

Newsletter



Duty Roster

13th June Avenel Seymour Royce Bennett Handicap

Nigel Kimber, Ian Milner, Nathan Dewar, Nathan Carter, Chris Ellenby, Rhonda Kennedy, Phillip Smith

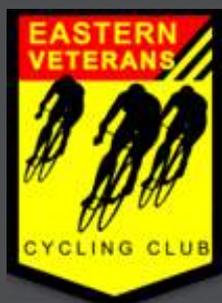
20th June Yarra Glen

Richard Dobson, Jamie Goddard, Dave McCormack, Guy Green, Emma Anderson, Darren Woolhouse, David Casey, Sean Wilkeson, Gary Wishart, Shane Dawson

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, tiptop2@optusnet.com.au

Editor: Janita Keating
janita_todd@bigpond.com

This week's *image of the week* is by Lou Wolfers, showing Paul Anderson (that's the winners are grinner's face), with the Pres, Hylton Preece and Adam Dymon following in C grade at Casey. A great Rider Profile features this week of Rob Amos – enjoy reading!





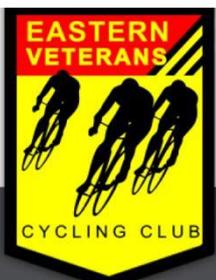
Nigel giving instructions



Rob Amos and JP on a breakaway, whilst Dale plays catch up, with C grade in the distance

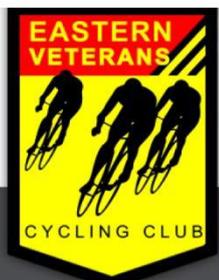
*All images: Lou Wolfers
Captions: P Mackie*

D Grade: Nev Williamson, JC, Colin Mortley and Ray Watts





E Grade: G Miller, Graham Haines and old Ronnie sprinting for the podium, finishing in that order

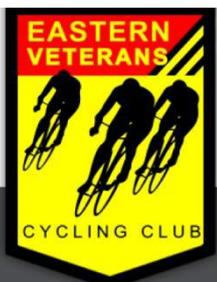




C Grade: Andrew Buchanan, Hylton, Ken Saxon and Martin Stalder



B Grade: Team Pinnacle (L-R) David Thompson, Perry Peters, Shane Crowhurst, Matt White, Ian Milner and Peter Mackie





Race Reports – Casey Fields

A Grade

A good turnout for Casey with 12 starters, with a few away riding a three day tour. With Nigel telling us we would be out there for at least an hour and 20 minutes it was surprising to see the racing starting as soon as the neutral lap finished with Alex Randall getting a gap before he was joined by S. Foster. The bunch started to panic and soon chased them down, but the attacks continued as various riders tried their luck.

After 20 minutes Rob finally got a gap and was soon joined by JP as they worked well together to increase their gap which was happening very slowly. By the 30 minute mark they had a more comfortable gap, but they still applied the pressure so the gap continued to increase. With about 10 minutes remaining Rob noticed JP's turns were getting shorter and slower, unsure as to whether it was fatigue or if he was saving his legs for the finish, Rob put in a hard attack, but JP had the determination to close the gap, so on the bell it was both together.

As they came round the last bend they were both level as they started their sprint which got slower as the head wind took its toll, JP inching ahead by the line to take the win. Back in the bunch, Phil Cavalier had opened a small gap before being pulled back. B. Jukes started his sprint as he hit the back straight, catching the others napping, despite a strong chase by Laurence Lee, the gap could not be closed. (*Rob Amos*)

B Grade

The transition from warm sunny days during daylight savings to cold wet dark days seems to be getting tougher each year (or maybe I am getting softer!). The weather has not been favourable for regular rides and work commitments have interrupted my training schedule too much as well. So my riding has reduced to a lazy low impact 200km per week (1 hard and 3 easy days per week) over the past

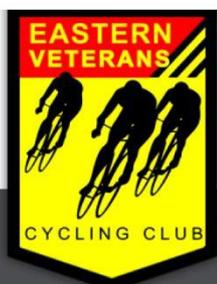
couple of months which is considerably less than my normal solid 350km+ weeks (3 hard and 3 easy days) during daylight savings months. This became a reality at Newham a couple of weeks ago when I was dropped by B grade on a hill in the first 10km. After riding a lonely 20km, I was then caught by C Grade and tried to hang on but was spat out the back again! Not good.

Time to stop making excuses (too wet, too cold, too dark, too busy,) and get back to some decent workouts.

So a solid field of 18 lined up at the start. Conditions were good for Casey with a mild northerly breeze. I was the oldest in the field (except for JP and JT!) and I was definitely the slowest sprinter (usually last in a bunch sprint). There were a number of fast sprinters in the bunch who would start racing in the last 20 to 30 seconds so the only way to avoid the bunch sprint was to attempt to break away in the last 20 to 30 minutes. We all need to apply different racing strategies depending on the course, conditions, fitness levels and the competition. So my only chance of placing was to deploy my normal Casey strategy of breaking away hopefully with some company (no more than 2 others!).

After the initial neutral lap, I was keen to pick up the pace a bit and test the legs given the lack of training. It was clear quickly that my legs and lungs weren't up for a solo breakaway so it was time to back off a bit and let others push the pace for a while. Ian Smith tried a couple of times with his sneaky breaks from the front but was reeled in each time. Shane Crowhurst cranked it up hard on the finish straight a few times and split the bunch. I was really struggling to hang on to the second bunch and nearly got dropped. The ageless Dale commenced her solo breakaway out the back for some time trial training. I was determined to hang on given last week's poor ride and was fortunately pulled back each time.

The bunch were starting to show some signs of tiring with noticeably increased heart rates and





breathing. Peter Mackie was out with a puncture and returned for a short time before puncturing again. Matt White decided it was his turn for a break and so I grabbed his back wheel and off we went. A small gap opened up however Ian Milner decided to join in shortly afterwards. At some point, Matt dropped off leaving Ian and I to put our heads down for some serious riding. We worked well together with Ian leading the hard sections into the wind up the finish straight and also along the incline past Tristan's pond while I lead the easy sections down wind and downhill!

The extra 20 minutes past the hour was taking its toll but we maintained a comfortable gap of 150m through to the last lap. I had a 100% loss record in sprint finishes last year in 8 breakaways and it looked like this was going to be another one as I was totally spent but Ian kindly sat up in the last 100m and let me roll over the finish line ahead of him.

Race Stats - Average speed: 36.2 kmh.
Distance: 50 km (*Chris Ellenby*)

C Grade

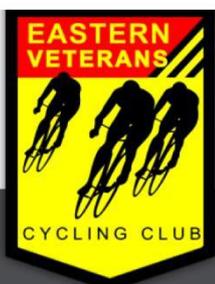
Casey Fields was its usual blowy self, but fair to say not as windy as some days. When the wind comes from the NNW it makes the run up the finishing straight and past the club house pretty tough. That's usually where consolidation of the group happens and if any attacks are going to develop it is after the turn which then puts the wind on your back.

Our race started with Ken Saxton instigating a strong couple of laps that saw the speed at an average of 39 kph with some of the group

hanging on for grim death. Paul Anderson came to the front and proceeded to inflict pain and suffering for at least five laps. I was impressed by his power and endurance, thankfully he decided to have a rest and we all breathed a sigh of relief.

From then on a lot of people had a dip at the front, even Ken Bone bared his teeth to the wind briefly. Steve Short took a couple of fast hit-outs, one of these caused Ken Saxton to cramp and withdraw. Martin Stalder came to the front and kept the pace high as he does quite often. With about 15 minutes to go Dave McCormack flew past on the downwind leg and the bunch didn't really look too interested but Paul Anderson took this opportunity to use his strength to quickly bridge to Dave without taking anyone else with him. These two then started to work together with Paul doing a lot of the work and maintaining their gap. We then waited for the bell to ring because the first two places seemed to be decided.

After the last lap had been declared it was Ian Smith who chanced his luck on the downwind luck and quickly had 175 meters on the chasing group. Paul Anderson was able to ride away from Dave to take first place with Ian hanging on to take a well deserved third. I didn't contest the sprint for fourth but I believe the crafty Ken Bone got the last chocolate. All in all a good fast race with very little mucking around with an average speed of 35.2 kph. Thanks to all for a good days racing. (*Peter Webb*)



Member Profile – Rob Amos



Rob Amos

Image: Supplied

The first thing that may surprise you is that I was born in Carlton, Melbourne in 1959 and still follow the Blues. I have to thank my parents for giving me some good genes. My Dad, when aged 18, left his family and friends in Australia, bound for the UK, to chase his dream of becoming a professional boxer. He won the A.B.A. Championship in the feather weight division, before turning pro for the next 5 years. He met and married my mother in this period, who was still competing in full marathons, triathlons and swimming events into her late 70s and is still active in her 80s.

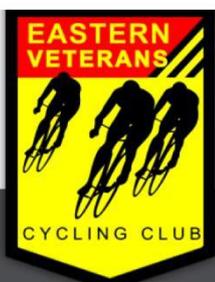
After my Dad retired from boxing he returned to Australia with his wife and two children, moving to Doveton where my Mum gave birth to me and my younger brother. As a young child I loved exploring and was always disappearing over the top of the garden fence.

When I started to ride a bike, I was able to explore even further. As a family we spent a lot of time at the beach and in the water, so swimming became my first sport when I joined a swim club, aged 6.

Marriage problems had the family immigrating to the UK, where they decided that I had speech difficulties and sent me to speech therapy and elocution so I could speak "proper" and stop keep saying "fair dinkum". Emigrating did not help the marriage, with my parents divorcing a few years later, and my Mum left to raise six children alone whilst working full time. My dad remarried and later returned to Australia with his new family.

After three years of swimming, I was bored of following the black line and decide that springboard and platform diving would be more fun and get the adrenalin going. It also helped me to develop a perfectionist nature, which has helped me in my chosen career. I trained hard, with three sessions a week in the pool and one in the gym where we did gymnastics and trampolining; I would also run 6 kilometres back home so I could buy a bag of chips with the bus fare. My best performance was coming 2nd in the Eastern Counties Open after fluffing my last dive whilst leading. At 13 I gave diving away and joined a local soccer team as goal keeper. The team was hopeless, playing in a league way above their talent and we got thrashed every week, it put me off team sports for life, with the team folding after two years.

I was enjoying riding the bike, I would risk getting beaten up by my older brother, by going for a ride on his 5 speed supermarket bike. Everybody rode to school, and after the bell, we would do a Le Mans start to the bike sheds and have a race home. One day I spotted an old frame on hard garbage, it had been copper plated, lug less brazed, with those magic numbers 531. I took it home and gave it a respray. I could not afford gears, so I built it as a fixed wheel, in an attempt to go as fast as possible, I put on a 100 inch gear. One day I noticed a father and son looking at my frame, and we started chatting, inviting me to join the local





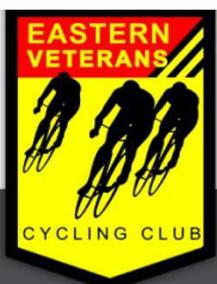
club (Southend & County Wheelers) which I did, aged 15. The son was killed a few years later, aged 19, when he was hit by a car whilst training. The driver did a runner and was never caught. On joining the club I was told that school boys could only ride a gear of 76 inches, so I then had to learn how to pedal! I saved like mad for a racing bike, a custom frame cost 55 pounds, a year's wage from my seven day a week paper round. The week I was to order my frame, I had all the money stolen from my house when someone at school overheard me telling someone else about my new frame. I then had to work after school and Saturdays cleaning at the Butchers, washing cars and babysitting to build up a new bike (a 10 speed Hetchins) that I still own. The club had over 100 members, mostly time trailers, the young riders were fairly hostile, worried that any new rider might knock them off their pedestal -the mature ones were great. I only rode two road races (crits) as a school boy; my first race was at Crystal Palace motor race circuit in the old Olympic centre. I was dropped before I had my foot clipped in and finished in last place. My second race was the County Champs where I finished 4th, the highest placed rider in my club.

At 14 and 15 years old I was going to night school cookery classes, hoping to become a chef and join the merchant navy to work myself back to Australia, but as I got more into cycling I realised that the hours would not suit my cycling, so I left school at 16 and started a cabinet making apprenticeship. My first month's wage went on a bike roof rack so my mum could start taking me to road races. About halfway through the season things started to click after Dave Watson, an independent pro, joined my club and gave me some mentoring. I started to win or place in most of my races. I was very skinny and could fly up hills, but I could not sprint at all, so I had to attack all the time to improve the odds, luckily my younger brother started racing and he had a good sprint, so if I did not have a gap I would lead him out.

The company that I worked for went broke and my mum said that I should go to Belgium to race. I went to Holland and Belgium and checked out the scene, but none of the Anglo speaking riders were very inviting as it was a very dog eat dog situation. There was nobody to inspire me, Barry Hoban was the only Anglo rider doing well on the road and he was a sit in sprinter, we were only good at track, so I got a job as a cycle mechanic and chased another apprenticeship.

I started in carpentry and joinery for one of the country's best top end architectural joinery firms. I raced in all disciplines, track on Mondays (hopeless), Club training on Tuesdays and Thursdays, which were unofficial handicaps, Eastway crits on Wednesday, Club night Fridays, 10 mile TT on Saturday mornings and the open road race on Sundays along with swimming, kayaking and tennis. There were also weeklong cycling festivals in various locations, where you could race every day. The best one that I did was the Isle of Man which started with a TT around the 37 mile mountain TT track. This went on from March to October when the snow and ice could make cycling risky. My off season consisted of weekly weights and circuit training and a couple of 10 kilometre runs. Most riders would do reliability runs, 6 to 8 hrs base training in a set time. As I hate the cold I raced cyclo-cross instead, I was never any good as it was just a way of keeping some fitness. We raced all in, along with the professionals! Only having one bike did not help, the good riders would change bikes each lap, while the helpers would wash and unclog the mud, but it was still good fun and very tough.

At 18 I went up to seniors, in the rest of the world it's 19 and it was like starting cycling again. There were only three categories 1st- 3rd. Generally 1st and 2nd would race together, whilst 3rds raced with juniors, with the best 40 riders excepted from the entry list. Grades went on placing (top 6) for a season, so top juniors went straight to 2nd, with no under 23s. I started the pre-season by going to Majorca with the Falcon Professional team where we rode all day, every day and included a race with the locals, which was an amazing experience, as the crowds in each village was just like the Tour. I finished in 5th place behind four riders on the Olympic short list. Unfortunately I got sick after my first race of the season, during which it was snowing, quickly losing my form. I went through the season without a major win; my best result was 4th in the Eastern County's championships. My biggest win was on Rollers, in a week long competition at the



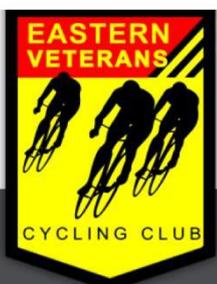


motor show, with \$1500 for the win. I was first to go and set a distance of 48 miles (76.8 kilometres) for the hour with gears restricted to 100 inches (52 x 14). I was carried from the bike and could not walk for two days, but the ride stood as riders came from all over the country, including the current world champion. The organisers wanted me to attempt the world record, I was 5 miles short, but that was ridden with 134 inch gear. I was not keen to go through the pain again!

I was selected to ride for the county (state) team in a couple of international stage races, the youngest rider by far, supporting Bob Downs. I also set a course record in a 10 mile TT of 22:50 and won the club road championships, the current club champ is Alex Dowsett from Movistar. Unfortunately I had to give cycling away, because when I finished my apprenticeship, my company sponsored me to undertake the Higher Certificate in Building Studies. It meant a 12 hr day at uni, two night schools and three nights homework for the next three years, as well as working full time. Sport was limited, I got into cars and motorbikes and competed in street class drags and a couple of tarmac road rallies in a car that I had built myself, having attended Brands Hatch School of Racing as soon as I had gained a licence, who taught me to drive properly. I also toured round Europe on a motorbike. I still kept on riding to work, about 5 kilometres. After I finished my studies, I was ready to return home to Australia, but whilst holidaying with friends in Morocco, I had a holiday romance with Jan, who would become my future wife. This delayed my return while I tried hard to persuade Jan to come to Australia. In the mean time, we married and brought a derelict old house which we knocked down, rebuilt and extended. It meant working at least 16 hours a day, 7 days a week which cycling had made me tough enough to achieve. I brought Jan over to Australia to try and convince her that we could have a better life here and that it was not all outback. We travelled the whole east coast, from Queensland to Victoria, looking for the ideal place to live, and meeting all the relatives, before returning to the UK to sell our assets.

When we arrived back in Australia we bought our block of land in the Yarra Valley and started building all over again, as well as working full time, living on site in a caravan for 18 months. I joined the local squash club for mental simulation, playing in the lowest grade (5). When the house was liveable I started to play three times a week and worked my way up to grade 1 and grade 3 pennant. I did not have the best ball skills but was quick over the court. I played for over 12 years and was president of the club. It worked out very family friendly when my two children came along as I could schedule my games after 8.30 when they were in bed. Jan and I were blessed with a girl in 1993 (Laura) and a boy in 1995, Calvin). Both were into sport from a young age, so we spent the next 20 years ferrying them to swimming, basketball, auskick, soccer, running and dancing (Laura), as well as cycling (Calvin won the State title in under 19 novice MTB). This also involved me coaching Auskick and soccer as well as running lines etc. When all the squash players reached 40 they all started to have injury problems and could no longer play, so I started to run out of opponents and the local comp folded.

A friend had started Mountain bike racing, so I gave that a go and finished 2nd in my first race, which was more running than cycling! I would ride a few more races over the next couple of years, as time was tight having started my own architectural joinery business after spending nine years building cathedral organs. In 2002 I started to get a bit more serious, riding in the National series (masters) finishing in 3rd place. I also entered the World Masters Games, Mountain bikes and RR. In the MTB I finished 4th after falling early in the race whilst leading and quickly going back to last. I joined Eastern Vets, a few weeks before the WMG and blow the dust off my 27 year old road bike (5 speed). My first RR was the Club Open, all the guns were riding a TT, I placed 2nd. It was the first time I had ridden 60kilometres in 23 years! I rode a few races in C grade, just for training for MTB, but was out sprinted all the time. In 2003 I upgraded my M bike and brought a 2nd hand steel 9 speed road bike, I then asked the handicapper if I could ride in B grade. I was told that nobody asks to go up!! I won my first two B grade starts, before being promoted to A and getting a few wins and my first fastest time in the Mountain Goat Classic, but was more focused on X-country, building my own 4 kilometre track on my property so I could practice all the skills that I was lacking, the





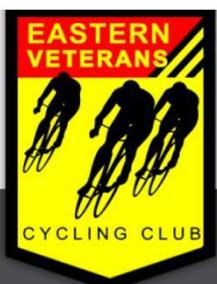
course has been used several times by FTF for open races.

I started the National series well, in 2nd place after three rounds, before a few disappointments, with the bush fires in the middle of the 3 stage Canberra round, as well as punctures, finishing the year in fourth. Although I did win my first State MTB x-country championship at Eildon and the 5 race FTF winter series, as well as Eastern's road championships. In 2004, a new rider joined Eastern, Guy Green who showed us all how to race a road bike, usually lapping the bunch at METEC. Guy invited me to join him racing at Sandown on Thursday nights, which helped me to improve and I slowly got closer to Guy. I won the State Masters Criterium Championships, with 2nd places in State Road Championships in Masters and Vets, 2nd in the MTB winter series and 2nd in the club aggregate behind Guy. For 2005 I changed my approach to be more road focused, although I again won the MTB winter series, and on the road I won the Eastern club aggregate and the 3 club champs (road, TT and crit).

After winning the State Vets Criterium Championships, I had my best win to date in the National titles, followed the next day with 2nd in the RR titles, beaten by Olympic rower medallist, Garry Gullock. Most of the club races were being won by Guy or me, so we started to have a problem that nobody wanted to ride A grade. Graham, the handicapper would tell us that "if we smashed them in the first half of the race we would have nobody to race the next week". This went against my style of racing, as I could not beat the pure sprinters or climbers, but could attack nonstop in the hope of breaking the elastic. Nigel Kimber tried to fix the problem by bringing in O'Mara sponsorship of A grade which more than doubled the prize money and payed to 5th each week, although it failed to significantly increase the numbers. 2006 carried on much the same, winning the aggregate for a 2nd year, but losing the club RR championships when I underestimated Nigel's strength and could not close the gap that he had got. After winning the State RR champs, I went to South Australia for the Vet Nationals, having a perfect weekend winning the RR after a 50 kilometre two man break in the 105 kilometre race, followed up with a win in the criterium, lapping every rider in the race. I also had one of my strongest rides in the "Tracker Handicap" after missing the rider brief, two of us were held back 30 seconds behind a very strong scratch bunch of about 12 riders, I regained scratch, finishing 2nd and taking fastest time.

I was hoping that 2007 would be similar to previous years as I knew that I was still improving, although I have never been coached or even been on a training program, I believe little and often seems to work for me and racing as hard as possible. That all changed for me halfway through the year when I was hit from behind riding home from work at Swinburne TAFE, by a car travelling at 100 kph. I was airlifted to ICU at the Alfred. When my wife arrived (some three hours after ringing police, being told that there had been no accidents (!) and driving over my work route), she was told that there was only a 20% chance that I would still be alive in the morning. Injuries included five fractured vertebra (plated and bolted together along with wire cages and bone graphs, broken pelvis, arm and ribs, as well as a haematoma resulting in losing my glute max, as well as part of my tricep, along with a shoulder/neck and ankle injury plus a head injury from being passed out for six hours. Three and a half weeks later after several operations, I was moved from ICU to rehab for the next three and a half months. I was not allowed any weight bearing during this time. Exercise consisted of laying on my back and sliding my legs apart or operating my one arm wheel chair. The cycling community were great with regular visits to stop me going totally mad (hospital felt like a cross between prison and a mental institution, although the staff were great, unlike the TAC.). Many of the cyclists I had never met, Tony Curilli among others taking me out for coffee. Fat Tyre Flyers held a fundraiser along with help from Mick at Croydon Cycleworks and Melbourne Bicycle Centre. As soon as I could part weight bear and start on crutches, I was finally allowed to go home, although I still had to go back to rehab 2-3 days a week for the next two and a half years for physio, gym, aquatics and O.T. and to learn how to walk again without limping. I am still having regular treatment for my injuries.

Almost 5 months later, on the day doctors told me I could start to weight bear I entered my first race in D





grade at METEC, it was the hardest race I have ridden, in complete pain, I was gifted the win. It took a few weeks to recover, the next race I won without help. I had built up a massive lead in the aggregate before the crash and only had to place in the last race of the season to win it, with Ronnie also being in Rehab after a car vs bike in a park, unfortunately it was rained off and I finished runner up.

The next season I was forced to ride B grade, it was a big jump, but after a few races as I recovered some strength I started to win again, which allowed me to win back the aggregate before being moved to the back of A grade after three or four months, where I still remain today. I can usually hang on in the flat races, but hills and sprints where I need good power I now go backwards, but I am still lucky that I can even ride. I have to race like a novice now just hoping for a place, but any wins that do come are sweeter than before, more opportunist, whereas before I wanted to smash everyone as Graham Parker use to call it. In A grade where everyone is looking for that 1%, the injuries make it hard, fatiguing the body much sooner, but I do not like making excuses! Many professional riders have also not recovered from much lighter crashes, Andy Schleck (pelvis), Beloki (leg) to name a couple. With the teams racing the level has gone up a notch, with a few of the younger vets still able to win at elite level. We still have races with low numbers at times when the B graders need to step up so A grade has a chance for the aggregate.

I try not to get to obsessed with cycling by having plenty of other interests, family, property (a member of Chum Creek Landcare) this has involved a lot of work since we were hit by the Black Saturday fires, my dogs (member of Healesville Dog Obedience club), motor sport especially the Moto GP, travel and alternative music, are a few of them. I am now limited in the work I can do in my joinery business, which was wiped out on the day of the accident as I had to pass on all the works on the books, projects included restoration at St Pauls Cathedral and making and fit out of Coles boardroom. I still pass on my skills as a sessional TAFE teacher for Swinburne.

We must all be bit mad, we all put our lives on the line every time we ride on the road so we can be competitive in our races (I think Australian drivers are the worst in the world, but don't start me on that). Eastern is a great club, with some great riders across all the grades, but it would not exist without the hard work and time put in by the committee, Nigel has done wonders for A grade (a great rider as well, always gives 100%), Hylton's work load is massive, as is Peter's who has to listen to everybody's sob story every week. . I love seeing Ronnie turn up each week still with the enthusiasm of a 16 yr old, an example to all of us. I still love racing and do not like training, hopefully I will continue for as long as my body will let me keep suffering and I can have some input in the race, with the race usually the highlight of my week.

News and stuff



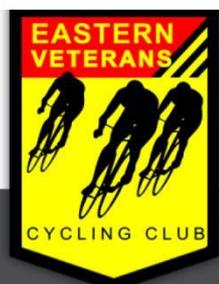
The Giro has been ran and won ...



The Tour is just around the corner ...



**And it's all systems go for the
Eastern Vets TdF Night on
Saturday 18th July**





It is with great pleasure to announce the guest speaker for this year's EVCC TdF Night is:-

John Beasley jnr.

Head Coach Malaysian Cycling Team
National Coaching Director Malaysian Cycling
Proprietor of Beasley Cycles

The TdF Night is Eastern's major social event for the year and doubles as a presentation night for the Croydon Cycles Summer Series and Club Criterium Championships.

Venue: Kilsyth Club

At \$65 a ticket it offers great value for members and friends.

Tables of 8 and 10 are available. Speak to your team mates, training partners, fellow competitors or adversaries and form a table.

Tickets are available from Ian Smith or David McCormack.

Note no tickets will be sold on the night.

Big Money Day at the Loop

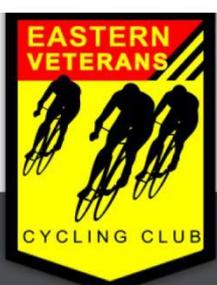
Racing at the Loop was delayed on Wednesday while Matt Keenan was filming hot laps for his TV show, the Bike Lane. Because of the delay, officials forgot to sort out the prize money and it was decided to pool it, and have a "big money day", next Wednesday.

Make sure you watch the Bike Lane on Sunday, SBS One at 5.00 pm. You might catch glimpses of the racing in the background and riders explaining how they watch the Tour. See you there next Wednesday. *(Keith Bowan)*



The Loop 10th June

Image: Steve Barnard





The
Footmen
FOUNDATION

4th Annual
Pre-Tour Charity Dinner

Once Again Proudly Presents:

Matt Keenan

Our own home grown SBS Tour commentator, who had everyone enthralled with his insight and stories last year.

Joined by SBS's **David McKenzie**

Le
de
TOUR
FRANCE
2015

Monday June 22nd, 2015 at 7:00pm
Karralyka Centre, Mines Rd, Ringwood East

Join us with the SBS Tour de France commentary team of **Matthew Keenan** and **David McKenzie** (Australian champion and Giro d'Italia stage winner) on what happens in the media compound and what to expect at this year's Tour.

Special 2 course dinner plus drinks at bar prices

- Expert Assessment of Green Edge Team and stages that present best opportunities
- Evaluation of GreenEDGE sprinters & climbers
- Q&A and prospects for green and polka dot jerseys
- Valuable prizes and auction items

Make Your Reservation Now!

Individual Tickets: \$85 Table for 10: \$790



MC - Matthew Keenan:

Matt is often referred to as a walking talking cycling encyclopaedia, as he demonstrated last year during our most entertaining 2014 Pre-Tour Dinner.

Matthew has commented on the biggest bike races in the world including the World Championships, Giro d'Italia and Vuelta a Espana. But he's best known as the warm-up act to Phil Liggett and Paul Sherwen at the Tour de France.

Prior to heading into the commentary box Matthew spent two seasons racing in Europe, and rode the Herald Sun Tour as part of the Australian Institute of Sport team in 1996.

David McKenzie: Macca was an accomplished road racer, with a Giro d'Italia stage win. He won the stage after a 150 kilometre plus solo break. He was National Road Champion (1998), he won 11 stages of the Sun Tour amongst many achievements.



Michael Matthews Keep an eye on him in 2015, Matthews won the points classification jersey of Paris-Nice as well as a stage. A third place awaited him on the Italian Monument Milan - San Remo. He also met success at the opening stage of the Tour of the Basque Country by out-sprinting a group of about fifty riders after a hilly day. He then went on to a second place in the Brabantse Pijl.



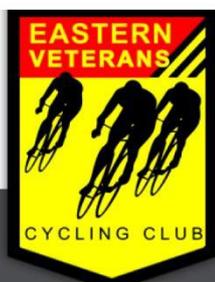
All proceeds from this Pre-Tour Charity Dinner will be distributed by the Footmen Foundation to local charities and disadvantaged individuals.

[www.footmen.org.au/What we do](http://www.footmen.org.au/What%20we%20do)



Find us on:
facebook

<http://www.facebook.com/pages/The-Footmen-Foundation/336139499846978>





Make Your Reservation Now

Proudly Presents:

4th Annual Pre-Tour Dinner
With the SBS Commentary Team

**Matt Keenan &
David McKenzie**



Monday June 22nd, 2015 at 7pm Karralyka Centre, Mines Rd, Ringwood East

REGISTRATION & PAYMENT DETAILS

BOOK NOW! Not a late night (finished by 10.30pm) but a great night to share a table with your friends.

Individual Tickets: \$85 Table for 10: \$790

Registration Details:

<i>Name:</i>	<i>Mobile:</i>	<i>Name:</i>	<i>Mobile:</i>
1 _____	_____	6 _____	_____
2 _____	_____	7 _____	_____
3 _____	_____	8 _____	_____
4 _____	_____	9 _____	_____
5 _____	_____	10 _____	_____

Special 2 course dinner plus drinks at bar prices.

- Numbers are limited and will be accepted on a first come/paid basis.
- No Tickets Issued.
- Right of Entry is Transferable.

Please inform us of any special dietary needs and/or any changes for seating arrangements.

Additional Reservation Forms and information are available on www.footmen.org.au or by calling/texting Daryl Stephens on 0408 318 850 or email tourdinner@footmen.org.au

PAYMENTS

EFT: **Bank: NAB, BSB: 083 343, A/C No. 28 222 4108**
or (Please include your name for identification)

Cheque payable to: **Footmen Foundation**
or PO Box 18, Croydon VIC 3136

Credit Card: Name on Card: _____

Total Cost: \$: Credit Card Type: Visa / MasterCard (circle)

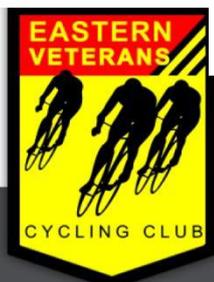
Card No.: _____

Expiry Date: ___/___/___ Signature: _____

*Reservation Forms may be forwarded by mail to:
PO Box 18, Croydon VIC 3136, or
Emailed to: tourdinner@footmen.org.au or
Faxed to: (03) 9723 5432*

All proceeds from this Pre-Tour Charity Dinner will be distributed by the Footmen Foundation to local charities and disadvantaged individuals.

See: www.footmen.org.au 'What we do.'



Results

Casey Fields, 6th June 2015

Grade	1st	2nd	3rd	4th
A Grade (12)	Jean-Philippe Leclercq	Rob Amos	Brenton Jukes	
B Grade (18)	Chris Ellenby	Ian Milner	Perry Peters	Grant Greenhalgh
C Grade (18)	Paul Anderson	Dave McCormack	Ian Smith	Ken Bone
D Grade (14)	David Halliday (N)	Greg Harvey	Geoff Cranstone	
E Grade (6)	Jeff Miller	Graham Haines	Ron Stranks	
F Grade (5)	Clive Wright	Emma Anderson	John Eddy	

Wedn 10 th June The Loop	1 st	2 nd	3 rd	4 th
Division 1 (11)	T McDonough	F Short	P Thompson	
Division 2 (10)	P Firth	M Stalder	T Curulli	
Division 3 (4)	G Day	D Page	B Rodgers	
Division 4 (3)	L Bohn	J Eddy	C Wright	

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

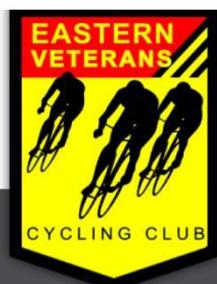
Future Events

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/>

14th June Northern Winter Crit Series #1 National Blvd
21st June Northern Winter Crit Series #2 National Blvd

Training Rides

Day/Time/Place	Route	Style	Contact
Tuesdays 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
Sunday Mornings Beach Road Ride. Leave 8.00 am sharp. 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.	
Saturday mornings (7.30am) and Sundays/Public Holidays (8.00am) Meet at Ringwood Clock towers, Maroondah Hwy, Ringwood	Maroondah Hwy to Carlton for coffee, then return	Fast social	

Sponsors



BikeGearNow

