

# Newsletter



## Duty Roster

### 7 November, Casey Fields

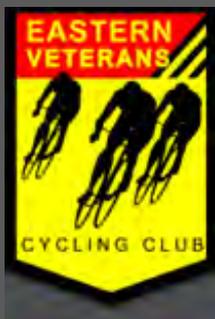
Dave Hyde (R), James Broadway, David Thompson

### 14 November, Dunlop Road

Andrew Buchanan (R), Zenon Gawronski (TC), David Brown (TC), Frank Nyhuis (TC), Frank Tomsic, Geoff Miller, Geoff O’Loughlen, Tony Tonkin, Keith Wade, Andreas Weber, Mark Charlton, Robin Condie, Paul Hutcheon, Rob Lewis (StK), Susan O’Keeffe

*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](mailto:tiptop2@optusnet.com.au)*

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## Team Time Trial bumper issue

The much anticipated Eastern Veterans/Pinnacle Cycles Team Time Trial took place last Saturday at Avenel, near Seymour. Melbourne’s rain skies gave way to sunshine and patchy cloud north of the Divide, and the event proceeded on dry roads and without a drop of rain. Someone must like us! To judge by all reports, riders universally appreciated all the work that went into staging the event, and most, if not all, would come back for another crack next year. Congratulations and thanks to all those who contributed on the day and in the lead-up, including Pinnacle Cycles and the other organisations and individuals who put up prizes. Read on for results, reports and photos.



Team No. 10, Cleanskins (L–R): Mal Jones, Walter Savini, Paul Webster and Grant Henderson – the first winners of the stylish new perpetual trophy.  
Photo: Peter Gray

## Pinnacle Cycles Team Time Trial, Seymour–Avenel, 31 October

Place	Team	Members	Ride time	Corrected time
1st	Cleanskins	Walter Savini, Grant Henderson, Mal Jones, Paul Webster	1:32:30	1:10:30
2nd	BikeGearNow	Lawrence Lee, Rob Amos, Anthony Gullace, Ken Mayberry	1:29:11	1:11:21
3rd	EVCC 1	John Thomson, Nick Panou, Rob Suter, Russell Wheelhouse	1:36:18	1:12:13
4th	The A Team	Nick Tapp, Craig Everard, Steven Foster, Ed Smith	1:30:24	1:13:19
5th	Skope	Phil Smith, Andy Burmas, Tony Chandler, Jean-Philippe Leclercq	1:23:15	1:14:25
Fastest time	Croydon Cycleworks	Peter O'Callaghan, Richard Abel, Daniel Hulbert, Dave Moreland	1:23:13	

### Team No. 1, Skope (Phil Smith, Andy Burmas, Tony Chandler, Jean-Philippe Leclercq)

Andy, Phil, Tony and I planned to meet a bit early at the starting area with a view to practising TTT turns up and down the road. The technical part of it felt fine but I immediately noticed that I was struggling in the effort, which was a worry. I had not put on my TT bars; usually I do but for some reason (laziness?), the night before, I decided not to fit them. I thought, my legs will pay for it!

01:29 pm, Team Skope was on the starting line, and 01:30 pm, off we went. I started first, then, same as practice session, slightly moved to the right to let the following rider through. We were doing 'track turns', which I found quite tough (when at the front). After 5 km, my legs were starting to struggle into the wind, which was not helping. At this moment I thought to myself, 'No way I am going to drop out, and not at the 5 km mark'. My battle against pain and the idea of dropping out was just starting. I remembered a tip from Phil about the 'miss' call, so I missed a few turns to recover a bit. Then, as soon as I could, I was doing turns again. Not having a TT setup on my bike was a constant struggle on the flat and even going downhill, but my team mates were strong and pushing hard. I somehow managed to stay in until the finish line, but going through so

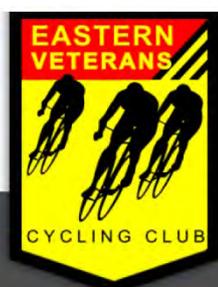


**Where's Andy? Jean-Philippe (L) feels the pain behind Tony and Phil.**

**Photo: David McCormack**

much pain, had to miss so many turns, came close so many times to simply dropping out (if I was a cat, I would have lost about 12 lives). In the last 5 km, I was well over my maximum (legs/HR/lungs), being driven by this determined mind to keep going, and towed by strong team mates.

Team Skope and its four soldiers did really well, we missed fastest time by 2 little seconds. Wish I had fitted my TT bars and sticky tape on helmet. For sure I slowed down the team (sorry, guys). No matter what, It was a great event, really well organised, great sponsors, great people, had my glass of red at the pub watching the presentations





and we all got lucky with the weather – except for that wind on the way out, ouch!

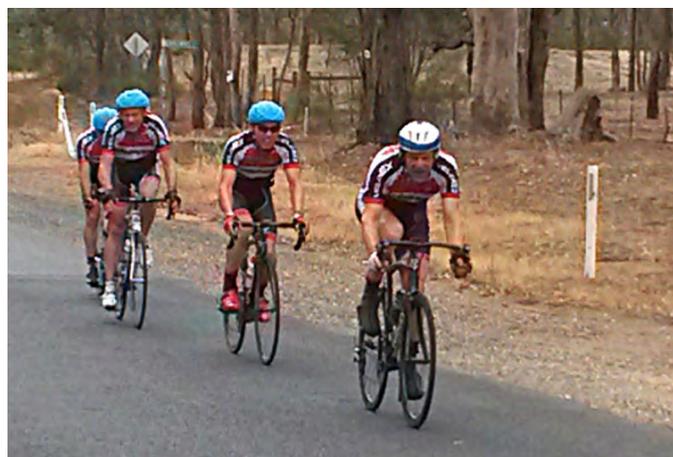
So guys, in conclusion, TT bars or not, who cares – and have a glass of red.

Avg speed: 41.4 km/h (avg pain in km/h)  
Max speed: 61.2 km/h (that's me drafting the Skope train)  
Avg HR: 165 bpm (avg pain in bpm)  
Max HR: 177 bpm (last 200 m felt like 2 km)

*Jean-Philippe Leclercq*

**Team No. 3, BikeGearNow (Lawrence Lee, Rob Amos, Anthony Gullace, Ken Mayberry)**

On paper the best we could hope for was 3rd behind the strong Croydon and Skope teams, but this was not guaranteed with many teams looking very competitive against us. At the end of the day it was all down to how generous the Handicapper was feeling. We had Anthony just returned from overseas holiday, Lawrence who has been plagued with back problems, and Ken and Rob who are old and worn out from a lifetime working in the trades, so we might get a good handicap!



**Rob – 'old ... worn out' and on the front.  
Photo: David McCormack**

Having not done any specific training, we decided to start steady and ride into a rhythm. It all went well to the first turn, but we had a few problems over the hill on the return trying to keep the group together, losing Anthony after the next turn, and the speed started to drop off into the headwind. At

the final turn we witnessed a close race between the top two teams and tried to give it everything for the final leg. Unfortunately, Lawrence was also running out of legs, gaps started appearing, and Ken and Rob eased up to keep the three together back to the finish.

*Rob Amos*

**Team No. 4, The A Team (Nick Tapp, Craig Everard, Steven Foster, Ed Smith)**

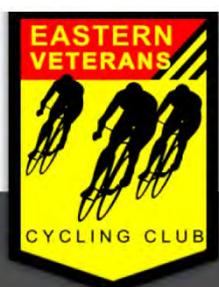
Doing my warm-up, I travelled a few clicks up the course (having never seen it before) and quickly realised that going out was going to be a lot harder than coming home. Oh well, not too hard on the first leg (so I thought).

We kicked off at a reasonable pace over the first kilometre but soon had the big TT guns (Ed and Steve) pushing the pace up. Getting on the front was very hard work, especially for a big, wide-shouldered guy like me. Everybody started doing good turns and rolling smoothly. Ed seemed the strongest TT man and I noted how his low cadence did not change even on the climbs. Strong bugger.

We all got to the first turnaround (executing a very pro turn) and then it was tailwind heaven for the return leg. That flashed by fast, I think I got a bit carried away as we started to split on one climb.

Turning back into the wind was even harder. I started to feel pain and had to turn myself inside out to stay on. The tunnel vision started and all I could do was focus on Steve's wheel in front. At some point we lost Nick – I just suddenly realised there were only three. I've never been so happy to see a witch's hat in the road, but even after we turned back the pain was not over. I was in trouble and was getting dropped on the slightest climb. Luckily, Steve and Ed were strong enough to let me sit on. Once we got a sniff of the finish line, we knew it would be over soon and laid down everything we had left. Great feeling to finish at such high speed. The 4th place (on ride time and handicap) was well earned by all.

*Craig Everard*





**Ed Smith shows the A Team how it's done.**

**Photo: Peter Gray**

**Team No. 7, Teardrops (Chris Ellenby, Owen Anstey, Geoff O'Loghlen, Bruce Will)**

'Come do the team time trial', young Martin said one bright, sunny, pleasant Wednesday morning. 'With Chris, Owen and myself already lined up, all you'll have to do is an occasional turn and make up the numbers.'

'That could be a nice Saturday outing and make a pleasant change from the usual Casey fondo', I thought, and promptly answered: 'Buy me a coffee at the boatshed with your Wednesday winnings and I'll see if I can make it.'

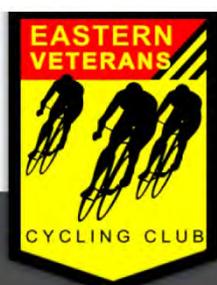
Over the course of the resulting sandbagged coffee, attention turned to the key item of strategic planning: what name should we go by? Suggestions included 'Ol' codgers', 'Wednesday whackers', 'Four players' and 'Led out'. None of which really inspired the respect, trepidation and resignation we were looking to instil in the rest of the field. We talked some more, we waffled, we brainstormed. Owen eventually summarised the meeting: 'Here we are, the Wednesday teardrops, going nowhere'. We looked at each other – not for

the first time that day, Owen was out front! The Teardrops were on the way.

Only now, as I look back on this exchange of misdirections, lies and exaggerations, do I realise the horror that was already lurking in the depths of what has come to be known as the 'Pinnacle EVCC TTT'.

The first inkling of how cruel was the curse of the Pinnacle EVCC TTT came the next week, when Martin pirouetted off the top of his bike, through the handlebars, and straight into the Alfred Hospital. Next came the task of finding a replacement. Paul, Phil, John and Bruce were all at various times sounded out, but nearly all of them found work, marshalling, knitting or travelling duties that 'unfortunately' prevented them helping out. But then our luck changed – or I thought it did. Bruce's travel agent got him back from a Thai holiday a week earlier than expected.

The day arrived damp, wet and depressing. I looked for the SMS or email announcing that it was all off. It didn't come. I drove up the highway through the rain and the mist and the overtaking





utes with skidoos attached. Still no cancellation. I found a carpark, and Owen and Bruce, and finally Chris. Too late to cancel now, and in any event the sun was out and it was getting warmer.

We rolled to the line. 'How about we do rolling turns', someone called out. Our planning, training and strategy was now complete. We waited for the start and then Nigel said 'Go'.

At this point my recollections of the day largely cease. Fortunately, the bike computer was on, and as a result the Strava machine recorded all the details of what followed. And what it showed was that the ride was harder than the six-and-a-half hour Maratona delle Dolomiti that I did in August. It also showed that it was harder than 1200 metres in 10 kilometres up Monte Zoncolan, the day before Mick Rogers won in the Giro last year. In short, it was the hardest ride that my computer can recall. That probably explains why watching Chris, Bruce and Owen ride away over the second-last hill brought tears to my eyes. One of the most memorable days riding I've had; either that, or I was just cooked!

Naturally, thanks to all who organised and put themselves out to make this day possible. In particular, a big shout out to Martin. We couldn't have done it without him.

*Geoff O'Loghlen*

### **Team No. 9, Pinnacle 5 (Curt Tebbutt, Colin Kemp, Wayne Killender, Rowan Reeves)**

A passing comment by Paul Consto asking if I was interested in collecting a team was the only reason we were there. Four blokes of widely different ability, we got together on the morning of the race. One of the team had never done any racing at all. Managed to get three of us across the line together in a time I was very happy with. Enjoyed the day, organisation was great and everyone said they would do one again if the chance came up. Couldn't fathom the handicap system but we did it for fun, not prizes, so a non-issue for us. Great atmosphere – loved it.

*Curt Tebbutt*

### **Team No. 10, Cleanskins (Walter Savini, Grant Henderson, Mal Jones, Paul Webster)**

Time trials, Seymour and handicaps aren't my thing, so when Walter Savini and then Paul Webster asked me to join a team for the Pinnacle Team Time Trial, I didn't exactly rush to sign on the dotted line.

But, persistence pays off and they wore me down, so yeah, okay, let's put in a team. The boys had already convinced Grant Henderson it would be 'fun', so we all duly rolled up to Seymour last Saturday for a crack at something pretty different for all of us.

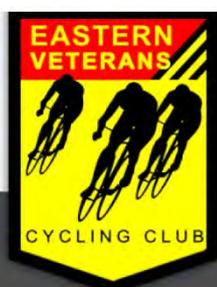
From the outset, the plan was to finish, so no lofty expectations, no crucifying the weakest rider out there and yes, it was to be fun ... Yeah, right, that'll all happen!

We rolled out to the start area, did some sort of token warm-up, had a pee and casually rolled up to the start line. Perfect, none of us was taking this too seriously.

Then, 'five, four, three, two, one, go'. And, of course, everything changed. Heart rates quickly approached red (or at least mine did) as we accelerated away from the line and set about trying to get some organisation going. After all, our total riding time together, which must have been our group practice, was riding from Seymour to the start.

Surprisingly, the turns started happening and we set off towards Avenel at a pretty good pace. Turns out it was a *very* good pace because within 5 km we caught and passed the team on the minute ahead of us. Great stuff! That spurred the hearts, minds and legs to maybe work a little harder.

Coming into the far turn for the first time, and we were right behind the Ray Russo–captained team that had started two minutes ahead of us. The fires of competitiveness stoked the sense of urgency and we pushed on, passing Ray's team up the first little climb on the return trip.





Then we had Chris Ellenby's team in sight, so the effort went up another notch to put us ahead of the three teams on the minutes ahead of us.

Our presence seemed to spur Ray's and Chris's teams on, so there was a lot of to-ing and fro-ing all the way back to complete the first lap, with all of us effectively going around together.

Unfortunately, we'd lost our team captain Walter Savini at the 8 km mark on the way out, so we were already down to three, with Paul Webster doing the lion's share of the work for us.

Ray's team had lost Grant Greenhalgh as well on the first lap, so the situation was Chris with four riders and the other two teams with three each. As we hit the first of the little rises on the way out, the cracks began to appear for us with Grant Henderson showing signs of struggling. Paul backed it off a fraction and Grant got back on, but the slowing had allowed first Chris's team and then Ray's team to re-pass us.

It stayed much the same out to the turn and most of the way back. The equalising touch came on the first little climb on the return trip, when Geoff O'Loghlen was gapped by the Chris Ellenby team. They hesitated, but he looked to be done and dropped off. Now we had three teams with three riders each. Much better odds!

By this stage, Grant and I were struggling big time, while Paul was just powering along. His riding was awesome! And the places on the road were still being swapped between the three teams, depending who was on the front.

Finally, the bridge appeared in the distance and Paul gave us a reassuring 'Come on, just over 2 km to go!' By this stage we were all dripping wet and Grant and I were pretty much at the limit. Paul just powered on ...

As we got closer we heard a wheel, then Gary Wishart came past with Ray right behind him, but no Marcus Herzog. Gary's acceleration had dropped Marcus and, once they realised, the pace dropped off to let Marcus back on for the finish.

Chris's team also slipped past just before the bridge, but a big push from the three Cleanskins saw us all get over the finish line to finish one second ahead on the road, and 3:01 on start time. Ray Russo's team followed just a few moments later on.

So, we were thinking we'd done okay – passed three ahead of us, but didn't know what had happened behind us. You could say we were surprised, but also very pleased, as the top ten countdown progressed. As it came to the top five, we were thinking, this is okay. Then down to the top three, it was even better.

Three was EVCC 1, captained by John Thomson, two was BikeGearNow, captained by Lawrence Lee, and the Cleanskins, captained by Walter Savini, won by 50 seconds on handicap (and sixth outright).

A great day, with great sponsorship thanks to Pinnacle Cycles and terrific team mates in Walter Savini, Paul Webster and Grant Henderson. Sure broke my Seymour hoodoo!

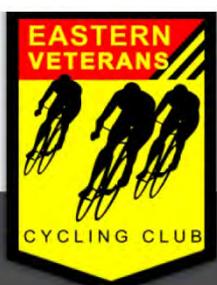
*Mal Jones*

### **Team No. 11, EVCC 1 (John Thomson, Robert Suter, Nick Panou, Russell Wheelhouse)**

After balancing on a length of four-by-two fixed to the rack of Nigel's car with G-clamps, we were the 11th team away. I struggled at the start – I obviously had not warmed up enough – but we then settled down and worked well, all rolling turns, passing some of the early casualties, including the handicapper, who was walking back towards the start barefooted, carrying his bike.

On the way back for the first time, as we got to the overpass, Russell unfortunately punctured, putting him out of the race. Then, as we got to the turnaround cone, Robert and Nick overshot the mark, but we quickly regrouped and worked hard into the wind on the way out, then around the cone and headed back for the last time.

Without a lot of training, Nick started to struggle on the hills, but he hung in there and was





determined to finish with us. Robert was doing some big turns on this last leg, and when we reached the overpass we all just went flat out to the finish line and finished in a line across the road. We were all extremely pleased at the presentations to find out we had finished in 3rd place – so well done, team.



**John, Rob and Nick with Paul from Pinnacle Cycles at the presentation.**  
Photo: Peter Gray

Thank you to the organisers and the referee, TCs and marshals, and a *huge* thank you to all the sponsors. It was a great event and I hope it is on again next year.

*John Thomson*

**Team No. 13, Pinnacle 3 (Kym Petersen, Janita Keating, Cameron Price, Andrew Wedderburn)**

So I was asked to captain the ship that was named Pinnacle 3. Happy to do so and, in fact, I quite looked forward to bringing our mixed team together and passing on any learnings!

We scheduled weekly training sessions at Caribbean to practise rolling turns, echelons, talk about wind direction etc. and generally bring some cohesiveness to our little team. Each week it was blowing a gale and after a couple of laps of warming up we'd get down to business. 'Man Legs' Andrew would hit the front and generally take off with us scrambling to keep on, Cam was perhaps too worried about upsetting us and getting a similar spray and so kept an even pace, and Janita and I tried to get our 'man legs' on (as ordered) and pull our share of turns at the front.

On it went in that fashion until week 4 and our final training session, when it all finally clicked. We rolled through beautifully, Man Legs kept an even tempo and any suggestion of surging and splitting our well-oiled machine was shelved.

On to race day and the usual nerves about racing kicked in. Only this time I was more worried about getting to the race. With hubby up all night with gastro, it was inevitable that I would cop some form of toilet action. Zero sleep and a dozen trips to the aforementioned had me a little more than concerned. A piece of toast was my pre-race brekky, hardly enough to sustain a walk to the shop, let alone a leave-it-all-out-on-the-road TT!

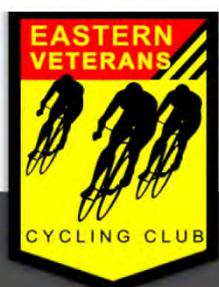
So Man Legs picked me up and we headed off to Seymour, via a stop at Yea bakery for some sustenance – half a coffee scroll for me on the advice of Janita, for the 'stodge' factor. Arriving at Seymour saw me dash to the public toilets – three times! Urrggghh.

Hoping to downplay any feelings of sickness, I threw down half a banana and prayed that in the ride out to the start line it would bloody well stay in my guts; otherwise I was in real trouble. I was convinced that, in my bid to be aero, some toilet paper hastily shoved in the back of the jersey would do me no favours!



**At the start line, full of aspiration (L-R): Andrew, Kym, Janita, Cameron.**

Out we roll to the start line, a few little sprints and efforts to warm up and it was time to go! I led our team off and I'm sure I'd only been on the front for a minute when Man Legs behind me yells, 'Roll off, Kym!' OK, no resistance from me. Off I rolled





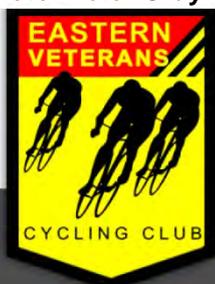
to the back and our team continued like this for a good part of the first outbound lap. But it was struggle city for me, any rise in the road saw me take cover at the back/middle of the group, and my turns at the front were becoming shorter and losing us precious time. With the gusty winds, I was really feeling it; I had nothing in the tank – or so I thought.

At about the 25 km mark, I had this urgent feeling of needing to be sick and I couldn't even pull over in time, so on the bike it was! I did manage to hit the gravel somewhere mid-spew, and run into the bushes. Although there were no bushes and it was plain for everyone to see. Oh well, there's no dignity in being sick in a race. I waved the team on, they would send someone up for me, but I had that wonderful feeling of relief and suddenly thought that I could catch the team and we'd finish as one. Not my smartest idea!

The reality saw me weaving all over the road as I rode the last few kilometres. I pulled in over the finish line, ashen faced and hyper-ventilating as Shelley came running over with her de-fib machine. No resus for me (though a dose of Imodium may have helped)! I just needed to sit down and catch my breath. Crap! What a day! A big thanks to Shelley and our medicos, you guys are ace. To Pete Mackie for your manky water bottle – ahem, refreshing cold water – and for riding my bike back to the car, to Perry for giving me a lift, and for the general caring nature of our club. Over to Janita to finish the story ...



Note two relaxed dials, one pained!  
Photo: Peter Gray



Well, it was down to three now. I had the ominous feeling that the ratio of man-legs to me was going to mean a tough ride. Just like a tie on a ute's load being ratcheted tighter, the speed was cranking up, and up (I honestly don't think they realised ...!) but all that Caribbean training paid off, as good communication within the team meant positioning and pacing was adjusted many times without a hint of (outward) frustration or burden. Most effective was having me as second rider, getting a draft from in front and a wee bit from behind. I found the headwind on the way out was particularly tough, with the difference in leg strength between me and boys becoming pretty pronounced. On the straights I could take an effective turn, so at least I felt I was making some contribution (oh, and the team cake the night before was my contribution, too).

At one stage, Cameron rolled to the front and asked if 41 km/h was okay. 'Yeah, sure,' I replied. Moments later, I had to concede, 'Maybe 40?' A little chuckle from Andrew at the back! And that little conversation reflects the remainder of the race for our team – the boys playing excellent buffer-ers, taking the headwind, responding to the 'Ease up!', 'Speed up!' yo-yo.

The handicap was a stiff one, but one of the advantages of not understanding the complexities of handicapping (as my editorship exposed!) is that you don't get too invested in it. It's still a mystery to me.

It's easy to think that as a female you've pulled the men back in a team. However, I think the mark of good sportsmanship and team commitment was shown in this race. As Cam so kindly put it after the race (or words to the effect): 'Maybe if we hadn't paced down, we would have blown, you know, being, like, blokes and all ...'

*Kym Petersen and Janita Keating*

### Marshal's report

I was slow to embrace the idea of the TTT, partly because over winter I was riding so badly, I couldn't imagine being much help to any team. As my form picked up a little in recent weeks, I



headed into contract negotiations with several (desperate) teams, until I received an email from Andrew Buchanan reminding me that I was rostered for duty. What a bummer! All that distance to travel and no ride.

Following Baldrick's lead, I had a cunning plan. Drive some way out of Melbourne, park up, and find a pleasant, safe route to ride to my duty at Seymour. A quick look at the map showed the Great Vic Rail Trail, which runs 130 km from Mansfield to Tallarook. I planned to drive to Yea and ride the trail 28 km to Trawool, then take the B340 for about 10 km into Seymour. I took my CX bike with 28C Gatorskin tyres, and they were perfect on the fine gravel surface of the trail, which is similar to, but better than, the Warby. I would have been happy on my race bike with 25C puncture-resistant tyres.

The journey was pleasant and uneventful, and the racing was excellent. Heath Robinson inspired Nigel to come up with a plank clamped to his roof rack as a launch pad for riders to cleat in and race from. It was successful to an extent.

I left before the presentations, but realised before I reached the trail that I was pedalling squares – not enough nutrition! I was desperately thinking where along the trail I might be able to add to the one energy gel in my back pocket when, 2 km onto the trail, I saw a sign for the Old School House Teahouse, Trawool – serving Devonshire tea. Perfect! Three scones with their beautiful home-made jam, pot of tea, top up water bottles, and a jar of jam to take away, \$15 the lot, and enough petrol in the tank to power me back to Yea. Keith and Lucy who run the place were really friendly. Both from Northern England, they married in 1960 and two days later boarded a boat for Australia. 'I guess you're still on honeymoon, then,' I suggested, but their response was not in the affirmative.

90 km round trip, and a really pleasant ride. If you do get saddled with marshalling at Seymour, I would definitely recommend it.

*John Williams*

## The last word

'You can't always get what you want but if you try sometimes ... you get what you need.'

*Mick Jagger and Keith Richards*

How to condense 12 months of planning and preparation of an inaugural event into a few short paragraphs? You can't, of course, except to thank the many people who contributed. So please excuse me if I've overlooked something or someone. The end result is the only aspect that many people witness and arguably the only one that matters, but along the way I've experienced the co-operation necessary to make even a relatively small event happen successfully. Much of the detail came together almost autonomously in the weeks and even minutes before the race.

## Acknowledgments

**EVCC committee:** led by an enthusiastic President Hylton Preece, for giving their overwhelming approval for event.

**Neil Cartledge:** for his ideas, encouragement and stability.

**Nigel Kimber:** for doing just about everything on race day except ride and, as he often does, sacrificing his own participation on the bike to make our racing viable.

**Peter Mackie:** for a difficult and often thankless handicapping task given all the variables and unknowns.

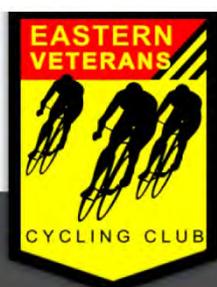
## Sponsors

Sponsors often get overlooked during race presentation time but it is important for us to acknowledge and support them and not take them for granted.

**Pinnacle Cycles:** Paul Consto immediately expressed interest in sponsoring the event when approached, and was proactive in team creation and support, at a time when many bicycle retailers are reining in sponsorship funding.

**Croydon Cycleworks:** Mick and Nick unreservedly threw in four significant vouchers on top of their generous ongoing support for our club.

**Athletic Soft Tissue Therapy:** David McCormack came to the rescue with a team





voucher for a much desired massage.

**Anke Wagner Pilates:** ‘Take care of your body. It’s the only place you have to live.’ Anke has helped me undo many decades of physical neglect and abuse I have imparted on my body. She is a very conscientious and talented Pilates practitioner for cyclists and many other disciplines (see last week’s newsletter).

**Svaks Cafe:** proprietors Richard and Maggie were a little skeptical at first about why or how they should sponsor a bunch of ageing bikers, but took the plunge and came up with a team voucher, which just happens to be equivalent to their renowned ‘Protein Breakfast’. Visit their cafe at the Basin even if you didn’t win the voucher.

**Electronic Breakdown Services:** ‘The TTT represents my first venture into the world of sponsorship, not necessarily to gain prominence but to put something back into a club which has given me much pleasure and ‘pain’ over the years.’

**R. Short & Sons Pty Ltd, Boronia, and Laser Tooling, Boronia:** these two adjacent businesses were instrumental in fabricating the TTT perpetual trophy. I think all would agree they did an awesome job. (When updated, the perpetual trophy will be on display at Pinnacle Cycles at the Basin.)

*Wrap-up*

That’s about it. Hope everyone who participated in our inaugural TTT enjoyed the experience. Congratulations to 1st place handicap team, Cleanskins, and fastest team, Croydon Cycleworks. Remember, it can and will be improved next year, but it requires your feedback to run a better event.

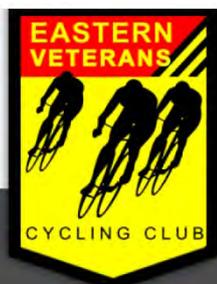
PS I think Nigel has some improvements to make to the Daewoo handrail. Please direct polite suggestions to our beloved club Secretary.

*Peter Gray*



Richard Abel, Peter O’Callaghan and Daniel Hulbert show the form that made Croydon Cycleworks the fastest team – by 2 seconds.

Photo: Peter Gray

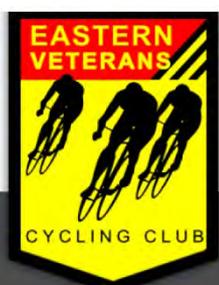




**Pinnacle 2 – Paul Consto, Lisa Douglas, Clare Liew and Jo Rutherford.  
Photo: Peter Gray**



**Tim Maffey leads Pinnacle 1 around the midway turn.  
Photo: David McCormack**

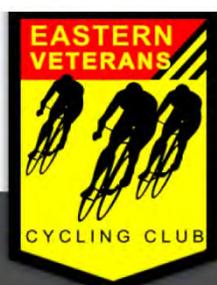




**The Soul Train approaches the cone.  
Photo: David McCormack**



**Ray Watts was awarded Ride of the Day.  
Photo: Peter Gray**





## Tuesday night racing at Metec, 3 November

Grade	1st	2nd	3rd
A grade	Rob Amos	Richard Abel	Cameron White
B grade	Paul Webster	Perry Peters	Shane Crowhurst
C grade	Tony Curulli	Bob Lewis	Tim Maffey
D grade	David Casey	Greg Harvey	Stephen Barnard
E grade	Juanita Cadd	Zenon Gawronski	Harry Hibgame

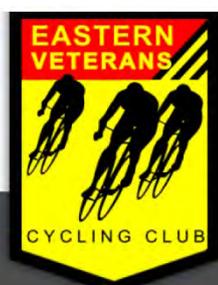
## Wednesday criterium at the Loop, Kew, 4 November

Division	1st	2nd	3rd	4th
Division 1 (15)	Peter Ferrie	A. Giramondo	Phil Thompson	Ray Russo
Division 2 (12)	John Williams	Owen Anstey	Bruce Will	
Division 3 (4)	P. Griffiths	Doug Page	Paul James	
Division 4 (6)	Barry Rodgers	Laurie Bohn	Richard Maggs	

Thanks to Steve Barnard, Laurie Bohn and Barry Rodgers for setting up and running proceedings.



Division 1  
rolls away.  
Photo:  
Amy Tapp





## News etc.

A friend of a friend of Ian Milner's is organising a ride for a good cause. See the flyer on the next page.

## Future events

### Eastern Vets

For other events, please refer to page 1 of this newsletter, or go to <http://easternvets.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.

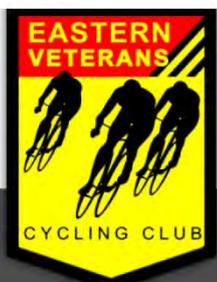
No late entries will be accepted for either scratch races or handicaps. Entries to handicaps can be submitted via e-mail to the handicapper or on any race day prior to the event.

### Northern Vets

For more details go to <http://www.northerncycling.com/>

## 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
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 (7.30 am) and Sundays/public holidays (8.00 am) Meet at Ringwood Clock towers, Maroondah Hwy, Ringwood	Maroondah Hwy to Carlton for coffee, then return	Fast social	



Join celebrities such as former Tour de France Green jersey winner Robbie McEwen and Sam 'The Bachelor' Wood for a social ride for a good cause



# MY RIDE

RIDING FOR KIDS  
WITH CHILDHOOD CANCER

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ALBERT PARK, SATURDAY NOVEMBER 28, 2015

Register online now: [mycause.com.au/events/myride](http://mycause.com.au/events/myride)

Distances include: 50km, 33km and a 5.4km family option.

Food, drinks and family entertainment available all morning at Middle Park Bowls Club.

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**my room**

CHILDREN'S CANCER CENTRE  
The Royal Children's Hospital

A corporate and community initiative in  
conjunction with the Children's Cancer Centre  
at The Royal Children's Hospital.

SPONSORS



think [insurance.com](http://insurance.com)





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