



eastern veterans cycling club

Newsletter 5 May, 2001

Committee Meeting Where? Maroonah Club. When? Monday 7 May, 8.00 pm. See you there.

APRIL 28 AT AFL PARK EASTERN VETS MADISON, DIVISION 2

Well after Division 1 showed us how to ride a madison, it was Division 2's turn today. After a good warm up in the scratch races 10 evenly (?) matched teams fronted for the start. The rules were again complicated, 15 laps Grand Prix with sprints every 5 laps (both riders participating), 10 lap chase with only one rider racing at a time and to finish, 20 laps with sprints every 4 laps. Points down to fourth in the sprints with double points for the last sprint.

The pace was on from the start with John Wilson and Neville Williamson showing out in the first two sprints. But come the 10 lap chase and the team of Frank Barlow and Graeme Parker started to assert their authority on the race. During the chase, they showed us how to do it, with slick 'hand sling' changes they cruised away from

the rest of us, eventually lapping the whole field, collecting 44 points on the way.

The race was on for second with Ian De Kam and Ken Woollard beating Keith Bowen and Colin Smythe by 2 points.

Behind the winners the field was strung out and basically we, (or I at least) did not have a clue where we were, or how many laps there were to go. All I know was that the two lap to go board kept on coming up all too frequently. Colin showed his former skills by giving me an almighty shove in the backside when we changed, which I am sure was a contrast the gentle poke I was giving him.

Having raced a madison, lasting approximately 40 minutes one can only admire the top riders for their efforts, and as Colin pointed out in his speech, how in his last madison (a six day race

45 years ago), that level of intensity went on for the whole six days.

Unfortunately Alan Cunneen got to exercise his medical skills when Ron Stranks and Don Steward fell at the end of the back straight. A bit of skin was lost but fortunately no serious damage.

The Eastern Veterans Madison, a great event, it would be a tragedy if we couldn't hold another one because of a lack of venue when AFL Park is sold.

Officials

A special thanks to the officials of last week's and today's madison who carried out their task expertly. Keeping track of all the teams, judging the sprints, keeping records of points and showing lap boards and ringing the bell requires a big effort and is much appreciated.

RESULTS

Madison	First	Second	Third	Officials
Division 2 (20)	Frank Barlow Graeme Parker 44 points	Ian De Kam Ken Woollard 15 points 1 lap down	Keith Bowen Colin Smythe 13 points 1 lap down	Steve Fothergill Steve Di Tullio David Pan Dick Fox
C SR				Graeme Parker
A Grade (5)	Phil Thomson	Stewart Bendal	Mick McIntyre	Hugo Condron
I Grade (8)	Russ Edwards	Gary Binding	Martin Stalder	Colin Smythe
C Grade (13)	David Pan	Colin Morris	Neil Wray	
I Grade (18)	Alan Sandford	Ian De Kam	Keith Bowen	Drinks
I Grade (12)	Barry Rogers	Russell Jones	Dominic Schipano	Steve Fothergill
I Grade (5)	Colin Tessier	Max Reid	Phillip Stern	Glen Archer

TODAY AT STEELS CREEK

With the start of the road season it's back to the Creek today for graded scratch races.

NEXT WEEK AT EAST WANDIN

More graded scratch races.

EASTERN VETS PROGRAM

Monday May 7	8.00 pm	Maroondah Club	Club Meeting
Saturday May 12	2.00 pm	East Wandin	Graded Scratch Races
Saturday May 19	2.00 pm	Yarra Junction	Classic Handicap
Saturday May 26	2.00 pm	AFL Park	GSR's with Intermediate Sprints
Saturday June 2	2.00 pm	Yarra Glen	Classic Handicap

SOUTHERN VETS PROGRAM

Sunday May 6	9.00 am	Somers	Graded Scratch Races
Sunday May 13	9.00 am	Nar Nar Goon	Graded Scratch Races
Sunday May 20	9.00 am	Bayles	Handicap
Sunday May 27	9.00 am	Lang Lang	Graded Scratch Races

NORTHERN VETS PROGRAM

Sunday May 6	10.00 am	Seymour	Handicap
Sunday May 13	9.30 am	Campbellfield	Criteriums
Sunday May 20	10.00 am	Lancefield	Handicap
Sunday May 27	10.00 am	Puckapunyal	Criteriums 1½ Hours

Australian Masters Championships President in the Medals

Despite a sore back (he couldn't get out of his car to open the gate at AFL Park a week ago, Alan Sandford won silver in the 500 m time trial and criterium and bronze in the 5 km scratch race at the recent Australian Masters Championships. Geoff Vincent was also in the medals with a bronze in the 5 km scratch race. Congratulations to Alan and Geoff.

MOCKA'S GREAT DAY IN THE SUN

When Stewart Campbell came to Australia last year he brought with him English cycling magazines he had kept from the 1950's. These magazines frequently had articles on racing in Australia. The consequence was that Stewart knew about all the Australian legends of this time when he came to Australia. One of these magazines, the 'Coureur The Magazine for the Sporting Cyclist' had the following article by John Burrowes on the 1957 Sun Tour. We will publish the article in full over the next three weeks. Of the riders mentioned only Jim Taylor and Frederico (Freddy) Mason on the Gold Coas (who came second in the Worlds last year I think), and perhaps Lyall Cubbit who took himself off to Tasmania last year are still racing. I am sure you will enjoy it.

Maybe it should have been called the Puff and Pant Tour. Puff and Pant, was the humorous title given by the organisers to the daily bulletin for the large entourage in the October "Sun" 1,000 miles Tour of Victoria. How aptly it summed up the most gruelling of stage races ever seen down that way. Gruelling, not just because of the frame-snapping corrugated roads, the heat, the dust and the cold but because of a rare innovation in stage racing, a group handicap tour.

Three groups contested the £2,500, 18 stage (two stages daily), nine day Tour. C group as limit men, B group the middle markers and A group on scratch. And for nine days C group puffed, B group panted and the speedy A men both puffed and panted. It was that sort of race.

The sixth of the series of Sun tours, organised by the Sun morning newspaper of Melbourne was the first to be tried under the handicap system. Handicaps were set before the start of each stage by a panel of judges. As in all handicap races, there was a fastest time award but the tour leader was the man with the speediest NET time. To illustrate the enormity of the scratchmen's task, look at the first stage. Handicaps announced were eight minutes to the C graders and four minutes to the boys on B mark.

The pattern which the entire Tour was to follow was well-demonstrated in this stage. The strong, evenly fit, B groupers stomped off from the starter with a big ambition. "Let's catch the C group and get to Gisborne (stage-end) before the scratchmen."

Ambition paid off and after a hard fight into a blustery near gale wind for most of the snappy 51 mile stage, the B groupers led by the strong trackman Bob Main sprinted into Gisborne (2000 ft above sea level) along with C group but over two minutes ahead of the A graders.

In order to dethrone the solid-built Main from Tour leadership, the backmarkers had a two-fold task: (1) to catch Main and (2) to drop him by the margin he had finished ahead of them on stage one before they, in turn, could fight it out for general classification placings. This was stage racing without a let-up.

When diminutive, quietly-spoken Coburg professional Jack McDonough awoke in his apartment at the Oriental Hotel, at the aptly-named Mornington Peninsula resort of Sorrento on Sunday, October 13, he was a happy man. Draped on a chair near his bed was the Orange Jersey, symbol of leadership in his State's big cycling Tour. In five previous Sun Tours he had dreamed of this day and now the finish of his sixth, and most successful, Tour lay only 99 miles and two half stages away.

Veteran roadman Jack, at 27 he has been a professional seven years, two years an amateur, had ridden enough stage races to know that the leader on the last day invariably is the ultimate winner.

His big ambition and his greatest day with the sport seemed so near.

Across the way in the Continental Hotel another professional cyclist arose from a 12-hour slumber.



It's Tour-day in Yea, and all work stops to see the finish of the 10th stage. Winner by a tyre-breadth from track star Leo Leonard, is George Goodwin. First in the 1956 Tour and involved with Russell Mockridge in a dramatic last day bid for the 1957 honours.

As the sixth man on the general classification table, the more widely-known Russell Mockridge had similar ambitions as Jack, but being 2 min 42 sec behind him on time, plus whatever the handicappers would issue that morning, his hopes were small. Even

the fastest-time award did not appear to be in reach—that appeared to be parcelled up for the handsome 'Lousin Bobet-like' Jim Taylor, who was more than a minute ahead and second on general classification.

"A certainty" was how Saturday-night newspapers prophesied Jack McDonough's chances of holding that precious Orange Jersey on the last day at Brenock

Park, the Sun Tours traditional 'Parc des Princes'. Even the solemn, wise men of cycling agreed no one could drop the little lion-hearted roadman who had been a King of the Mountains in a previous Tour.

The bright, early-morning sun showed off the hard overnight work put into their riders' bikes by the mechanics. The wind rustling the blade-shaped palm leaves indicated it would be a tail-wind. The race referee's loudspeaker silenced the big crowd waiting to cheer the three pelotons off on their last day. "Handicaps this morning will be. C group nine minutes, B group two minutes and A group on scratch," boomed an anonymous voice from the bell-shaped amplifiers".

"Another long chase", thought Jim Taylor, Australia's newest and brightest road star and the man who had so sensationally leaped from ninth to second in classification after a 36 mile, 30 mph all-the-way solo ride in the 13th stage.

The last day's racing was on. Along the pleasant, Nepean Highway coast road they sped, past Rye, then Rosebud to Dromana. Contemporary styled holiday homes and surf-lapped beaches emptied to cheer the fleeting colourful *coureurs*.

"We mustn't get caught before Arthur's Seat", said B graders to each other as they livened up their pace.

Arthur's Seat, a 1500 ft blob of a mountain behind Dromana was only 13 miles from the start. It was here the sensation packed day began. After only a few of the steep ramps on the long climb had been covered, Taylor, the only A grader thought capable of being an Orange Jersey candidate on the ultimate two

stages -was left almost standing still, by his fast-climbing colleagues.

Days of nursing a gastric complaint, furuncles, and the possible effect of his almost superhuman solo effort three days earlier all seemed to combine against him on the extra strain of the climb. Just managing to pedal and no more, the young champion's ambitions of a Sun Tour victory vanished; *defaillance* at its pitiful worst.

The A graders forged ahead. Sensations for the *demi-etape* ended with the collection of the two handicapped groups before the mid-day halt at the mushrooming Melbourne satellite city of Dandenong.

Only 43 miles and Australia's toughest bike's trek would be over.

Like the other brief, one-hour stops of the race it was jammed with action. Trainers busied themselves with last minute massages, tired, pedal-pushing feet were talced once more; jerseys were changed, eau de cologne brought its relieving freshness to sweaty, begrimed faces, and vital vitamins were hurriedly thrust down hungry throats.

For tour leader McDonough's attractive, New Zealand wife Jean it was also a busy hour. Like Piet van Kempen's wife, she acts as his manager, and bidon contents and all his racing food preparation are only some of her activities. "

"Only 43 more miles and the big prize is mine," thought leader McDonough.

"Only 43 miles! " thought Mockridge "I wonder?"
(More next week.)

RACE NUMBERS

Don't forget there are still a few race numbers missing. If you have inadvertently taken one home, it would be appreciated if you would return it as soon as possible.

REMEMBER

If you have any news, members results from non Eastern events, bike bits to sell, pet or regular training rides, advertisements, or anything else that you would like to include, please give it to me on race day, by phone (9439 8013) or by e mail (keithb@rabbit.com.au).



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Newsletter 12 May, 2001

LAST WEEK, MAY 5 AT STEELS CREEK

Near perfect weather greeted the 48 riders for the opening of the road season at Steels Creek. John Merrony caused a bit of consternation in the bunches by manning the turn a bit further out than usual. In A Grade Rob Graham and Phil Thomson put in a strong effort to ride away from the bunch and stay away for 2½ laps, Phil winning the sprint. B Grade had a great sprint and provided a head ache for the judges trying to split second and third. Jim Harris won in C Grade in his first ride for sometime, from Nick Panou not long up from D Grade and fresh from his win in the Madison, with Southern rider Russell Grass coming third. D Grade missed Steve Oberg driving us along on the way back, but the ride of the day was put in by newcomer Debbie McCoy, who dropped her chain just after the start and for the most part in a solo ride managed to be just off the back of the bunch at the last turn. After the turn Hilton Preece suggested we wait for her, but despite some uniformity of agreement in the bunch with his suggestion, the bunch did not slow. Michael Paul (who finished fourth) won the 'chivalry award' for the day by waiting at the turn and both of them getting back on, only for Debbie to drop her chain in the sprint. In E Grade Kayley Ward won the money from the drinks man Glen Archer and the evergreen John Porter.

RESULTS

GSR	First	Second	Third	Officials
A Grade (6)	Phil Thomson	Rob Graham	Mark Wallace	Vince Di Nuzzo Graeme Parker
B Grade (8)	Steve Di Tullio	Peter Doonan	Gary Binding	John Merrony
C Grade (12)	Jim Harris	Nick Panou	Russell Grass	Drinks
D Grade (13)	Ken Woollard	Barry Rogers	Keith Bowen	Steve Fothergill
E Grade (9)	Kayley Ward	Glen Archer	John Porter	Glen Archer

TODAY AT EAST WANDIN

First time this year on this popular course. Graded scratch races for all.

NEXT WEEK AT YARRA JUNCTION

Next week it will be the first of our Classic Handicaps for the road season, don't forget to put your entry in today, so that the handicapper can do his job during the week. The hill will be included subject to the suitable weather and a dry road on the descent.

EASTERN VETS PROGRAM

Saturday May 19	2.00 pm	Yarra Junction	Classic Handicap
Saturday May 26	2.00 pm	AFL Park	GSR's with Intermediate Sprints
Saturday June 2	2.00 pm	Yarra Glen	Classic Handicap
Wednesday June 6	8.00 pm	Club Meeting	Maroondah Club
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SOUTHERN VETS PROGRAM

Sunday May 13	9.00 am	Nar Nar Goon	Graded Scratch Races
Sunday May 20	9.00 am	Bayles	Handicap
Sunday May 27	9.00 am	Lang Lang	Graded Scratch Races
Sunday June 3	9.00 am	Crib Point	Graded Scratch Races

NORTHERN VETS PROGRAM

Sunday May 13	9.30 am	Campbellfield	Criterion
Sunday May 20	10.00 am	Lancefield	Handicap
Sunday May 27	10.00 am	Puckapunyal	Criterion 1½ Hours
Sunday June 3	9.30 am	Criterion	Campbellfield

SUMMER AGGREGATE RESULTS

Steve Fothergill was a run away winner in the Summer Aggregate with 56 points. The competition for the other places was much closer with only 5 points separating second down to equal fifth. Placings were Steve Fothergill (56), second Alan Sandford (47), third Phil Thomson (45), fourth Harold Simpson (44), equal fifth John Porter and Glen Archer (42)

MEMBERS CORNER



If there are smiles on their faces, it is not because they have won a race, it's because they have just become grandfathers: Dick Fox (Nathan), Graeme Parker (Clinton) and Jim Harris (Katelynd Rose). Congratulations to parents and grandparents.

MOCKA'S GREAT DAY IN THE SUN

They are heading off for the last stage from Dandenong to Ferntree Gully with 43 miles to go.

A mighty cheer ripped through the giant-sized crowd as the weary C graders heaved out of sight with a six minute lead awarded them by the handicap board. The B bunch this time were only given a minute advantage over scratch. It promised to be a lively 43 miles.

Only ten minutes before the back markers lined up to file out of the city, a tired, haggard Jim Taylor slogged into town. His own personal entourage of three worked some life into his energy-empty limbs, hurried him with some food and he bravely departed with his speedy co-markers.

Along the broad, factory-lined Princes Highway they whizzed. By the Pakenham Junction turn-off, the minute leeway B graders had been amalgamated with the rear markers. "Harder boys", urged on George Goodwin, eighth on classification and at 33 years Australia's wildest stage rider and winner of the previous Sun Tour. There was response to his cry as C grade was sighted on the long slopes of the Dandenong Ranges. Only 30 miles to go and it would be all over.

The hardest of the ascents in the Ranges was the long, lung-torturing Cockatoo Hill which had seen many a decision in many races. Climbing towards it the C group was hauled in and mostly dropped. Dropped, too, was Taylor and others from the three groups leaving only a compact, battling bunch of about a dozen men. As he fumbled for a smaller chain wheel, 'Orange Jersey McDonough' pressed his lever too hard and the chain sagged to the roadway. The cry "McDonough's dropped" frenzied Mockridge and Goodwin into an even harder ascent.

But it was not to be misfortune that was to rob McDonough of the race. After a valiant, two-mile chase he was with them again. There was no easing, however. The pace got even more peppery, forced mostly by Mockridge.

On the track I've seen Mockridge lose important races by crashing when in an unbeatable position. Now I was privileged to see him, by virtue of his class and courage, bring off the master move that was to pave the way for victory when the position looked absolutely hopeless. With a tremendous effort, the legs that won two Olympic track titles, Grand Prix

(Below) With extremes of heat and cold to contend with trainers fought hard to keep their men in top condition. And with dust one day, and floods the next, the mechanics had a big job on their hands, too. On the 16th stage from Torradin to Sorrento, the C graders swish through a flooded highway that in places was a foot deep.



de Paris, and the Paris " six," made a last, supreme, effort there was a gap and Mockridge was off alone!

Goodwin with the lithe Tasmanian Lyall Cubitt third on classification, sprinted after him, made contact and three drew away from the peloton containing the Orange Jersey.

Pressmen, managers, trainers and race judges from the long caravan watched dumbfounded, almost unbelievably, as the Mockridge-Goodwin-Cubitt threesome spiralled towards the Ranges' summit. McDonough, supported by the only other former Orange Jersey of the race, Rob Main. The Italians Federico Mason and Cesare Pivato, with past national champion and road hero Eddie Smith, Vin Nuttall and Ken Walters were not so dumbfounded. They knew with cold, stark reality they had been dropped and were doing everything within their physical power to constrain that ever-widening gap. Mario Giramondo, the colourful Sicilian, was the only other one strong enough to leave them on a solo chase up the mount.

"Three minutes," shouted the knot of spectators at the summit when McDonough and the chasers passed. The Orange Jersey had been de throned. Forgetting safety, they hurtled down the twisting, eucalyptus-lined descent. But wings were needed, it seemed, to make any impression on Mockridge and Goodwin. Now minus Cubitt, dropped, the two champions escorted by police motor-cycle outriders with screeching sirens had ridden the last few miles like men possessed. When they arrived at overflow-crowded Brenock Park they were 3 minutes ahead of their nearest challenger, Giramondo. Seconds later the Orange Jersey and his depleted group of chasers entered the track in a whirl of dust.

But not till timekeepers fussed over watches and checked the overnight classification table did the big crowd know who had won the Tour.

Here's a special announcement: blasted the loudspeakers: "Russell Mockridge has won the 1957 Sun Tour by 24 seconds from George Goodwin with Jack McDonough third, 21 seconds behind. Mockridge had performed the almost impossible. Journalists, scurrying for phones, racked their brains for more adjectives to describe his astounding victory. "The amazing Mr Mockridge," summed up one.

How very, very fitting.

* * * *

The dramatic loss of the Orange Jersey to the plucky, intelligent Coburg painter, Jack McDonough, in the curtain stage of the 1957 Sun Tour highlighted it as probably one of the most sensational races ever seen in Australia-and probably anywhere. His defeat by a fitter-than- ever Russell Mockridge justified the handicappers' predictions that despite the seemingly overwhelming task they had presented the backmarkers in this new type tour, the best man would eventually win.

That was the sporting McDonough's first reaction after recovering from the crushing blow of losing the *Maillot Orange* so dramatically. With obvious emotion tinged in his voice, Jack said after arriving at the track that he thought he might have been able to hold Mockridge on the gruelling Cockatoo climb. "But I just couldn't. He is really phenomenal. The best man won," said Jack.

No less phenomenal was the helping spurt given



Russell by the stocky, suntanned Goodwin. At one stage on the final dozen miles, George thought he had Mockridge weakening and could possibly go on to be the first man to win the Tour for a second time. However, although he tried, Mockridge could not be dropped.

With seven and three seconds bonuses for stage first and second placings, both Mockridge and Goodwin tried desperately throughout the Tour to whittle some of their time leeway down by collecting as many of these as they could. Between them they shared ten stage wins and on eight occasions were second.

The sensational climax to the Tour had no less a sensational beginning. Noted more for his track prowess he has mixed it with Harris, Ghella, Sacchi, Moretini, Terruzzi and others. Bob Main caused a few upraised eyebrows when he donned the first Orange Jersey of the Tour. The 23-year-old professional, however, was not surprised. Ordered by his manager to collect the jersey on the first stage, it was the Main camp's plan to then try and hold it to tour's end. The plan worked well until stage five when, with a near-four minute lead on classification time over the nearest A grader, Bob found himself in a pocket of riders at the peloton's tail.

STOP PRESS

Last heard of Graham Cadd had arrived in Port Augusta late on Thursday and they were expected to reach Broken Hill yesterday and have about 1200 km to go. The winds have been blowing unrelentingly in the wrong direction, so not surprisingly they are behind schedule. They are sore, tired and exhausted and can't wait to get to Sydney. Nevertheless they have averaged 264 km a day for nine days so far. This is a fantastic effort Graham.

TRAINING/CAPPUCINO RIDES

Interested in some easy training rides, including a coffee break. Then the following might be of interest.

Sunday Morning

St Kilda to Frankston and return. Starting at the corner of Beach Road and Wentworth Avenue at 8.00 am. Approximate distance 75 km. Enquiries to John Macleod 9722 1522.

Tuesday Morning

Yarra bike path to South Bank, Port Melbourne, or Botanic Gardens (approximate distance 75 km from Lower Plenty). Meet at various points along the bike path, 9.00 am Bonds Road Lower Plenty, 9.30 am Burke Road, other points as you wish. Enquiries to Keith Bowen 9439 8013.

RACE NUMBERS

Don't forget there are still a few race numbers missing. If you have inadvertently taken one home, it would be appreciated if you would return it as soon as possible.

REMEMBER

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This veteran, flinging himself into the fray with the enthusiasm of a youngster, is Dick Judd from Traralgon. A bad smash robbed him of his second place on classification, but with eight stitches in his elbow, finished a plucky 19th.

Events after that were the same that have happened in countless other races, a gap opened with the eagle-eyed Goodwin, Mockridge and others promptly noting it. That gap was the end of Bob's jersey. Immediately a jam was on and despite one of the most heroic chases of the Tour, the jersey was lost. McDonough then took control of it for the ensuing 13 stages.

Main's critics, however, were never justified. Riding what some described as the most consistent race of the Tour, he corrected his fifth stage drop to sixth up to third and was only deprived of this placing over those last few miles to finish a most honourable fifth. Another stage star was born.

Article concludes next week. If you missed last week's article ring me (9439 8013) or email me (keithb@rabbit.com.au) for a copy.



eastern veterans cycling club

Newsletter 26 May, 2001

LAST WEEK MAY 19

HINE HIRE HANDICAP, YARRA JUNCTION

A combination of new bike, age and rat cunning and natural feminine ability on the part of F Group; respectively, Glen Archer, Colin Smythe and Liz Randall, combined to stay away from the field and win the 60 km Hine Hire Classic last Saturday. Again an overcast day with most riders experiencing some drizzle on the way to Yarra Junction, which probably kept a few riders at home. None the less conditions could not have been much better, although the descent of the hill was a bit nerve wracking, except for the expert kamikaze descenders.

The winning trio rode together, rode separately and rode together again, with Liz's mountain bike skills showing out on the climb, but with Glen and Colin getting ahead on the way back, with all three virtually finishing together and winning by about a minute from a fast finishing bunch comprising representatives of the remaining groups. D Group under the stern control of Graeme Parker stayed together, with our

hill climber under strict instructions to stay at the back on the climb. Just before the turn Ian DeKam, Dick Fox and a few of their C Group mates steamed past.

At the turn things did not look too promising for us as we were still 12 minutes behind, having only caught up 6 minutes on the way out. On the way back we could see that B Group was pretty intact and Peter Oziemski had left the rest of A Group behind.

Dropped riders were swept up first by the remnants of C Group going past, and with some fierce chasing by Graham Cadd (showing no signs of exhaustion from his cross Australia ride) and David Triglar the riders out the front (not F Group) were caught with about 8 km to go. B Group and Peter Oziemski then caught up. A big bunch of about 20 to 25 sprinted for the line, all seeking glory to win the minor prize money for their Group. Congratulations to the handicapper who managed to get 5 of the Groups finishing together and the remaining group only about a minute ahead.

RESULTS

	First	Second	Third
Overall	Glen Archer (F)	Colin Smythe (F)	Liz Randall (F)
A Group (4)	Peter Oziemski	Rob Graham	Ross Edwards
B Group (7)	Andrew Laird	Martin Stalder	Laurie Baigent
C Group (9)	Ian DeKam	Chris Ellenby	Russell Grass
D Group (10)	Keith Bowen	Steve Oberg	Hilton Preece
E Group (3)	Barry Rogers	John Porter	Jacqui Kennedy

THANKS

A special thanks to our sponsor Bill and Robin Hine. To Kathy Laird for organising the afternoon tea, Kayley Ward and Margaret Bennett for making the sandwiches. To Alan Sandford, Graeme Parker and Vince Di Nuzzo. Also to the drink team of Steve Fothergill and Glen Archer who had a bit of competition from the coffee urn. A particular vote of thanks to David De Gama who arranged for the use of the hall and drove the lead car and made us look a professional outfit.

TODAY AT THE PARK

We are back at the Park today for graded scratch races of 1½ hours incorporating the hill to make it seem like a road race and with intermediate sprints to liven things up.

NEXT WEEK

Next week it is back to Yarra Glen for our second Classic Handicap, sponsored by Le Tour Cycles. Make sure you put your entry in today, and ensure you are on the appropriate mark. Entries on the day will cost you an extra \$2.

EASTERN VETS PROGRAM

Saturday June 2	2.00 pm	Yarra Glen	Classic Handicap
Wednesday June 6	8.00 pm	Club Meeting	Maroondah Club
Saturday June 9	2.00 pm	Steels Creek	Graded Scratch Races
Saturday June 16	2.00 pm	Yarra Junction	Graded Scratch Races
Saturday June 23	2.00 pm	East Wandin	Graded Scratch Races

SOUTHERN VETS PROGRAM

Sunday May 27	9.00 am	Lang Lang	Graded Scratch Races
Sunday June 3	9.00 am	Crib Point	Graded Scratch Races
Sunday June 10	9.00 am	Dromana	Graded Scratch Races
Sunday June 17	10.00 am	Wonthaggi	Handicap

NORTHERN VETS PROGRAM

Sunday May 27	10.00 am	Puckapunyal	Criterionms 1½ Hours
Sunday June 3	9.30 am	Criterionms	Campbellfield
Sunday June 10	10.00 am	Seymour	64 km Handicap
Sunday June 17	9.30 am	Toolernvale	Scratch Races

VVCC WADDELL AGGREGATE POINT SERIES – ROUND FOUR

BENGHAZI HANDICAP

Keith Bowen

After reading Steve Di Tullio's accounts of the Waddell series races, I thought that I should have a go. It looked like fun. So off to Seymour, first time I have been there since the freeway was completed, hasn't changed much, in fact the pubs look the same as they did when I was in National Service back in the 50's.

At the presentation Bill Morris fills us in on the origin of the race. It is named after the Western Desert campaign in World War 2 which consisted of a series of advances and retreats, which came to be known as the "Benghazi Handicap" by the Allied soldiers who alternated between pursuing and being pursued along a narrow strip of barren desert land in North Africa bordering the Mediterranean Sea between the major port cities of Tripoli and Benghazi in Libya and Alexandria in Egypt.

First thing to do after arriving is to enter and check out the handicap. A pleasant surprise, 21 minutes, the handicapper must have seen my performance in last year's Camperdown to

Warnambool when I finished after the presentations were completed. Didn't know anyone in my bunch but knew several in the two bunches behind, so was at least confident that I could keep up with them if, or when we were caught.

The course is an out and back one, of 64 km along the old Hume Highway from just north of Seymour out to Avenel, turn left and then generally north, to places not known to me, probably Longwood. Around 90 riders started. Hear how Alan Sandford passed into the folklore of the Benghazi (Alan's a bit vague whether it was the Benghazi, or some other event) by crossing the line first, but then being disqualified because he crossed the white line. Seems pretty harsh to me, perhaps they should have fined him the prize money. Anyway we have been warned of the consequences.

Seven of us started off in the 21 minute bunch and all had read the Graeme Parker Guide To Handicap Riding, with every one taking short

turns and rolling over regularly. First potential disaster was after Avenel when I was leading into a roundabout, frantically asked the rider next to me which way to go and got a blank stare. Despite the two good ladies in the middle of the roundabout, shouting instructions to turn, I rode straight on (must be getting deaf, wife says I am anyway), mouthed an obscenity to myself and turned round and chased the bunch. The bunch slowed down and let me catch up, they obviously didn't see me as a threat and take the opportunity to ride off frantically to drop me.

A bit of a head wind on the way out, but no steep hills. No sign of catching the two bunches in front and no sign of being caught from behind. At last the turn and with it the chance to see how you are going compared with the groups ahead and behind. The two limit bunches do not seem to be far in front, but shock horror the 18 minute bunch are not far behind.

A tail wind on the way back and the speed picks up, but the Graeme Parker Handicap Manual seems to have been thrown away. Haphazard changes are the order of the day, sometimes we rotate clockwise, sometimes anticlockwise, sometimes we don't rotate at all. At last the 18 minute bunch catch us at about the 40 km mark. The pace immediately picks up a notch or two. Can see the limit bunch ahead, but it seems to take an eternity to catch them. I think the 10, 12 and 15 minute bunches catch us soon after, probably at the 45 to 50 km mark. We go through an 'S' bend through a small town, it has a bowling club, Anglican Church and pub, but no where can I see its name. The bunch splits on the bend and have to put in an effort to get back on. We're flying along, this is great, perhaps this bunch can stay together and not get caught.

On the hill out of Avenel a bit of a problem when a rider in front drops his chain and a big effort is required to get past him and back to the bunch, on the way, the last remaining rider from the 21 minute bunch waves me by. Riding at the back with Dick Barnes and the 7½ min bunch come steaming through, but am still able to keep up. The pace picks up, doing over 50 at one stage I notice. About 500 m to go and the 5½ min bunch puts in an appearance.

The pace is really on now, with riders everywhere. Probably about 30 or more riders in the sprint. Very difficult not to cross over the white line, particularly when a couple of riders in front of you decide to stop, think about passing on the gravel, but there doesn't seem to be much point.

Feel pretty good to finish with the leading bunch (about 15-20th) and thought I might have been a chance for the first unplaced rider over 65, not to be, that went to Norm Creed (Northern) who was not far in front of me.

What a result, Bill Mantova (12 min) winner at 76! Tells us he is training at the velodrome behind a motor bike!

Ken Woollard won the first over 70 unplaced rider, no sign of Peter Oziemski at the finish or Mario Cordedda, with Dick Barnes the other Eastern riders to start. Find out that there was a fall just after the start in the 3½ minute bunch and Peter and Mario both came down when someone took out Peter's front wheel. Peter went off to hospital and was there for a day and half getting stitched up and having an operation on his elbow. His bike suffered somewhat to the tune of \$2000. A fall like this, in the 3½ minute bunch where top riders with good reflexes are expected, emphasises the need for care during a race.

Overall a great day and happy with my result, make a mental note to front up again next year. The race is really well organised and is over good roads with very little traffic. The lead and following cars communicate by radio and tell any cars when it is safe to pass, all very professional. Thanks to Northern Vets and the officials, to Lucy Woollard and Ann Goodes, who didn't shout loudly enough for me to hear, you are forgiven.

Results

1 Bill Mantova (12 min), 2 Ron Woods (5½ min), 3 Ken Dyson (7½ min), 4 Ray Hamilton (7½ min), 5 Trevor Redman (5½ min), 6 Lindsay Williams (7½min), 7 Ron Lock (7½ min), 8 Terry Watchorn (12 min), 9 Ross Harding (10 min), 10 Noel Symons (12 min). Fastest Leigh Egan (Scr) 1hr 30m 49s.

* * *

If you miss any of the articles in the newsletter ring me (9439 8013) or email me (keithb@rabbit.com.au) for a copy.

Next week. Jim Taylor will tell us his story of the 1957 Sun Tour.

Coming soon. Colin Smythe's glory days at the Essendon Board Track.

AVERAGE SPEED COMPARISON BETWEEN GRADES

Been winning a few races lately and likely to go up a grade, or, getting dropped and likely to go down a grade? Then last Saturday's race will give you an idea of how much faster you will have to ride to keep up in the higher grade, or, how much slower you can go in the lower grade. With five groups finishing together and the winning group a minute in front, it is easy to work out the average speed of each bunch, without worrying about the vagaries of different computers. Don't worry if your computer disagrees with the speed shown, what it does is provide a valid comparison between the grades. Race distance was a tick under 57 kilometres and the winning time 2 hour 6 minutes, the bunch time 2 hours 7 minutes.

Grade	Average Speed km/hr	Grade	Average Speed km/hr
A	36.3	D	31.6
B	35.2	E	29.7
C	33.2	F	27.1

TRAINING/CAPPUCINO RIDES

Interested in some easy training rides, including a coffee break. Then the following might be of interest.

Sunday Morning

St Kilda to Frankston and return. Starting at the corner of Beach Road and Wentworth Avenue at 8.00 am. Approximate distance 75 km. Enquiries to John Macleod 9722 1522.

Tuesday Morning

Yarra bike path to South Bank, Port Melbourne, or Botanic Gardens (approximate distance 70 km from Lower Plenty). Meet at various points along the bike path, 9.00 am Bonds Road Lower Plenty, 9.30 am Burke Road, other points as you wish. Enquiries to Keith Bowen 9439 8013

CLUB MEETINGS

The Committee agreed to a request by Steve Di Tullio to change the Club meeting nights to Wednesday. The next meeting will be on Wednesday June 6. Mark it in your diary now.

PRESENTATION DINNER

A presentation dinner for 2000 Road Championships and the Summer Aggregate will be held at the Park Orchards Chalet on July 14. Reserve the night now. More details later.

REMEMBER

If you have any news, members results from non Eastern events, bike bits to sell, pet or regular training rides, advertisements, or anything else that you would like to include, please give it to me on race day, by phone (9439 8013) or by e mail (keithb@rabbit.com.au).



eastern veterans cycling club

Newsletter 2 June, 2001

CLUB MEETING

See you there. Where? Club Committee meeting. When? Next Wednesday, Maroondah Club, 8.00 pm.

LAST WEEK MAY 26

GRADED SCRATCH RACES AFL PARK

If ever we needed confirmation that AFL Park was the best and most popular race circuit around, last week provided it. A total of 84 riders competing, which in my experience is a record turn out for Eastern Veterans for a non championship event. It raises the question of what are we going to do when the inevitable happens and we are no longer able to race at the Park. For the past 2 to 3 years Jim Taylor has been following up lead after lead and examining numerous alternative sites. The Department of Natural Resources and Environment may be calling for submissions of interest in a possible site at Gallaghers Paddock, High Street Road later in the year. To achieve Jim's objective of a dedicated criterium track will require the support of all cyclists. The Gold Coast has a dedicated criterium track (yes, I know it is too hilly, but at least they have one), there is also one in Perth. Surely in Melbourne we can also get a dedicated crit circuit.

Okay, now to the racing. The day was bitterly cold, overcast and windy, the races were for 1½ hours, with an intermediate sprint and incorporating the hill, and the fields large, all a recipe for a hard day's racing. An honesty system prevailed for the sprints with the winners claiming their prize. With the large field in D Grade, Clive Wright worked out the strategy to make sure he went home with something and didn't go home exhausted. His strategy was to put all his effort into the intermediate sprint and then cruise around for the remainder of the race on the back of a lower grade.

In a surprisingly small field considering the numbers in the other grades, Phil Thomson won from Ross Edwards, who also won the sprint and Pat Healy. B Grade saw Peter Castillo win both the sprint and the main prize from Tony McLean, Tony Sullivan and Martin Peeters. For those of you who saw Martin's

high speed exit in Mario Cordedda's car, the clutch was not working and it had to be towed away from the Jackson's Road gate. Nick Hainal worked hard in C Grade to finish second to John O'Sullivan, with a consistent Brod Taylor third and Ron Chapman fourth. Graham Cadd's 'training ride' of 4000 km from Perth to Sydney in 13½ days paid dividends when he won D Grade, from Bill Dove, sporting a new bike, David McCormack third and Jim Hobbs who worked hard all day fourth.

The ladies continued their recent good form with Stephanie Coulson, Lorraine Lloyd (both having their first ride with Eastern) and Gayle Pung sharing the money in F Grade. Norm Baberton won G Grade which was a spin off from F Grade formed during the race. In a big E Grade, Wilf Tampaline won both the sprint and the main prize from Ian Smith in his first race and Jeff Smith.

RESULTS

	First	Second	Third	Fourth	Sprint
A Grade (5)	Phil Thompson	Ross Edwards	Pat Healey		Ross Edwards
I Grade (17)	Peter Castillo	Tony McLean	Tony Sullivan	Martin Peeters	Peter Castillo
C Grade (10)	John O'Sullivan	Nick Hainal	Brod Taylor	Ron Chapman	Brod Taylor
I Grade (27)	Graham Cadd	Bill Dove	David McCormack	Jim Hobbs	Clive Wright
I Grade (14)	Wilf Tampaline	Ian Smith	Jeff Smith		Wilf Tampaline
I Grade (11)	Stephanie Coulson	Lorraine Lloyd	Gayle Pung		Stephanie Coulson
C Grade	Norm Baberton				

OFFICIALS

A special thanks to Alan Sandford, Graeme Parker and Vince Di Nuzzo. Also to Hugo Cedron and Geoff Cranston for judging the races and to Steve Fothergill and Glen Archer for the drinks.

TODAY AT YARRA GLEN

Today it is back to Yarra Glen for our second Classic Handicap, sponsored by Le Tour Cycles.

NEXT WEEK

It is back to the Creek today for Graded Scratch Races.

EASTERN VETS PROGRAM

Wednesday June 6	8.00 pm	Club Meeting	Maroondah Club
Saturday June 9	2.00 pm	Steels Creek	Graded Scratch Races
Saturday June 16	2.00 pm	Yarra Junction	Graded Scratch Races
Saturday June 23	2.00 pm	East Wandin	Graded Scratch Races
Saturday June 30	2.00 pm	AFL Park	GSR's with Intermediate Sprints

SOUTHERN VETS PROGRAM

Sunday June 3	9.00 am	Crib Point	Graded Scratch Races
Sunday June 10	9.00 am	Dromana	Graded Scratch Races
Sunday June 17	10.00 am	Wonthaggi	Handicap
Sunday June 24	9.00 am	AFL Park	Graded Scratch Races 2 hours

NORTHERN VETS PROGRAM

Sunday June 3	9.30 am	Criterionms	Campbellfield
Sunday June 10	10.00 am	Seymour	64 km Handicap
Sunday June 17	9.30 am	Toolernvale	Scratch Races
Sunday June 24	9.30 am	Toolernvale	Handicap

THE SUN TOUR 1957

18 HANDICAPS IN 9 DAYS! A NEVER TO BE REPEATED EFFORT .

Jim Taylor Tells His Story

The article on the 1957 Sun Tour has brought back many memories, some good, some not so good. One has to look back to 1956 and early 1957 to understand the reasons for a handicap Sun Tour. In 1956 the scratch bunch dominated most of the big handicap races, and rode a record time in the Warrnambool and dominated the Sun tour. The Sun and senior League of Victorian Wheelmen officials had to devise a way of keeping the race alive despite most of the riders just wanting to ride "The Tour" and so the concept of a handicap tour was suggested.

Some of the top riders were contemplating their absence from the Tour so a meeting was held to

convince them that it would still be a race that a scratchman could win, that the handicaps would be small, and re-handicapping would take place before each stage to take into account road and weather conditions.

The 1957 road season did nothing to further the scratchman's cause with scratch winning the Melbourne - Ballarat, Midlands Tour, Heinz 100, Tour of Gippsland, plus being in the finishing bunch in the Melbourne - Bendigo and Melbourne to Wangaratta and getting fastest time in every handicap race. So the handicap tour came into being.

John Burrow's article is very accurate (he was the journalist who completed Russell Mockridge's book

"My World on Wheels" after Russell died) although he failed to mention the daily disintegration of the A grade bunch, with only 4 or 5 riders being at the finish.

What really happened was that on long hard stages B and C grade would ride just hard enough to get halfway through the stage before being caught, then sitting on A grade to the finish, then on a short stage they would ride flat out (as on the first stage described in the article), not get caught and take more time out of A grade. On a short stage from Preston to Craigeburn (via Wallan) with a roaring westerly wind and pouring rain we gave it everything; I can remember our bikes leaning at 45 degrees coming down the Hume highway no one could follow a wheel, it was every man for himself and we lost another 1 min 30 sec on that stage. I was so shattered I finished in tears determined to go home, I had had enough. I was sponsored by and worked for Hartleys, a large sports store and wholesaler. The General Manager was Laurie Johnson, a true gentleman, and he had brought out to the stage finish a new pair of wheels and tyres for me and convinced me that things had to get better and Hartleys had a big investment in me and wanted me in the finish.

John Burrow's account of the Officer - Traralgon stage is spot on, I could not convince some of my fellow A graders that we would have to be brutal, catch B grade early then attack them continuously until they cracked, then put them right down the gurgler. I broke away from A grade to win the Warragul sprint and kept going on my own to win the A grade stage and jumped to second in the race, a tail wind and a 52 on 13 gear (the biggest gear around then) helped. I paid the penalty for this ride two days later.

How could a rider of A grade calibre lose one and a half hours in one day in a tour, which happened to me, from Sorrento to the finish at Brennock Park, Fern tree Gully. One thing I found was that at 23 years of age I was not invincible, especially when I was the youngest in the scratch bunch by 4 or 5 years.

In the lead up to the Sun tour I had ridden in

some tough handicaps. In the West Australian Norseman to Kalgoorlie 130 mile handicap (205 km) in August, 3 riders on scratch, Peter Panton,

Peppi Chiesa and myself giving an hour to limit and 10 min to Barry Waddell and second scratch. Within 40 miles (70 km) Panton punctured and Chiesa pulled out leaving me on my own to chase for 90 miles (150 km). At one stage I had second scratch in sight but they gradually pulled away. On coming into Kalgoorlie with about 1 mile to go I passed the only rider I had seen all day and beat him for 10th place and I won fastest time by 2 min.

My next tough ride was in that famous Warrnambool to Melbourne when Mockridge and I gave an hour start to limit, we caught second scratch at the Stony Rises and went straight past them, no one got onto our wheel (my dear mate George Goodwin off second scratch, had punctured near Terang and sat on us for 100 miles, when we asked him to work and help us he said, 'You blokes are getting the money, you work for it'), which was fair enough. I won the sprint for the 150 miles (240 km) long distance road championship, but by the time we arrived at the Melbourne Show grounds I was shattered and Mocka won fastest time. A good day for between us we won 500 pounds in cash and prizes, however it was a bit difficult to split up a pair of Fletcher Jones trousers.

The warning signs in the Sun tour came when I accumulated several boils on parts of my body that were embarrassing to say the least. Sixteen handicap races up until the last day of the Sun Tour was just too much for me and I really cracked to lose fifty minutes to Dandenong on the morning of the last day. I arrived at Dandenong with just enough time to have my boils dressed, a sandwich, and off on the last stage of misery to Ferntree Gully.

IS IT ANY WONDER, THAT IN MY VINTAGE YEARS I HATE HANDICAP RACES.

NEXT WEEK. Colin Smythe's glory days at the Essendon Board Track.

COMING SOON

Stuart Campbell tells us what it is like to ride in the UK compared with the land of the sun and all the year cycling.

Graham Cadd tells us what it is like to ride from Perth to Sydney in 13½ days.

TRAINING/CAPPUCINO RIDES

Interested in some easy training rides, including a coffee break. Then the following might be of interest.

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STOP PRESS

Points Score Update to May 26 Courtesy Steve Di Tullio

Course	S	E	YJ (HC)	A	Pts
Rider / Date	5th	12th	19th	26th	
Archer, Glenn	4	3	9	2	18
Thompson, Phillip	5	5	0	5	15
Porter, John	3	4	4	2	13
Bowen, Keith	3	2	5	2	12
Graham, Robert	4	4	4	0	12
Smythe, Colin	2	2	7	0	11
Hainal, Nick	2	2	2	4	10
Kennedy, Jacqui	0	5	3	2	10
Laird, Andrew (NE)	0	5	5	0	10
Maggs, Richard (NE)	2	3	3	2	10
Oberg, Steve	0	4	4	2	10
Rogers, Barry	4	2	2	2	10
Stadler, Martin	2	2	4	2	10
Ward, Kayley	5	5	0	0	10
De Kam, Ian	0	2	5	2	9
Edwards, Ross (NE)	0	2	3	4	9

Forthergill, Steve	2	3	2	2	9
Di Nuzzo	2	2	2	2	8
Doonan, Peter	4	2	0	2	8
Ellenby, C (NE)	2	2	4	0	8
Lewis, Russell	2	2	2	2	8
Panou, Nick	4	0	2	2	8
Preece, Hylton	2	2	2	2	8
Sanford, Alan	2	2	2	2	8
Stranks, Ron	2	2	2	2	8
Trigar, David	2	2	2	2	8
Cadd, Graham	0	0	2	5	7
Harris, James	5	2	0	0	7
Johnson, Matt (NE)	0	5	0	2	7
Oziemski, Peter	0	2	5	0	7
Randall, Liz	2	0	5	0	7
Taylor, Brod	0	4	0	3	7
Woollard, Ken	5	2	0	0	7

1. **Scratch race** = 3pts - 1st, 2pts - 2nd, 1pt - 3rd, 2pts - entry, score = placing points + entry points
2. **Handicaps** = 7pts - 1st, 5pts - 2nd, 3pts - 3rd, 2pts - 4th, 1pt - 5th, 2pts - entry, score = placing points + entry points
3. NE= Non-Eastern Club member, S= Steels Creek, E= East Wandin, YJ= Yarra Junction, A= AFL Park, YG= Yarra Glen, Ya= Yannathan, D= Dromana, BHC= Basin Hill Climb, B= Benalla, (HC) = Handicap
4. Officials, Corner marshalls etc = 2 pts



eastern veterans cycling club

PRESENTATION DINNER.

The presentation dinner dance is now organised. There is a limit of 70 tickets which are selling fast. If you are to receive a medal make sure that you are there. The date: July 14. The venue: Park Orchards Chalet, Park Orchards.

Newsletter June 16, 2001

LAST WEEK JUNE 9

Again, not much of day on the lead up to the start at 2 o'clock. Depending which direction you came from, you may have travelled in anything from bright sunshine to a tropical downpour. Riders were pretty reluctant to get their bikes ready and to warm up, until such time as they were convinced that the races would be on.

Michael Pitrun got it right when he stated categorically that the storm cell had passed and the racing would be held in fine weather. However, he forgot to tell us that the presentations would be held in the rain!

In the end 49 riders started, which was a good turn out considering the conditions. Something was obviously amiss in A Grade as not long after the start they were seen riding back in what appeared to be neutral conditions. It later transpired that Gary Coombes had fallen when he pulled his foot out and lost a lot of skin and seriously damaged his bike in the process. That is the third fall in two weeks, perhaps we are not taking enough care. In the end Phil Thompson out sprinted Rob Graham who had ridden together for much of the race.

In B Grade a win to Andrew Laird looks like promoting him to A Grade in coming weeks. C Grade saw Greg Molesworth win from Nick Panou and Rob Hill, having his first ride with the club. New members seem to be doing pretty well in the last few weeks, with several being placed in their first rides.

GRADED SCRATCH RACES - STEELS CREEK

I'm not sure what the story with Steve Di Tullio is? He seemed to be everywhere, on the back of bunches, or standing on the side of the road shouting encouragement to others as they rode by. Last week he rode back from Toolangi listening to the football on his walkman. Perhaps it's something they put in the water in the Army?

Somewhere along the line a decision was made for D Grade to do 4 laps instead of their usual 3, not everyone knew, the most vociferous complainant being Keith Bowen, who was obviously not listening at the start. He can't complain any more after winning by half a wheel from Hilton Preece and Glen Archer in only his second or third ride in D Grade. David Lyons, Steve Oberg, Hilton Preece and Frank Barlow, until he punctured, did most of the work.

Pat Rhuys, who with the other Southern riders, debated whether they should adjourn to the pub before the start when the weather didn't look all that promising, would have been glad he chose the racing option, when he won in E Grade from 'always in the money' John Porter and John C Wilson. After Colin Smythe's article in the Newsletter, he had to win E Grade to show that he was not just a track rider.

In what must be a record, 7 people punctured during the day! Might be time to check the tyres.

RESULTS

	First	Second	Third
Grade (5)	Phil Thompson	Rob Graham	Pat Healey
Grade (10)	Andrew Laird	Rudy Joosten	Nick Skews
Grade (10)	Greg Molesworth	Nick Panou	Rob Hill
Grade (13)	Keith Bowen	Hilton Preece	Glen Archer
Grade (7)	Pat Rhuys	John Porter	John C Wilson
Grade (4)	Colin Smythe	Frank Gleeson	

OFFICIALS

As usual, our thanks goes to the team of dedicated officials who made racing possible. Rob Graham, after a phone call from the police made sure no one parked close to the intersection by putting cones out. Nick Hainal manned the turn. Nick is also doing a sterling job looking after the race trailer during the week and transporting it to the races. Anyone who could share this task with the two or three who are currently doing it should see Alan Sandford. Alan Sandford, Graeme Parker and Lou Edwards managed all the other tasks associated with the race and as usual Steve Fothergill and Glen Archer were on the drinks.

TODAY AT YARRA JUNCTION

Today were at Yarra Junction for Graded Scratch Races, talk to the race director for your course preference, Hill or No Hill?

NEXT WEEK

Back to East Wandin for more graded scratch races.

EASTERN VETS PROGRAM

Saturday June 16	2.00 pm	Yarra Junction	Graded Scratch Races
Saturday June 23	2.00 pm	East Wandin	Graded Scratch Races
Saturday June 30	2.00 pm	AFL Park	GSR's with Intermediate Sprints
Saturday July 7	2.00 pm	Yannathan	Handicap

SOUTHERN VETS PROGRAM

Sunday June 17	10.00 am	Wonthaggi	Handicap
Sunday June 24	9.00 am	AFL Park	Graded Scratch Races 2 hours
Sunday July 1	9.00 am	Somers	Graded Scratch Races
Sunday July 8	9.00 am	Lang Lang	Graded Scratch Races

NORTHERN VETS PROGRAM

Sunday June 17	9.30 am	Toolernvale	Scratch Races
Sunday June 24	9.30 am	Toolernvale	Handicap

UP OVER V DOWN UNDER

LIFE AS A VET ON BOTH SIDES OF THE PLANET

Stuart Campbell compares racing UK style with racing Australian style.

Having virtually wished the year away (cycling wise) at 39 in anticipation of reaching veteran status at forty (no young thirty five year old 'trainees' in the UK) my sports mad work colleagues assured me that,

having previously been racing against much younger opposition, I would 'walk away' with the vets events. Sadly, I had to explain that life until then had been comparatively easy. Whereas I had mostly ridden in events

against 2nd and 3rd category riders, racing with the vets would pitch me into battle against ex elite and 1st category riders some of whom had ridden European Classics such as Paris Roubaix and even World Championships. Indeed most events would be a war of attrition with my only satisfaction coming from the knowledge that I was eventually racing against men who, in my younger days, had competed in a world way above that in which I enjoyed my cycling. Winning! more chance of being struck by lightning down a coal mine.

I could of course stick to the staple diet of the majority of racing cyclists in the UK - the time trial. However, while I admire the times put up by some of the riders I can see no fun in getting up at 4.00 am on a Sunday morning to face the timekeeper around 6.30 and ride, at one minute intervals (usually over the regulation distances of 10, 25, 50 or 100 miles!), down a main road in the hope that the traffic flow will increase enough to 'drag' you to a faster time than you recorded the previous week. It may be the race of truth, but its bloody unsociable. I'm a road racing 'type' and will confine my observations to this.

The first notable difference is the organisational set up. Cycle clubs in the UK are far more prolific than Oz and can have a membership of as little as half a dozen, in what is basically a racing team, up to around 150, in the more established clubs that will usually cater for all types of racing for every age group as well as 'social' club rides.

Individual clubs organise, usually two or three times a year, races which are open to all relevant licence holders and with careful co-ordination a race calendar is built up covering late February through to early November.

The majority of races will be run under the auspices of the British Cycling Federation (BCF) and very few will be for veterans only. More often an area will have one race for Elite, first and second category riders and another for third, fourth category riders, Vets and Ladies. However, as veterans licences are also subject to categorisation in the same way as seniors, the vets qualification is a bit of a misnomer. Basically you ride in whichever race is applicable to your category .

In my home county of Surrey, weekend races were scratch events, with 80 - 100 km being the usual distance for the lower categories. Handicap events are run at Goodwood Motor Racing Circuit on Tuesday evenings and on open roads on Thursday evening. Distances generally are in the region of 60 km. In addition there are scratch events on a closed circuit of approx 1 km organised by my old club VC Meudon on a Wednesday evening with category splits as per the weekend races.

In addition to the BCF races, there is a race program under the League of Veteran Racing Cyclists (LVRC) banner, an organisation which equates more closely with the AVCC/VVCC, in that rules are kept to the minimum with the emphasis on providing races. Unfortunately their calendar is nowhere near as comprehensive as the BCF but it is expanding year by year. The LVRC categories are again by age, with five year age bands. However, although there will usually be a prize for the first in each category it is normal for 3 or 4 categories to be combined for the race.

A third organisation, The League International exists, but is more prominent in the North of England. This is really an alternative to the BCF, providing races for all ages but I'm not certain of how their category system (if any) works.

It can be seen therefore that while a programme of veterans races exists through both the BCF and LVRC, the majority of the races you could undertake in the UK would be against riders categorised on a very broad ability status, probably comparable to those organised by Caulfield - Carnegie and over a longer distance than Eastern/Southern races. In the vets only events, the categorisation would be by age and not ability, but with the most likely 'split' 40+ and 50+.

Only in the Tuesday evening handicap races at Goodwood do the vets appear to come into their own - they constitute the first group off and, with sprints every lap, usually have the luxury of taking the points on the first four or five laps of the 3.5 km circuit before being caught, with the back markers joining up with seven or eight laps to go. From then on the pace just winds up with the likes of Olympian Rob Hayles stretching a bunch of a 100+ riders to breaking point.

It is worth noting that at 56 (when I last competed there) I was one of the oldest riders in these races.

All in all racing UK style is nowhere near as comprehensive or as balanced a 'veterans only' program as that enjoyed by the Eastern and Southern Vets - all thanks to a small band of dedicated (and unsung) officials. Make no mistake about it **YOU ARE LUCKY.**

Ability versus age I think constitutes the biggest difference between the UK and Australia.. Ability grading offers much better racing for all concerned. Each rider can compete in a grade to suit his/her ability and therefore contribute something to the race. If a comparison is needed just notice the difference when championship races run under age groupings are held. A good percentage of eligible riders can probably be classed as cannon fodder and this shows in the depleted entries received. A shame really because the experience of riding against class opposition is all part of life's rich tapestry and events like the Olympics and World Championships would be dull affairs if only those who thought they would win entered.

So all up, if you want to race all year round against riders of your own ability, stay in Australia. On the other hand, if you are planning a trip to the UK, it is still worth while taking your bike.

NEXT WEEK.

Graham Cadd tells us what it is like to ride from Perth to Sydney in 13½ days.

COMING SOON

Steve Di Tullio at Vodafone Arena.

AROUND THE BAY IN A DAY

Bicycle Victoria is currently taking entries for Around the Bay in a Day. If you are interested put your entry in now to make sure you get your preferred direction of riding (for most, this is Melbourne Geelong Queenscliff Sorrento Melbourne). A number of Eastern Vets are planning to ride. If there are enough starters we could ride as a club. In our club jerseys we would match it with the corporate teams.

DID YOU KNOW?

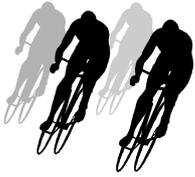
Did you know that Eastern Vets has a web page?. The address is a bit cumbersome, <http://www4.tpg.com.au/users/lfbishop>, but once you have found it put it in your favourites. The site is maintained by Leon Bishop and the Newsletter is usually there by Monday or Tuesday.

REMEMBER

If you have any news, members results from non Eastern events, bike bits to sell, pet or regular training rides, advertisements, or anything else that you would like to include, please give it to me on race day, by phone (9439 8013) or by e mail (keithb@rabbit.com.au).

There is no doubt that the AVCC system allows those who take up the sport in later life to integrate and compete more quickly than they would in the UK, where their first race could well be up against ex internationals. This is reflected in the numbers competing - especially at AFL Park in the summer.

AFL Park is of course a big factor in any comparison. Without this facility the UK scene would be much the better in terms of opportunity to race. The other great advantage over the UK is of course the climate. Being able to race all year round is a luxury. In the UK reduced daylight hours and adverse weather conditions curtail racing after late November and for the first couple of months into the new year, when even training in temperatures just above freezing (before the wind chill factor is applied) is enough to test the most resolute rider - let alone rain which at times can seem to be blowing horizontal to the ground. Not for nothing did Ireland's super star Sean Kelly say that if you're serious about training you never look out of the kitchen window -you just open the door and go!.



eastern veterans cycling club

PRESENTATION DINNER

TICKETS ARE SELLING FAST, MAKE SURE YOU DON'T MISS OUT. THERE ARE ONLY 70 AVAILABLE.

Newsletter June 23, 2001

LAST WEEK JUNE 16

GRADED SCRATCH RACES – YARRA JUNCTION

The weather gods continue to be reasonably kind to us at moment. After a couple of ordinary days, Saturday was only marginally better. The threat of cold and rain kept our numbers down to the lowest for some time, with only 32 starters. The race was held in relatively fine conditions, with only a short shower at the beginning of the second lap.

Unlike Steels Creek, where you can see what is happening in other bunches several times, the Yarra Junction course only offers limited opportunities for me to write up what was happening in other grades. In addition after our placings last week, Hilton Preece and I earned promotion to C Grade, so I was more intent in staying with the bunch rather than observing what was going on.

Andrew Laird justified his promotion to A Grade by winning. There was probably a mild sense of relief amongst A Grade when Phil Thompson punctured. B Grade must have been a pretty competitive group with Martin Stalder winning from Rudy Joosten and Steve Pryer. Michael Pitrun who didn't want to ride B Grade got up in C Grade from Doug Smith. Michael is about to head overseas with his family for an extended period in a combination of work, holiday, but no riding apparently. Clive Wright won in D Grade from a rapidly improving Glen Archer and Harold Simpson who has recently returned from a holiday in Mauritius. E Grade saw the old stagers in Colin Smythe and John Porter come first and third with John C Wilson coming second

RESULTS

	First	Second	Third
A Grade (6)	Andrew Laird	Pat Healey	Roger Burns
B Grade (5)	Martin Stalder	Rudy Joosten	Steve Pryer
C Grade (8)	Michael Pitrun	Doug Smith	Nick Panou
D Grade (7)	Clive Wright	Glen Archer	Harold Simpson
E Grade (6)	Colin Smythe	John C Wilson	John Porter

OFFICIALS

Helpers today were regulars Vince Di Nuzzo, Alan Sandford with assistance from Ken Smith on the turn and Gerrard O'Brien judging. Steve Fothergill continued the good work on the drinks.

TODAY AT EAST WANDIN

Back to East Wandin today for more graded scratch races.

NEXT WEEK

It will be everyone's favourite course next week when we are back at the Park for 2 hour graded scratch races, with intermediate sprints.

EASTERN VETS PROGRAM

Saturday June 23	2.00 pm	East Wandin	Graded Scratch Races
Saturday June 30	2.00 pm	AFL Park	GSR's with Intermediate Sprints
Saturday July 7	2.00 pm	Yannathan	Handicap
Saturday July 14	2.00 pm	Steels Creek	Teams Event

SOUTHERN VETS PROGRAM

Sunday June 24	9.00 am	AFL Park	Graded Scratch Races 2 hours
Sunday July 1	9.00 am	Somers	Graded Scratch Races
Sunday July 8	9.00 am	Lang Lang	Graded Scratch Races
Sunday July 15	9.00 am	Dromana	Club Championship

NORTHERN VETS PROGRAM

Sunday June 24	9.30 am	Toolernvale	Handicap
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NOTES ON A PERTH TO SYDNEY BICYCLE RIDE

Graham Cadd tells us what it's like to ride from Perth to Sydney in 13 and 1/2 days and in the process raise over \$20,000 for a National Conference On Leukodystrophies.

This ride was undertaken to raise funds for an inaugural national conference on leukodystrophies to be held at the Children's Hospital on the 17th and 18th of August. The need to raise funds for this conference was my primary motivation and I thank all those who have contributed to this objective so generously. The setting of a 10-day goal was to give us the motivation to get going and keep going each day. In the end it took us 13and1/2 days to ride from one side of the country to the other.

I had 4 companions. My brother Rick did all the driving and general support. Setting up the van, bits of washing (smelly bike nicks!), keeping the drinks up to us and all the cooking. He had the hardest job and despite this, only lost his cool a few times. One major problem for him was spending a very long day, for 2 weeks, behind the wheel of a V8 SS Commodore and only being able to drive at 30km/hr when everyone else was doing better than 4 times that. At least he had air conditioning and the CD player.

Ian Milner, a detective from Lilydale (joining Eastern Vets next year – watch out!), cycled the whole distance with me. He was incredibly supportive of me both physically and emotionally and he remained along side me every crank of the way. There were a few times when we both struggled with tiredness and fatigue and we spent many hours alone together in the dark talking really dirty to keep ourselves going. I think every bit of sexual activity, past, present, future,

real and fantasy was given a run. I hope long distance cycling causes amnesia - I'm feeling a little exposed! Ian is 14 years younger than I am, much fitter and stronger and a triathlete. He could have easily made the 10 days if he didn't have to keep slowing down for me. (A common problem for my training mates!)

Richard Matkins (Blackburn) and John Patatou (Eastern Vets) came along for the ride. They rode varying distances each day when the conditions were to their liking. On several occasions they did some monumental turns into the wind that saved our bacon.

We towed a 6 berth Jayco pop-up campervan that really only comfortably slept 4. As nobody wanted to sleep together, Rick slept on the floor on an airbed. The van was cramped and a bit too close. The pop-up mechanism to raise the roof broke after a week. This caused no end of inconvenience, as things could not be set up without all hands being present. This was almost as big a pain in the arse as sitting on the bike all day. Every 3rd night or so we stayed in a motel or cabin for a much needed wash, shave and a more detailed examination of the pimples and scabs on the nether regions. Otherwise it was fatigue induced sleeps on the side of the road with a belly full of pasta or rice and beer and not a thought given to the most basic personal hygiene. Each day was eat, sleep and cycle. No radio, no papers, no TV and often no conversation for long periods. We became engrossed with the weather and its failure to deliver any assistance, our daily targets and where the next drink stop would be.

The first 6 days cooked us. Each day the temp peaked at around 30 degrees with the 2nd day in Coolgardie at 32 degrees. WA was having its hottest and driest spell since records have been kept.

We managed 720kms over the first 2 days but then had to reassess our daily targets. The 3rd day 250km and the 4th only 200km due to the heat, fatigue and strong NE/SE winds. We were so stuffed we had afternoon naps over the next few days and when the winds were strongest later in the day we started drafting behind the van. This helped to improve the distance covered each day to the more respectable mid 30's but the damage had been done. The drafting only partially resolved our problems, firstly because it was much hotter out of the wind behind the van and also because the speed was so constant. We couldn't vary the pace for a rest without much yelling at the driver. For him it was difficult to judge what speed was required at any given time, often going too fast up hill and too slow down hill and then on other days, for whatever perverse motivation the reverse. After long periods of drafting we were just as fatigued and thirsty but importantly we gained a few more precious kilometres.

On the 7th day (it's almost a saga of biblical proportions) it rained lightly for a couple of hours and that was all the cloud cover for the whole trip. By lunch the day had returned to hot and sunny with the usual NE/SE winds. The only assistance the weather gave us was afternoon tail winds in western NSW. These enabled us to catch up quite a few kilometres. On the final morning in Bathurst with a 6.30am start, the whole region was covered in frost. This was not so much of a drama, because the hill climbing over the central highlands and then over the Blue Mountains warmed us up. The woollies only lasted about 2 hours. True to the pattern for the ride, and as if it didn't want to disappoint us, the sun appeared early and the head wind slowed our arrival in Sydney.

I hope I've conveyed my feelings about the weather. I was very pissed off! The ascent up Mt Victoria Pass on the western side of the Blue Mountains was a major effort after nearly 4000km.



The Cycling Team, Graham Cadd, Ian Milner, John Patatou , Richard Matkins

The roads in WA and SA were excellent. This contrasted greatly with NSW where they were often poorly made or chopped up for some very long stretches. The worst town we stopped at was Wilcannia and the best was Port Augusta where Ian was relieved to have his first McDonalds for 10 days.

We had some mixed fortunes with bikes. My Evolution completed the distance with only a tyre fault that caused a distorted tread, otherwise it was perfect. John Patatou took his old clunker and had one puncture. Richard Matkins broke his head stem through a weld. This could have been a catastrophe should his handlebars have come adrift with downward pressure. Fortunately the stem partially parted as he pulled upwards on the bars. I'm still having nightmares about the potential outcome. He was able to purchase a new stem in Dubbo. Ian Milner snapped the derailleur hanger on his Avanti. He then rode Richards bike for a day to Port Augusta where his own bike was repaired. This cost about half a day and Ian about \$80.

Many thanks need to go to John Cordedda and Bayside Cycles for preparing our bikes and lending us some bits and pieces and a few tools. He organised the new Continental puncture resistant tyres, which were fitted to all our bikes. These tyres performed well and I would recommend them to any serious cyclist. The best thing I added to my bike was tri-bars. I had never

used them before and they were such a relief to my hands that I used them whenever I could.

The main physical problems we had were to do with lack of preparation for such long days, fatigue and unbearably sore arses. One night Ian rode nearly 60km, hardly game to place his on the seat. We got some advice (from a seasoned Eastern Vet) to put liberal amounts of talcum powder down our shorts, up our bums and down our socks. This helped the removal of a fair amount of 'under carriage' skin. After the talc we moved onto Paxyl cream with local anaesthetic, Savlon cream to stop the pimples turning into boils, chamois cream as a preventative and finally Ian and John got some relief from Rectinol cream that my brother 'fessed up' about, (no they don't run in the family). I think I fared best in the sore arse stakes. My nursing experiences have allowed me to look after a lot of arseholes and of course I have that little bit of extra padding. On the last morning I looked as if I had done 10 rounds with Mike Tyson. I had lost 6kg and had a very puffy face. 2 weeks later some of my toes are still numb, my willy is silly and my left hand can't grip properly. Prior to leaving I put new and very expensive tyres on

the bruiser cruiser. On return I found that the rear tyres were completely scrubbed due to the weight of 5 adults, a packed boot and towing a camper trailer loaded with food,

drinks and luggage. The lesson to be learned by my companions is to travel light. The excessive baggage each took, had me behaviourally and audibly expressive from the outset. Nick Hainal from Avon Tyres will be having much better holidays this year!

The final word on this adventure comes from Ian Milner when he rang on the morning after we returned. "Hey would you like to try the 10 days next year? We could do it." I think he is a very slow learner. 4000km is a very long way.

I am a very relieved and happy cyclist. We all returned safely and achieved nearly all our goals.

Difficulties strengthen the mind as labour does the body. Courage and faith conquer circumstances.

Most people live and die with their music still unplayed. They never dare try.

Best wishes

Graham Cadd

COMING SOON

Steve Di Tullio at Vodafone Arena.

CALLING ALL MOUNTAIN BIKE RIDERS

Parks Victoria has released a draft Victorian Trails Strategy. Adoption of this strategy could have major implications on the availability of areas in Victoria for mountain bike riders. The strategy is available on the web from <http://www4.tpg.com.au/users/lfbishop>. Submissions close Friday 29 June, 2001.

NEW LINKS ON WEB SITE?

Leon Bishop maintains our web site, <http://www4.tpg.com.au/users/lfbishop>. and has recently put up a number of new links to other cycling sites. When the Tour de France starts in a few weeks you can find the latest results through our web site. Check it out today.

HELP NEEDED

I'm running short of material for the Newsletter, if you have anything to contribute, please give it to me on race day, by phone (9439 8013) or by e mail ().

COMMITTEE NEWS

The Committee meeting on June 7 was well attended with 13 members together with Keith White President of Southern and Frank Barlow, Captain of Southern. In order to make the Southern vs Eastern events more competitive it was agreed that the visiting club would not race on the weekend of these races. That means that there will be no Eastern race on Saturday 8 September. Thanks to a generous donation of \$600 from Elgas, stubby holders in Club colours are on the way. Likewise tee shirts in Club colours are also on the way.

