, 1 point thereafter.**

Registration: TT's at start by 06:40, first rider off at 06:50 SHARP! No restarts allowed for missed starts.

Race Sec's decisions are final.

SBS cycling programme to kick off on December 22

Free to air TV channel SBS is gearing up to broadcast a weekly half hour cycling programme, with the first show set for December 22. The magazine style programme will be presented by Mike Tomalaris, and will feature the Doherty Hotels Launceston International Classic in the December 29 broadcast.



Calendar of Events

Day	Time	Venue	Comments
Sat 9 th Nov	07:15 am	Heffron	Criterium Rd 5, (10/.../3). Handlers: Jonathan Lewis, Frank Milner, Tim Youngman.
Wed 13 th Nov	7:30 pm	Glebe	SCC Annual General Meeting. Toxteth Hotel.
Sat 23 rd Nov	06:30 am	Cannons	1 Lap TT, (8/.../1). Handlers: Martin Henery, Scott Thompson, Bruce Field, Kevin Crowie.
Sun 24 th Nov	-	Olympic Park	Olympic Park Criterium.
Sat 7 th Dec	07:15 am	Breakwater	Kilo, (8/.../1). Meet at Cannons @ 06:30. Handlers: TBA.
Fri 13 Dec	-	Fox Studios	SCC Christmas Dinner and Awards night, Fox and Lion.

Contact List

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