

# Newsletter



## Duty Roster

Sat 9<sup>th</sup> May Avenel  
Seymour

### ATHLETIC SOFT TISSUE HANDICAP

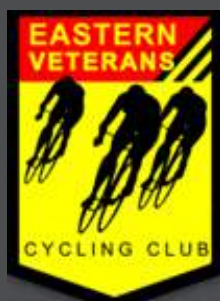
Nigel Kimber, Dayle Goodall,  
Dave Richards, Andrew  
Mapstone, Ian Brown, Gerard  
Donnelly, Bernie Edwards

Sat 16<sup>th</sup> May Yarra Glen

Owen Anstey, Liz Randall, Ray  
Watts, Daniel Hulbert, Martin  
Peeters, Ben Muller, Cameron  
White, Rob Giles, Kevin King,  
David Hyde

If rostered for duty, you must be at  
there at least 1 hour prior to start time.  
It's your responsibility to find a  
replacement if unable to do your duty,  
then advise Andrew Buchanan,  
[tjptop2@optusnet.com.au](mailto:tjptop2@optusnet.com.au)

Editor: Janita Keating  
[janita\\_todd@bigpond.com](mailto:janita_todd@bigpond.com)



This week's *image of the week* is by Hylton Preece and shows Mark Wallace coming through the transition point in the recent Forrest Six Hour Mountain Bike Event. An event report follows.

This edition is a **BUMPER HANDICAP EDITION** which is defined by 3+ articles that are related and is perfectly timed for this weekend's *Athletic Soft Tissue Seymour Handicap* event. Peter Gray will be towing the trailer, and if you are looking for a dink up there, please email prior to Friday (there is a little catch, he'll be leaving Mitcham at 9am and probably returning about 6 or 7pm):

[petergray.ebserve@gmail.com](mailto:petergray.ebserve@gmail.com)

**BUMPER HANDICAP  
Edition**





## Race Reports – Casey Club Championships

### Men's 45-49 age group

Once I saw who was turning up I knew it was going to be a tough day.

David Holt, who apparently wasn't been doing much on the bike, decided early he didn't want to ride with the predominately B grade bunch, so he spent the best part of 50 minutes time trailing. Craig did try to chase him at one stage, but then gave up on that idea.

My tactic was to sit on for as long as I could. Gullace did his usual attacks, but with no success, except it dropped a couple from the group. The bulk of the bunch work was done by Craig, Rob and Gullace. Dave Thompson did some work, but that had its impact about halfway through, as the three stronger riders didn't let the pace drop. We were now down to four, with only three working (remember my tactic – 'sit on for as long as I can.').

Rob did a mountain of work and looked too comfortable, even though he said he was no good on the flat – geez cyclists bulls..t a lot!

David Holt did rejoin the four of us, I think it's referred to as lapping the bunch! And we looked to sit on him, until Gullace reminded us we shouldn't sit on him. So we let him go, again!!

It was going to be a sprint for the minor places, so you'd think those that did all the work wouldn't have the legs to sprint – wrong! As we neared the final bend they had upped the pace and jumped out of their saddles. Gullace jumped first and held on for second and Craig just getting over Rob, with yours truly not contesting, albeit I'd have no chance against these three.

Well done to all and thanks for letting watch from

behind.

*(Peter Mackie)*

### Men's 50-54 age group

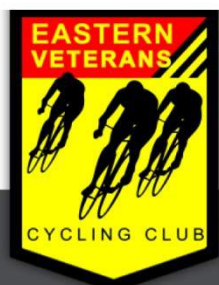
50-54 is a tough age group, consisting of a lot of A graders, I was expecting low numbers but was disappointed with the turnout of only six starters ... it was a shame that many of the lower graded riders stayed at home and missed out on a good solid race, the overall pace was not fast and many C graders would have been quite comfortable in this race!


The small field in some way dictated the agenda for the race! Breakaway riders would be putting in a large number of attacks to hurt the sprinters and deplete the bunch, in doing so hoping the race would not result in an all out sprint. Unfortunately with the low numbers this meant that hurting the "brave" lower grade riders was inevitable!

So, after a few laps of attacking the bunch of six was still together after 20 minutes - well done Greg! It was not until around the 40 minute mark that I put in multiple attacks on one lap and this was enough to break up the field. I looked around to see only Roy Clarke with Phil Cavaleri in tow. I was surprised not to see Steve Ross; last year's podium finisher with us - he must have had a bad day!

Roy must have felt a bit worried about being on a break with two riders from the same team, but he rode cleverly to ensure that I didn't break away, and at same time minimising his efforts, so that he could compete against Phil C in the sprint.

With two laps to go, the race got fairly tactical ..... at times we almost slowed to a stop, trying to get each other to take the lead, this turned out fortuitous for Ray Russo as he was riding strongly by himself in no man's land and starting to reel us in!





Last lap and after another track stand and failed attack, we all settled in for the sprint. Final corner and I was leading with Roy Clark and Phil C in tow.

Not wanting to tow Phil C in the head wind, Roy Clarke smartly left his kick till late, he attacked with around 50 metres to the finish line. Phil C was on Roys Wheel but did not have the horsepower to pass Roy in the headwind. I came in third and a strong finishing Ray Russo finished fourth.

*(Phil Smith)*

### **Men's 55-59 age group**

The 55-59 age group had the largest field of the championships with all grades represented, including three A graders, battling each other and the usual strong winds. The race started at a slow pace for the first quarter, before Frank Nyhuis upped the pace up the finish straight, a bit of panic from behind, but everyone stayed in contact.

The next surge had four away, Frank, Rob Amos, Phil Thompson and Ian Smith all rotating and slowly increasing the gap. After a few laps Frank put in an attack up the drag into the head wind, as Phil and Ian regained Frank's wheel, Rob surged over the top of the drag and found himself off the front, still with 35 minutes to go which seemed like suicide in the conditions, but he carried on waiting for Frank to jump across and help with the work load.

Each lap the lead slowly grew and then Ian went off the back helping with the odds. Rob pressed on to take the win with Frank (making it a BikeGear Now one –two ) holding off Phil for 3rd.

*(Rob Amos)*

### **Men's 70-74 age group (5)**

With such a small bunch it was decided to roll turns and then contest the sprint. The unspoken

decision by most, was to keep the pace up to deter any prospect of a solo break-away. So with a solid start at a fair clip, our group passed the combined 60-69ers on the second or third lap. And that pace didn't ease at all for the hour.

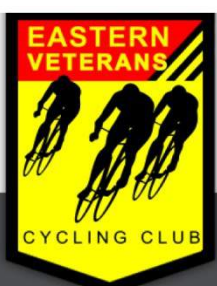
From then on for about 30 minutes, it was take a hard-ish turn for about a lap and then pull up to let the next rider through. All five riders put in until Harry Hibgame missed a couple of turns before eventually slipping out the back. Harry had peeked several weeks earlier only to have the Age champs rescheduled to May. Harry only recently came back to racing after many years of the bike. He bought the cheapest Trek in case he wasn't going to be competitive. With wins and places in E and the D grades, I believe Harry will be getting a better bike soon. Harry spends time restoring trains for Puffing Billy. Well done Harry.

At this point the average was 32 to 33 km's. Not too bad when you consider the strong breeze and only five to share the work.

Whist Ken Bone tried to spin a story that he hadn't been on the bike for two months (or was it two weeks and then again maybe he meant two minutes) Ken was in my mind the biggest threat. It was a going to end in a sprint and Ken is a very good sprinter regularly placing in C-grade! Bob Lewis is improving every week and with his pedigree and race smarts Bob was always going to be hard to beat. Geoff Cranstone is riding very well and getting stronger, placing with a serious sprint at the same venue last week, so Geoff had to be watched too.

At about 45 minutes Bob picked up the tempo into the wind and created a slight gap. Was he preparing to try to get away or was this just a tester to see who had the legs? Neil was second wheel and not renowned for jumping across gaps. He just lifted the cadence and waited for the wind to come from behind to push he and the other two followers back onto Bob's wheel. Then it was back to rolling turns with a sharp eye on each other, just in case....

With the clock counting down a few turns were almost soft peddled and in some cases short and





not into the wind. The wind seemed to freshened, or was it just bodies tiring? Then it was mostly Bob and Neil on the front.

There was some confusion at the finish line. No bell but some shouts from the officials. Was it the bell? Was it us or another bunch also on the finish straight? Somebody in our bunch suggested we sprint for the line and if it isn't our bell lap we can do it again next lap! Get real, we are seventy not seventeen or even stupid! We then got the bell as we swung by adjacent to the line so two sprints were forgotten.

Neil was on the front and a track stand wouldn't have changed that. So Neil led Ken along with Bob and then Geoff around to the back straight with the speed increasing all the time. Bob considered jumping early and probably should have in hind sight. The shadows of Ken and Bob were visible to Neil. He could see the right shift lever on Ken's bike with the finger poised and the

pace was on! The finger moved and they all jumped before the turn. Neil went to the apex and then out to the centre. About halfway up the finish straight Ken kicked hard and passed Neil on the windward side while Bob came up on his right. It was now a drag race to the line. Ken had the power, the cadence and a few extra gears in reserve to stay clear. As if this was the signal, Bob edged ahead of Neil for a moment. A final kick and they changed places once more, the line ending a well contested and enjoyable race. Ken By a bike length to Neil and half a wheel to Bob. Thanks guys!!

*(Neil Cartledge)*

## News and stuff

### The Birth of Athletic Soft Tissue Therapy – sponsor of this week's Seymour Handicap



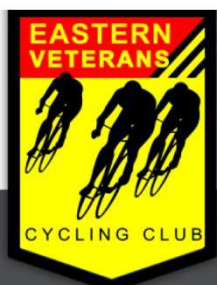
Dave McCormack

image: supplied

In 2001 after 35 years of working service I was made redundant. I decided then and there that I no longer wanted to work in the communication industry, I wanted a 'sea change' something complete different to pay the bills.

Having had an interest in sport and health for most of my life I decided to head somewhere down this path. I had completed a number of curiosity courses in the past such as Vicfit, Pilates Instructor, Personal Training and a basic massage course. I decided on massage!

I set up the spare bedroom and started working on friends, relations and anyone who basically would like a massage. Realizing I needed further education, I enrolled in a Diploma



course, followed by an Advanced Diploma, giving me the qualification of a Myotherapist.

But what to call the new business? I wanted to work with sportspersons and I did massage – Athletic Soft Tissue Therapy was born!

Around the same time I had started to race bikes with the Eastern Vets in 'E' grade. A great source of weary bodies in need of a massage. After some time in practice I managed, through a cycling contact, to secure the position of soigneur in the 2002 Sun Tour for a visiting Italian Team. This started a ten year relationship with the Tour working for teams such as Nippon Hodo, Amore & Vita, Bicycle Superstore and Drapac. During this period I had the privilege to work with and meet some fine athletes.

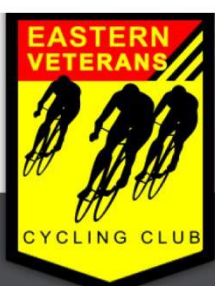
I also made some important contacts in the local and international cycling scene. Contacts such as former Eastern Vets handicapper Bob Farley. He invited me to join the visiting Belgium Team. They were out here to race the track in the Melbourne leg of the World Cup. Also to check out the courses for the 2010 World Championships. I can remember sitting in the back seat of the team car as the national coach, Carlo Bomans (below left), sitting in the front and videoing the TT course.



*Image: supplied*

I think this World Cup is where I developed a passion and appreciation of track racing. One of the Belgium girls, Kelly Druyts (on the left), won the world championship scratch race last year.

The highlight of my massage career was being selected to work at the 2006 Commonwealth Games. Not having the sporting ability to participate in such an event, to work with the athletes in that environment I think is the next best thing.



And the answer to the obvious question – who is the best athlete you have worked on?

I could say Ken Bone, but no it's a hard question to answer. A muscle is a muscle, some are bigger than others but size does not necessary equate to performance. I have worked on five world champions and each one was different.

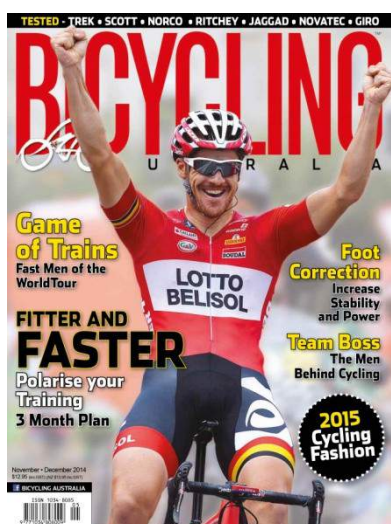
The most high profile athlete I have worked on would be a young man from the Isle of Man who won gold in the scratch race at the 2006 Comm. Games. He since has won the 2011 world road race plus 25 stages of the Tour de France – Mark Cavendish.

Cycling has been good for my business, and I think I've been ok for cycling.

(David McCormack)

For more info on Athletic Soft Tissue Therapy click on <http://www.naturaltherapy.com.au/connect/athleticsoftissue/service/7916>

## The job of the handicapper

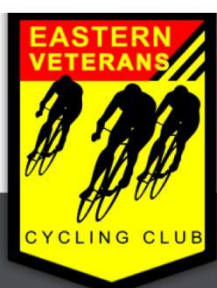



The following excerpt from the December 2014 edition of **Bicycling Australia** has been reprinted with permission. Peter Maniaty asks the question, what is it really like to be a handicapper?

About eight years ago former track champion and current NSWIS coach Ben Kersten took one of the all-time great swipes at a handicapper. "I'd like to put my 10-speed cassette in a footy sock and flog him with it, he hasn't been helping us much," suggested the flying New South Welshman to the awaiting media. The

two-time Australian Track Cyclist of the Year was only joking, of course. But the scratchman's frustration couldn't have been clearer during the lucrative Tasmanian Christmas Carnival series of 2006. Half a century earlier a slightly more restrained but equally memorable spray came from 1950 National Road Champion Keith Rowley after a limit rider from Coburg, Bill Anderson, won the 1952 Tour of Midlands solo off a whopping 80-minute limit. "What's the sense of racing if we haven't a dog's chance of winning?" Rowley bemoaned to The Argus after starting from scratch. "They're driving the scratchmen out of the business. We put all our time into the sport and then these chaps, who just have a ride now and again, come along and take all the plums."

The plums may have been juicy for the winners. But, just as it is today, the vanquished are often left with a sour taste indeed, and the finger of blame frequently points squarely at handicappers, those with





surely the most enigmatic and thankless task in cycling.

Not sure about your club. But every time a big race rolls around you can be fairly certain the members of mine will expend almost as much energy debating the handicapping as they do turning the pedals. Yet whilst we all love a good whinge, few of us will ever raise our hands to help improve the situation for next time. As one rider confessed, "I don't know why anyone would voluntarily become a handicapper, someone always ends up hating you, and I get shouted at enough already by my wife and daughters at home!"

Fortunately not everyone feels this way, of course; so what type of person does put their hand up? An insightful chap by the name of Eddie Barkla from the Bendigo Bicycle User Group explained it as follows in a blog post back in 2010, "The humble handicapper has to have skin thick as that of a rhinoceros, the hardness of the head of that of marble or granite and the mind like a steel trap and recall of an elephant that never forgets." Never have truer words been spoken.

Rarely paid and often criticised, theirs is at best a fickle art; a notoriously subjective undertaking for even the most experienced of exponents. Trying to make sense of obscure form lines, riders you've often never heard of (let alone seen race) and the vagaries of club results which may or may not be current, is no mean feat – all in an attempt to level out what is a decidedly un-level playing field. Such an egalitarian act may be very Australian. But it's also very bloody difficult.

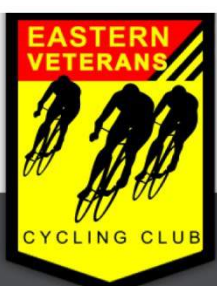
Clearly they don't always get it right. Like the time one of my club's well-performed A-Graders was somewhat embarrassingly thrust into E-Grade for an Open race in Newcastle. (As it turned out he broke his

collarbone the weekend before and never had to confront officials at the start line). But name any sport whose officials are on the money all the time? Even with the very latest seven-figure technology the video referees in footy and third umpires in cricket still cock things up on a reasonably regular basis. And let's not forget why we have handicappers in the first place. As the long since defunct newspaper *The Empire* explained in the leadup to the Sydney Cup horse race in 1870, "The handicap is a time-honoured institution ... without it, how frequently we should see all the most valuable stakes falling into the hands of one person."

Continuing the equine theme it's worth noting Racing Victoria – custodian of the grandest Australian handicap of them all, the Melbourne Cup – reminds owners, trainers and punters that handicapping is anything but black and white. "There are no right or wrong answers," it suggests in its official racing guidelines with words surely as apt for the cyclist as they are the thoroughbred. "Hindsight is a wonderful tool. Handicapping is about personal and professional judgments."

Some suggest much of the angst shown towards handicappers might actually stem from a misunderstanding of their role. The Footscray Cycling Club in Melbourne provides a reasonably good definition on its website: "Handicapping should enable strong, competitive, and fair racing, and should challenge and stretch riders ... riders promoted may expect to have a period of struggle before acclimatising to the new pace ... the handicapper has to assume you are fully fit to race ... it is not the handicapper's role to aid riders back to fitness." In other words, suck it up princess and take a cement pill.

*(Special thanks to Neil Cartledge for his recommendation of this article)*





## **An interview with EVCC Handicapper, Peter Mackie**

### **How long have you been the EVCC handicapper and what attracted you to the role?**

Around 2007-2008, I started by stepping in for Graeme Parker on Tuesday nights and became he's assistant handicapper until the year before he moved to Ballarat. So I became the club handicapper in 2010.

After being the drinks man for 4-5 years, I wanted to contribute more to the club and help with some of the responsibilities of running the club which had too few offering to help.

Graeme warned me, the role doesn't win you popularity contests, but than again my professional job doesn't either. It's testing particularly when people make it personal, which makes you wonder what's going on in those riders lives away from cycling. You seriously have to laugh when you hear some of the excuses that riders come up with (see next question).



*Peter Mackie Image: Ray Russo*

### **What's the typical BS excuses people try to explain to you why they need to be racing down a grade? The most outrageous "my dog ate my cassette so I'm on my 1972's set, have mercy" reason?**

I haven't been on the bike for weeks, months!!!

Age is a classic – 'but I'm nearly .....years old! We are called Eastern VETERANS Cycling Club!

'I've put on 5kgs.' – train harder!

My doctor said I need to take easy! – go home then!

It's not so much the excuses but the dramatics' riders put on – the limp in their walk; throwing their head back! Some go looking for support from other riders.

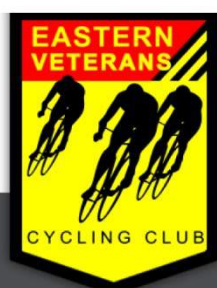
### **The article by Peter Maniaty talks about “ .. there is no black and white ... hindsight is a wonderful tool. Handicapping is about personal and professional judgement”. What are some of the key things you consider when handicapping an event?**

Let's take this week's upcoming Soft Tissue Handicap at Seymour

Things I take into account:

- A riders normal grade (A, B, C, D, E & F) – normally each grade has stronger & weaker riders, so knowing the riders abilities helps
- The circuit - some riders are better suited to different terrains (flat, rolling hills, longer climbs)
- Results – riders with consistent and recent success; riders who have been struggling
- Number of riders in each group; this can impact time differences between groups
- Previous handicaps

Things that work against your handicapping:



- Weather on the day – winds; heat; rain
- Riders not turning up (one year I had eight riders grouped together, only three turned up)
- Mechanicals – flat tyres; chains; gears
- Unknown riders – newbie's or riders from other clubs
- Bunches not working well or smartly together

Remember – for every rider you drop; your chain is weakened and the quicker and more often you'll have to roll a turn.

### *What sort of time commitment does it take to handicap an event?*

It's easy until the entries have closed, then the thinking & re-thinking commences.

Reviewing past events and results of riders. If I'm not sure about a rider, I'll look at their results if any, this includes riders from other clubs.

Wednesday and Thursday night I'll spend listing riders by grades; then rank on ability; start forming groups of equal riders, then re-cutting the groups several times more.

Friday, maybe one or two last changes, before I print the final list. Once it's printed that's it.

### *Given it can be a difficult role at times (I hope you haven't had a 10 speed cassette in a sock swung at you), what keeps you in the role?*

I've received plenty of stick from numerous riders over the years, but I keep coming back for the same reason I volunteered initially – too few taking responsibility and overall, sadly I think I enjoy it!

### **Newbie Corner: What's so different to a handicap race?**



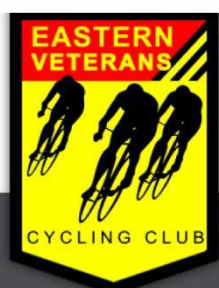
Dunlop Rd 11.04.15

Image: Barry Ellem

A handicap race is road race where all riders compete against each other in a single race. Riders of similar ability are grouped together – generally by grade or if numbers allow multiple groups per grade. The weakest riders start first and this group is known as “limit”. The handicapper will determine a time gap between each group and as this time is reached riders of increasing ability will start their race. The last and strongest group to start are known as “scratch”.

During the winter road season, EVCC hold a number of “handicap’ races. For the new riders and as a refresher for experienced riders Graeme Parker (lifetime EVCC member) outlines the strategies for handicap racing:

The most important thing is to keep your bunch intact, if the bunch splits the riders will have no chance of



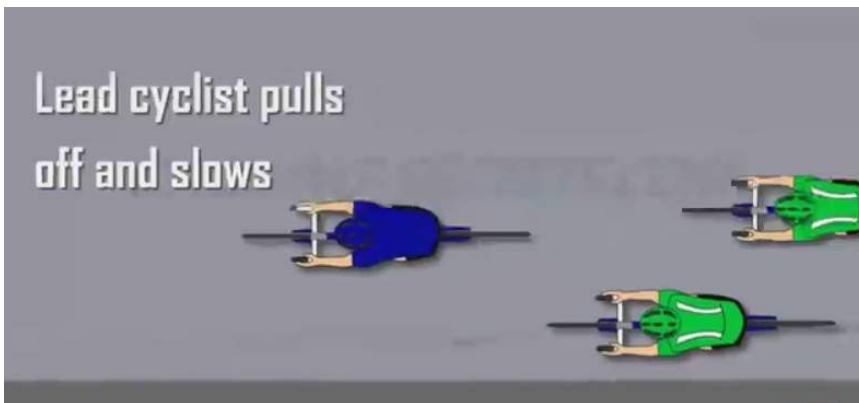


staying away from the bunches following and winning. The objective of the handicapper is to construct groups of approximately equal ability, however, strong riders must resist the temptation to ride fast and leave their bunch behind. A bunch of riders all sharing the work, will have a much better chance, than if it is split into two or more groups.

The secret of staying intact is to have an experienced rider as bunch **'captain'** who calls the tactics during the race. The bunch must maintain an even speed and for every member to take turns and roll over regularly at the front. A bunch 'captain' might even nominate the speed they wish to maintain. Strong riders must resist putting in a strong effort when at the front and ease off slightly when the next rider is coming through. The rider coming through should not have to unduly accelerate to get to the front. There needs to be plenty of communications within the bunch, if you need a rest and can't take your turn, tell someone. Places where bunches are likely to split are on corners or going up hills. If the bunch does split at these places, the leading riders should ease off so the bunch can reform.

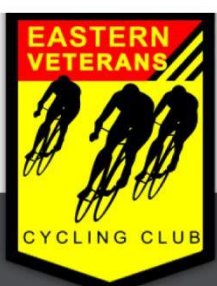
Basically handicap racing is a team effort from the bunch, without the team effort your bunch will not be present at the finish. If you are all there at the finish, you can then throw out the team tactics and sprint as individuals, but until then ride as a team.

### Rolling Turns during a handicap race



A great three minute video by Cycling Secrets shows what rolling turns are all about:

[https://www.youtube.com/watch?v=t-3Gfh\\_Qsrc](https://www.youtube.com/watch?v=t-3Gfh_Qsrc)



## Forrest Six Hour Mountain Bike Race report by Hylton Preece (EVCC President)



Before the start, Hylton Preece, Mark Wallace, Peter Ransome image: supplied

Well as they say in the classics it's been run and won.....by CJN Maintenance!!

The course was relatively easy with no real difficult technical sections, our aim was to ride consistent laps and first and foremost was to FINISH!! We hit the front around the 90 minute mark and basically held it to the finish of the event. Tactically it got difficult with about two hours to go when a guy was really badly hurt (Ross Tinkler stopped to help him) and they had to close part of the course for the remainder of the race while they stretchered him out which meant we had to completely replan our race based on a shortened circuit. We then had a scare with one hour to run

when Pete crashed twice but got back on and kept us in the race.

Thanks to the CJN Maintenance 'EPO' pack, it basically kept us going through the race, towards the end I was really starting to cramp and the magnesium drinks that we had really did the trick. I think if we head back next year we may need something a little 'harder', maybe something delivered intravenously!!

Matt White and Ross Tinkler rode and finished 39th outright and eighth in their category which is pretty good going and John Pritchard also turned up at the palatial Eastern Vets comfort marquee as well, John rode the three hour event.

Now looking forward to next year.....Pete, Mark and I definitely think we could ride a lot better if we have the team expresso machine on site at the marquee – here's hoping CJN Maintenance can provide this!

For the record, beside the trophy we won, we also won three water bottles, a bottle of chain lube, three gel packs and a pair of sun glasses.

### Race Stats:

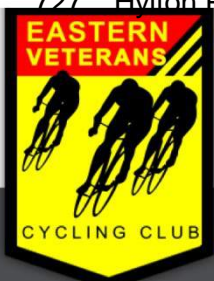
We completed 14 laps in 5:57:49

Total distance ridden 160.58kms

Placed 47th outright in the six hour teams race (out of 165 teams)

Placed 1st in our category of 6hr triple 40 Open

Lap	Plate	Rider Name	Lap Time
1	727	Hylton Preece	28:52
2	729	Mark Wallace	25:55
3	728	Peter Ransome	32:35
4	727	Hylton Preece	27:11





5	729	Mark Wallace	25:47
6	728	Peter Ransome	26:47
7	727	Hylton Preece	28:18
8	729	Mark Wallace	25:29
9	728	Peter Ransome	26:25
10	727	Hylton Preece	22:11
11	729	Mark Wallace	21:19
12	728	Peter Ransome	23:43
13	727	Hylton Preece	22:25
14	729	Mark Wallace	20:52



After the event

image: supplied



The palatial Eastern Vets 'comfort' marquee image: supplied

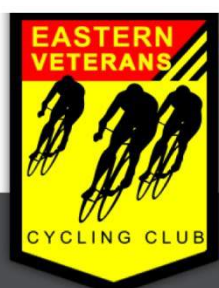


Transition

image: supplied



Medal image: supplied



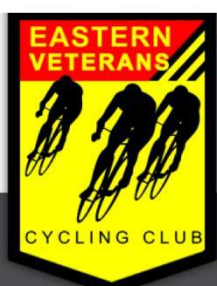
## Results

### criterium Championships – Casey Fields, 2nd May 2015

Age Group	1st	2nd	3rd
Women 50-54	Dale Maizels		
Men 35-39	Daniel Hulbert		
Men 40-44 ()	Justin Davis	Andrew Mapstone	Lawrence Lee
Men 45-49 ()	David Holt	Anthony Gullace	Craig Oliver
Men 50-54 ()	Roy Clark	Phil Cavaleri	Phil Smith
Men 55-59 ()	Rob Amos	Frank Nyhuis	Phil Thonpson
Men 60-64 ()	Steve Short	Paul James	Chris Ellenby
Men 65-69 ()	Martin Stalder	John Thomson	Geoffrey Miller
Men 70-74 ()	Ken Bone	Neil Cartledge	Rob Lewis
Men 75-79	Laurie Bohn		
Men 80-84	Ron Stranks		
Men 85+	Rod Goodes		
Women 45-49			

Wedn 6 <sup>th</sup> May The Loop	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>
Division 1 (14)	D Holt	T McDonough (n)	F Short(n)	
Division 2 (11)	P Firth	P Webb	G O'Loghlen	
Division 3 (10)	A Dymond	N Carledge	P Griffith (n)	
Division 4 (5)	J Eddy	B Rodgers	L Bohn	

Thanks to Keith Bowan for Loop race organising and Neil Cartledge for 'behind the scenes' newsletter support.



## Future Events

### Eastern Vets

Please refer to page 1 of this newsletter, or go to <http://eastervets.com/roster/>

Note: Graded Scratch Race entries are accepted on the day up to 15 minutes before the advertised race start time. Handicap entries close the Tuesday before the race. Riders entering a handicap MUST pay the entry fee regardless of participation. Fees are due on race day; entrants will NOT be allowed to start in any EVCC race until fees have been paid. No late entries will be accepted for either scratch races or handicaps. Entries to handicaps can be submitted via e-mail to the handicapper or on any race day prior to the event.

**Northern Vets – for more details:** <http://www.northerncycling.com/>

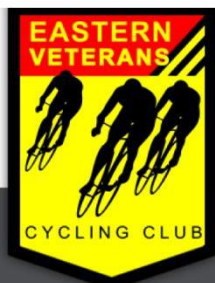
**10<sup>th</sup> May** Graded Scratch (Mothers Day) National Boulevard

**17<sup>th</sup> May** VVCC Handicap – Colac Vets

**30<sup>th</sup> May** Central Vets “Oppy” Open at Rochester, see <http://www.veterancycling.com.au>

## Training Rides

Day/Time/Place	Route	Style	Contact
<b>Tuesdays</b> 9:30 am (9:00 am during DST). Main Yarra Trail (meet under Burke Road overpass).	Under Burke Road on Main Yarra Trail to Southbank via Yarra Boulevard and bike paths along the river and return.	Social, bike paths and roads, coffee @ Southbank.	Keithb33@optusnet.com.au
<b>Sunday Mornings</b> Beach Road Ride. <b>Leave 8.00 am sharp.</b> Meet at Peanut Farm Reserve. Cnr Blessington & Chaucer Sts. St Kilda.	Ride along Beach Rd to Frankston.  10 min stop. Then ride back to St Kilda. (approx. 65 km).	Social Ride - Coffee back at St Kilda.	
<b>Saturday mornings (7.30am) and Sundays/Public Holidays (8.00am)</b> Meet at Ringwood Clock towers, Maroondah Hwy, Ringwood	Maroondah Hwy to Carlton for coffee, then return	Fast social	





## Sponsors



***BikeGearNow***

