

# eastern veterans cycling club

*Newsletter July 3 2004*



**MONDAY NIGHT JULY 5  
MAROONDAH CLUB 8.00 PM.  
MONTHLY MEETING  
IMPORTANT MATTERS TO BE DISCUSSED.  
COME ALONG AND HAVE YOUR SAY  
SEE YOU THERE.**

## **June 26 Graded Scratch Races, Metec Bianchi Tour Race**

More of the same as far as the weather was concerned, but like the first Bianchi race at Metec we managed to get through all the races without any disruption. The numbers are dropping off, but that is understandable in view of the weather and as riders drop out of contention. Nevertheless 71 riders (there would have been 73 if you count the two who turned up for a normal start at two o'clock.

In a reversal of starting order, the racing began with E grade at 11. A wet track to start with, but the wind soon dried it out, although it started to drizzle slightly towards the end when all the riders were hoping the judges would call us in early. As usual in these matters, it turned out to be a forlorn hope. With two tour contenders in the race, the rest of the bunch was content to let them make the pace. Ronnie Stranks and Harold Simpson had a couple of goes to get away, but they were soon reeled in. Graham Haines had a puncture half way through, which probably had him a bit worried, but J C Wilson quickly produced a spare wheel and he was back in the race. In the sprint Graham Haines won from Graeme Elliott, Harold Simpson who ran off the side of the road not far from the finish, Keith Bowen and Ron Stranks. With Harold not being an entrant in the Tour, Clive Wright took the points for fifth place.

D grade was similar to E grade in that it was largely a race free of attacks, although David Casey made one of usual forays towards the end but was quickly caught. Brian McCann again won the sprint from Phil Jarvie, David Casey, Liz Randall, who was always prominent at the front during the race and Gary McIntyre keeping his hopes for a placing alive with fifth place. There was a bit of rain during this race, not enough to stop the race, but like subsequent races enough to splatter everyone's face with a bit of dirt.

In contrast to E and D grades, there were numerous attacks in C grade. The eventual winner Steve Barnard was always near the front and just won the sprint from David McCormack and another rider, Steve Towers, keeping his hopes for a placing alive, coming third. Then followed a string of non Bianchi riders so that Jeff Pretto and Nick Hainal who came eighth and ninth respectively managed to collect some Bianchi points. Steve Towers had a puncture half way through and like Graham Haines was close to the car park and was able to quickly join the race. John Walker, was not so lucky. Although he was caught before the finish after one of his typical break aways, John punctured with one or two laps to go.

B grade featured Tour aspirant in Martin Peeters, who needed a win to stay with the new leader Graham Haines. The pace was on in this race and there were several withdrawals, including an unlucky Craig Peacock with two punctures. Martin never got further back than about fourth or fifth wheel and just held out Dayle Goodall for first with Jim Swainston third. Michael Burke, Steve Fothergill and Ian Milner took the Bianchi points for third, fourth and fifth.

The wind had died a bit by the time A grade took the track. The interest was on whether Guy Green or Peter O'Callaghan would win and have an outside chance of winning the Tour, or at least running a place. Those riders who had willingly volunteered to ride A grade to ensure that there was an A grade race, dropped off fairly early in the race. I am sure the handicapper will look kindly on marks for these riders later in the year, as they had no hope of winning the Tour. Eventually Peter O'Callaghan, David Moreland, Guy Green and Jim Stobie got away and finished in that order. Rob Amos won the sprint for fifth place points. Nigel Kimber stayed with this group and might find himself as a permanent A grade rider in the near future.

## **Bicycle Superstore Bianchi Tour**

It looks as though there are eight riders in contention for placings, with the winner coming from the first three, separated by only one point. If only one of them wins at Steels Creek, no matter where the others come, they will win the Tour. If Martin and Graham Haines both win then we will have a tied result. It is hard to pick the final result, even David McCormack on 27 points has an outside chance of a placing. For the rest of us, just ride to win on the day.

Peeters Martin	B	39	Towers Steve	C	31.5
Haines Graham	E	39	McIntyre Gary	D	31
Elliott Graeme	E	38	Green Guy	A	29
O'Callaghan Peter	A	33	McCormack David	C	27

## Results

	First	Second	Third	Fourth	Fifth
<b>Grade (15)</b>	Peter O'Callaghan	David Moreland	Guy Green	Jeff Stobie	Rob Amos
<b>Grade (14)</b>	Martin Peeters	Dayle Goodall	Jim Swainston*	Michael Burke	Steve Fothergill
<b>Grade (17)</b>	Steve Barnard	David McCormack	Steve Towers	Brett Rallings*	Tim Hall*
<b>Grade (13)</b>	Brian McCann	Phil Jarvie	David Casey	Liz Randall	Gary McIntyre
<b>Grade (12)</b>	Graham Haines	Graeme Elliott	Harold Simpson*	Keith Bowen	Ron Stranks

\* Non Bianchi riders, in B grade Steve Fothergill took fourth place and Ian Milner fifth, in C grade Jeff Pretto and Nick Hainal took fourth and fifth respectively, in E grade Keith Bowen, Ron Stranks and Clive Wright took third fourth and fifth respectively.

## Officials

A special thanks to those riders who officiated today. The list includes: Phil Tattersall, sweeping and finish all day, J C Wilson sweeping and trailer all day, Barbara Stewart money and BBQ all day, Graeme Parker entries most of the day, Nick Panou, entries for a long time, Rose Hainal entries for a couple of grades, Steve Oberg finish, Paul Kelly finish, Ian Jones finish, Keith Bowen finish, Su Pretto finish, Jeff Pretto finish, Alan Cunneen finish, Tim Hall finish, Harold Simpson finish, Alan Hicks sweeping, Nigel Kimber sweeping, Ron Stranks BBQ, Liz Randall and Peter Norbury use of cameras for finish, which was utilized several times, Glenn Archer drinks and gas heaters and to the Superstore employees Brett and John were there all day.

## Eastern Vets Program

<b>Monday</b>	<b>July</b>	<b>5</b>	<b>8.00 pm</b>	<b>Maroondah Club</b>	<b>General Meeting</b>
Saturday	July	10	2.00 pm	Yarra Glen Toolangi	Graded Scratch Races
Saturday	July	17	2.00 pm	Yarra Junction	Handicap
<b>Saturday</b>	<b>July</b>	<b>24</b>	<b>2.00 pm</b>	<b>Steels Creek</b>	<b>Bianchi Tour</b>
Saturday	Aug	7	2.00 pm	East Wandin	Athletic Soft Tissue GSR

## Southern Vets Program

Sunday	July	4	9.00 am	Somers	Graded Scratch Races
Sunday	July	11	9.00 am	Dromana	Graded Scratch Races
Sunday	July	18	9.00 am	Cora Lynn	Handicap
Sunday	July	25	9.00 am	Lang Lang	Graded Scratch Races

## Northern Vets Program

Sunday	July	4	9.30 am	Toolernvale	48 km Handicap
Sunday	July	11	9.30 am	Latrobe	Graded Scratch Races
Sunday	July	18	9.30 am	Toolernvale	48 km Handicap
Sunday	July	25	9.30 am	Campbellfield	Graded Scratch Races

**Eastern Jerseys and Knicks are now available.** If you have ordered yours contact Steve Szalla on race day, by email [sszalla@bigpond.net.au](mailto:sszalla@bigpond.net.au), or by phone 98410265. . If you haven't ordered any, get in early to make sure your size is available. Jerseys \$65, knicks \$70 and bib and brace knicks \$75.

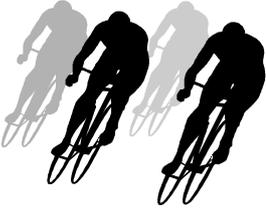
### Website

Hylton Preece is working in New Zealand at the moment and our stand-in web mistress, Amanda has headed off to NZ also, with the result that the website won't be updated next week. We will be back online in the week commencing Monday 12.

### Membership List

Following a number of requests a list of members and phone numbers is now available.

**Race Program** A revised race program is also now available. The only changes are to Club meeting nights, after Monday July 5 meetings will be now on the last Monday in the month, the Delmont Hospital Handicap will be on July 17 at Yarra Junction and the Le Tour Handicap on October 9 at Yarra Junction.



# eastern veterans cycling club

*Newsletter July 10 2004*

## July 3 Graded Scratch Races, Metec

More cold and windy weather, but it didn't deter 54 riders. The wind seemed to be absolutely head on, on the 'wiggly' section just after hill, where you were likely to get blown of course a bit.

Guy Green with Mark Wallace firmly attached to his wheel, got away from the rest of grade. Guy 'preserving' his energy for Sunday, still managed to sprint away from Mark, with Peter O'Callaghan winning the sprint for third.

Ian Smith returned to the winners circle in B grade, winning from Martin Stalder, relishing his return to B grade after the Bianchi race last week and Steve Fothergill.

New rider Brett Rallings dominated C grade, winning from John Hunt who picked up a new Cannondale in the morning. The pre delivery check was not as thorough as it should have been and John had to take a lap out to put the seat back to its

correct height after it gradually slipped down every time he went over a bump. David Mc McCormack coming third. Brett will probably find himself I B grade next week and can look forward to A grade in the near future.

Ivan Tarrant and Adrian Darcy gave D grade a bit of work over as first one and then the other went of the front. Ian won comfortably from Harold Simpson a very consistent Brian McCann.

E grade was quickly down to five riders. Euan Williams was able to escape for a while, but finished third behind the strong men in J C Wilson and Paul Kelly.

Four starters in F grade which was won by Don Ferguson from Mike Fisher and Heather Christie.

## Results

	First	Second	Third
<b>A Grade (9)</b>	Guy Green	Mark Wallace	Peter O'Callaghan
<b>B Grade (13)</b>	Ian Smith	Martin Stalder	Steve Fothergill
<b>C Grade (11)</b>	Brett Rallings	John Hunt	David McCormack
<b>D Grade (12)</b>	Ivan Tarrant	Harold Simpson	Brian McCann
<b>E Grade (7)</b>	J C Wilson	Paul Kelly	Euan Williams
<b>F Grade (4)</b>	Don Ferguson	Mike Fisher	Heather Christie

## Officials

Phil Tattersall was again in charge assisted by Kevin Mills, Marcus Herzog, John Macleod, Nick Panou, Barbara Stewart, with Nigel Kimber again sweeping the course beforehand, and not forgetting Glenn Archer and Steve Fothergill on the drinks.

## Eastern Vets Program

Saturday	July	10	2.00 pm	Yarra Glen Toolangi	Graded Scratch Races
Saturday	July	17	2.00 pm	Yarra Junction	Handicap
<b>Saturday</b>	<b>July</b>	<b>24</b>	<b>2.00 pm</b>	<b>Steels Creek</b>	<b>Bianchi Tour</b>
Saturday	July	31	2.00 pm	Metec	Graded Scratch Races

## Southern Vets Program

Sunday	July	11	9.00 am	Dromana	Graded Scratch Races
Sunday	July	18	9.00 am	Cora Lynn	Handicap
Sunday	July	25	9.00 am	Lang Lang	Graded Scratch Races
Sunday	Aug	1	9.00 am	Bayles	Tim Bates Handicap

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Sunday	July	25	9.30 am	Campbellfield	Graded Scratch Races
Sunday	Aug	1	9.30 am	Campbellfield	Graded Scratch Races

## CRITERIUM RACING

With a considerable number of new riders joining the Club it is worthwhile outlining the general rules applicable to criterium racing and graded scratch races.

- When we have scratch races there are five, (six if there is an F grade), separate races in progress and riders must not sit on the back of another grade. In a handicap, which is a single race, riders can ride with any bunch. Remember though, you might incur their wrath if you sit on a faster bunch, don't do any work, and then sprint for the finish and win.
- In criteriums riders are allowed a lap out for punctures, mechanical mishaps and falls. A lap out is not available for a rider who runs off the track, you have to get back on and chase. If you have taken a lap out, let the officials know at the finish line and tell the bunch captain and other riders in the bunch that you are rejoining after a puncture, or whatever. If you are rejoining you must not improve your position. If you have been in a break away and the break away is still clear, you may rejoin the breakaway, otherwise you must rejoin the bunch, but remember you cannot improve your position when you rejoin.
- If riders in the bunch are not sure whether a rider is being lapped or rejoining, ask them politely if they are still in the race, or have been lapped.
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- A lap out is not available if there is less than 15 minutes to go in the race.
- When a grade has finished their sprint, make sure you pull off the track and keep clear of other bunches that are still racing. All too often there are riders dawdling around the circuit after their sprint and interfering with other sprints. It is not just confusing for the judges, but potentially dangerous.
- If a higher grade is caught by a lower grade (it does happen sometimes), riders should think carefully before passing the higher grade. Invariably the slower grade will be passed in the next few hundred metres. This is particularly important at a place like Metec where the width of the track is limited. If a rider or riders does pass a higher grade they must ride clear of that grade.
- **At Metec the Honda motor cycle training area is out of bounds. Under no circumstances walk across the area, warm up there, or if you have children please make sure they keep well clear. They are learner drivers and have been known to crash through the tyre barrier!!!!.**

## CLUB NEWS

**Gold Coast Marathon** 12 000 runners took part in the Gold Coast Marathon last Sunday. Included in the field were Su and Jeff Pretto. Both beat their personal best times, Su in 3 hr 27 minutes (her objective was 3 hr 30) and Jeff in 3 hr 48 min.

**Heather is leaving us!!!** Heather Christie is heading off to Airlie Beach in a couple of weeks, not just for a holiday, but permanently!!!! Heather best wishes, we will miss you.

**Victorian Road Championships at Warragul** Eastern members Guy Green first and Peter O'Callaghan third in Masters Division 3 and Michael Burke third in Division 4-5.

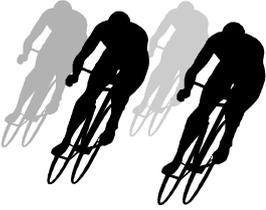
**New Members** Please send me your email address so that I can add you to the list of members and keep you up to date on what is happening in the cycling world.

**Eastern Jerseys and Knicks are now available.** If you have ordered yours contact Steve Szalla on race day, by email [sszalla@bigpond.net.au](mailto:sszalla@bigpond.net.au), or by phone 98410265. . If you haven't ordered any, get in early to make sure your size is available. Jerseys \$65, knicks \$70 and bib and brace knicks \$75.

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**Race Program** A revised race program is also now available. The only changes are to Club meeting nights, after Monday July 5 meetings will be now on the last Monday in the month, the Delmont Hospital Handicap will be on July 17 at Yarra Junction and the Le Tour Handicap on October 9 at Yarra Junction.



# eastern veterans cycling club

*Newsletter July 17 2004*

## July 10 Graded Scratch Races, Yarra Junction Toolangi

Windy, but otherwise fine conditions greeted the 62 riders for the race to Toolangi and back. With no rain for a day to two and the completion of road works, it looked like a problem free race coming up. With 'jumping' gears Greg Lipple was the only casualty on the day, pulling out before Healesville.

Eleven starters in A grade, which saw Guy Green leading at the top of the climb, hotly pursued by Steven Knight who we hadn't seen for a while. Steven had a really good time in the Basin Hillclimb a couple of years ago, but couldn't match Guy, or the others on the descent. Guy finished well clear (a minute or more) of Peter O'Callaghan and Rob Amos with the rest following in dribs and drabs.

B grade was the only race to finish with a bunch sprint for first. Six riders were left at the front, the three place getters Mike Fisher, winning comfortably from President Ian Smith, with a win last week obviously relishing a return to B grade, with Martin Stalder just holding out Brett Rallings, up from C grade last week. These five let Martin Peeters do all the work on the way back, but Martin might have the last laugh when he wins a new bike in a weeks time.

Ted McCoy spends all his spare time riding his bike and this course has to be his favourite. I doubt if he has ever been unplaced on this course. Today was no exception, winning from Steve Short with John Jardine a few hundred metres behind coming third.

The McCoy connection continued in D grade with Mark Chambers, partner of Debbie McCoy, streeting the field. Bianchi Tour aspirant Gary McIntyre coming second a long way ahead of the remainder of D grade, which came through in a bunch of 5 or 6. The sprint for third being won by Brian McCann.

E grade included a number of criterium specialists down from D grade, but novices once a hill is included. Some of them turned before the top of the climb and even then, they weren't first home. The two strong men in the field in Harold Simpson and Paul Kelly quickly blew the bunch apart and rode together until the end, with Harold winning the sprint. J C Wilson came in third some time later.

### Results

	First	Second	Third
<b>A Grade (11)</b>	Guy Green	Peter O'Callaghan	Rob Amos
<b>B Grade (12)</b>	Mike Fisher	Ian Smith	Martin Stalder
<b>C Grade (15)</b>	Ted McCoy	Steve Short	John Jardine
<b>D Grade (15)</b>	Mark Chambers	Gary McIntyre	Brian McCann
<b>E Grade (9)</b>	Harold Simpson	Paul Kelly	J C Wilson

### Officials

Lots of helpers again today, in no particular order, Phil Tattersall, Rob Graham, Keith Bowen, John Macleod, Su Pretto, Ron Stranks, Heather Christie, Andrew Dick, Clive Wright, with Glenn Serving the drinks.

### Eastern Vets Program

<b>Saturday</b>	<b>July</b>	<b>24</b>	<b>2.00 pm</b>	<b>Steels Creek</b>	<b>Bianchi Tour</b>
<b>Monday</b>	<b>July</b>	<b>26</b>	<b>8.00 pm</b>	<b>Maroondah Club</b>	<b>Monthly Meeting</b>
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### Southern Vets Program

Sunday	July	18	9.00 am	Cora Lynn	Handicap
Sunday	July	25	9.00 am	Lang Lang	Graded Scratch Races
Sunday	Aug	1	9.00 am	Bayles	Tim Bates Handicap
Sunday	Aug	8	9.00 am	Crib Point	Graded Scratch Races

## Northern Vets Program

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## CLUB NEWS

**East Wandin, Athletic Soft Tissue Graded Scratch Races August 7** We are trying something new for this event, as well as it being the normal scratch races with prizes in each grade, there will be points awarded for sprints on three of the laps and a prize for the overall points winner.

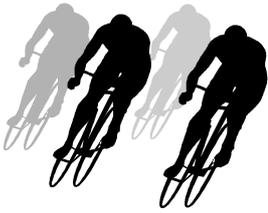
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# eastern veterans cycling club

*Newsletter July 24 2004*



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MAROONDAH CLUB 8.00 PM.  
MONTHLY MEETING  
IMPORTANT MATTERS TO BE DISCUSSED.  
COME ALONG AND HAVE YOUR SAY  
SEE YOU THERE.**

## July 17 Delmont Hospital Handicap Yarra Junction

With the weather forecast of rain , hail, snow and gale force winds that we would have got through a race at Yarra Junction without getting wet. Well the riders that is, Steve Short got 'hailed' on at the turn, believe it or not, while the sun was shining!!! With a strong southerly blowing, it was hard work on the way out, but a super fast return, with the tail wind and overall downhill.

Forty eight starters was a pretty good field considering weather and 6 or more regular riders riding in the de Bortoli Yarra Valley Tour. Apart from A and B groups with 4 and 8 riders respectively, the other three groups each had 12 riders. After the first lap D group were only a minute down on E, B and C had made up a bit of ground but didn't look as though they would catch the strong D group. By this time A had broken up, with one withdrawal and the remainder riding as individuals, it appeared that they might struggle to get fastest time.

D caught E with after 35 km and they stayed together until the finish. The winning bunch comprised 9 or 10 riders, with Rob Aithison, despite a taking off very early winning comfortably from Nick Hainal, Graeme Parker, Geoff Beckworth and Jeff Pretto. D group were well organised in swapping turns and showed the benefit of team work in a handicap. The new finish line at the school is a bit of a

winner, it is in a 60 km/hr zone which means we don't have to change the speed limit, the road is much wider, riders are visible to judges and traffic controllers for a considerable distance. The up hill sprint meant that they were all easy to judge with a bike length or more separating all riders, or perhaps it was just coincidence. The only problem on Saturday was the low sun angle which meant that it was difficult for riders unfamiliar with the course to see where the finish line was and judge their sprint accordingly.

John Hunt was another rider to lead out early winning the C group sprint comfortably a couple of minutes behind the winners.

The main interest then centred on whether B or A would get fastest time. Having inadvertently stopped the watch while frantically looking for a lost mobile phone (later found in the car park), it was a matter of timing the gap between B and A groups. In the end Mike Fisher won the B group sprint from Martin Stalder and for Peter Howard to come in 4 min 13 sec later to just miss out on fastest time.

Graham Haines had the misfortune to fall and lost some skinn and broke a few spokes and a pedal, but is confident that he will be alright for next Saturday. Ivan Tarrant was also involved, he didn't fall but broke some spokes.

## Results

### RESULTS

<b>1st</b>	Rob Aitchison	<b>4th</b>	Geoff Beckworth	<b>A</b>	Peter Howard	<b>C</b>	John Hunt
<b>2nd</b>	Nick Hainal	<b>5th</b>	Jeff Pretto	<b>B</b>	Martin Stalder	<b>D</b>	David Casey
<b>3rd</b>	Graeme Parker	<b>Fst</b>	Mike Fisher			<b>E</b>	Paul Kelly

## Officials

Helpers today were Ian Smith in the lead car, Clare and Peter Ransome and Steve Short, traffic controllers, Keith Bowen, Greg Molesworth (before he headed off to work) at the start finish, also assisted by various riders who pulled out, Glenn Archer on the drinks and to David De Gama for arranging for opening of the school.

A special thanks to Graham Cadd and the Delmont Hospital for sponsoring the race. Graham, Ian Milner and Alan Cunneen are planning yet another ride across Australia next year to raise funds for the Leukodystrophy Association.

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Saturday	Aug	7	2.00 pm	East Wandin	Athletic Soft Tissue GSR
Saturday	Aug	14	2.00 pm	Metec	Graded Scratch Races

## Southern Vets Program

Sunday	July	25	9.00 am	Lang Lang	Graded Scratch Races
Sunday	Aug	1	9.00 am	Bayles	Tim Bates Handicap
Sunday	Aug	8	9.00 am	Crib Point	Graded Scratch Races
Sunday	Aug	15	9.00 am	Somers	Graded Scratch Races

## Northern Vets Program

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Sunday	Aug	1	9.30 am	Campbellfield	Graded Scratch Races
Sunday	Aug	8	10.00 am	Seymour	64 km Handicap
Sunday	Aug	15	10.00 am	Lancefield	Championships

## Alan Cunneen at the L'etape Du Tour (this ride was identical to stage 10 of the Tour)

Hi Keith

Yes it is a race report, it was a serious race, not a fun ride, 8,600 people, only 157 female. It's was an achievement just getting to the start. That is travelling with a bike on trains, planes, bus, taxi, lots of rules and regulations, getting lost.

The L'Etape itself what an amazing spectacle, the start alone was probably 2 km long, further than you could see in both directions, had to line up in pens according to number, I was number 8,363, I know had an awesome disadvantage, since it took 1/2 an hour just to cross the start, all electronically timed with a transponder around every rider's ankle.

The ride, stage 10 of Tour De France, Limonge to St Flour, 240 km, has a 12 hr time limit, which was the reason everyone raced so hard so as not to be eliminated, they take your transponder and number and you have to get on the bus, little did I know thousands get eliminated.

Even at the start the atmosphere was tense. Every one, thousands, just urinated in the street, and I mean everyone. All the bikes were most expensive, and a treat just to inspect, at least half had triple chain rings. My bike, the Litespeed commanded a lot of respect, although, the French thought I was a bit strange putting sunscreen on at 6.30 in the morning. Of all the bikes I only saw one old one, one with toe clips, one a hybrid and three with flat bars. I saw one disabled guy with no left arm, and no left leg riding a normal bike. I only saw about 10 girls for the whole trip.

The French love their cycling, literally 10's of thousands lined the route and clapped and cheered every rider.

To make the time limit you had to average 30 kmph the first 30 km, during which the race was neutral. But with 1/2 an hour to cross the start line and cyclists 8 wide I only averaged 24, so I knew the elimination time was going to be tight. In spite of so many people you couldn't

ride in a bunch, you just had to ride safe. People were so competitive they would drop things and say bugger in French and just ride harder, this included pumps, tool kits, camera, water bottles tubes. Amazing but then you wouldn't have been able to pick anything up. The ride was totally closed, every corner, access road or goat track was marshaled by police or officials. There were accompanying Mavic mechanic vans helping out on route.

Now this was a serious ride, 9 ranked category climbs, including a category one of 18% for 2 km at 180 km.

The first drinks, feed station was surprisingly at 95 km just when I'd ran out. It was here that I meet two people I knew. That's what wearing the Cunneen jersey does, even in France. I felt rude not stopping to talk, having been only 20 minutes ahead of the elimination time. There were people just behind me been eliminated so had to push on. The feed station was 50 metres in length, well stocked, just stopped for food and drink and natural break, again the river of urine in the open all in unison..

I certainly hoped the next feed station wasn't that far away, very heartened a little French boy ran along side me and handed me water. And what a thrill, the crowd just kept cheering every single rider. The riders themselves were just focused, literally many of them just rode themselves into oblivion. The whole ride was very scenic, but with so many on the road you just had to watch what you were doing, the route was lined with little villages, the narrow foot paths right on the street, people in open windows, folks on the mountains, camper vans, tables and chairs, they would have had to walk for hours to get to vantage points. Lots of ravines, tunnels, dams and climbs, the whole ride was up and down.

Only rode with a bunch for about 15 km after first food stop, then had to leave behind on the climbs, was passing people, lots of folk now in trouble. Someone came off on one of the descents. Trickier than you think having to ride on the right side of the road. Then my new front

lever went, oh well I don't need the big chain wheel. Certainly can't risk taking any time getting the Mavic team to fix it.

Eventually got to the Category one climb, here 8 out of 10 riders were walking, even with triples, kept going, ringing wet in sweat, doing all of 5-6 kmph an ambulance passed me and asked me was I ok, made me worry how I looked, I knew how I felt. At the top a feed station and temperature of 6 degrees. Restocked and put jacket on for descent. Stopped and gave a tube to an Australian out of London, cost 5 minutes.

Still passing people, got to Murat the last feed station at 201 km about 100 riders here and was told I was eliminated, handed in transponder, kept my number and pushed way through closed road, didn't even stop for food and water, had enough, figured had two hours to go including another category two climb of 8 km plenty of day light left.

Four or five others kept going, the crowds cheered even louder. Truly magnificent. Two riders by the road side

getting attention. Kept going. Then the buses trucks and public came passing me down the mountain. All very careful and considerate. I love the French. When the 12 hrs was up on my timer I had 13 km to go.

But then the vehicles kept passing me taking the signs down, what an efficient organisation. I kept passing then I didn't want to get lost..

Eventually got to St Flour 12 and 1/2 hours total time. 11 hrs 55 riding time. Distance 240 km, Total climbing 4.4 km (vertical) av speed 20.1. Average temp 14 all in all perfect conditions. What better ride could you do than the longest toughest stage of the Tour de France.

The winner did it in 6 hrs 50. I expect Lance to do about 6 and 1/2 (actually 6 hr). Lets see. I'd achieved my aim of completing the distance. I would have been 5th last of the riders who completed the ride.

Regards

*Alan Cunneen*

## **Bianchi Tour**

Bianchi Tour Progress Points, who will win and who will fill the five places?

No	Rider	Grade	Pts
47	Peeters Martin	B	39
128	Haines Graham	E	39
125	Elliott Graeme	E	38
17	O'Callaghan Peter	A	33
82	Towers Steve	C	31.5
111	McIntyre Gary	D	31
6	Green Guy	A	29
73	McCormack David	C	27
105	McCann Brian	D	24
96	Casey David	D	23
<b>Women</b>			
109	Randall Liz	D	17
103	Lang Adrienne	D	12
108	Pretto Su	D	4.5
78	Petersen Kym	C	4.5

The next riders after David Casey have only 20 points and cannot get a place.

## **Some Eastern Rider's Results**

### **De Bortoli Yarra Valley Tour**

Weather for this race last weekend couldn't have been worse. The Tour comprises three events, road race Yarra Glen Toolangi, back along the Old Melbourne Road (Death Valley, the route description only refers to one hill in Chum Creek Road and doesn't mention those along Death Valley!!!), 3 laps for A and B, one long plus one additional circuit of Death Valley for the others, a 17.5 km timec trial at Steels Creek and loops over Pantons Gap, including an unmade section. Results for Eastern riders were Guy Green and Peter O'Callaghan 16 and 22 respectively in B grade, David Moreland 12 in C Grade, Kym Petersen and Virginia Hamilton, 14 and 16 respectively in the womens (Kathy Watt finished third). Liz Randall and Adrienne Lang didn't finish. This what Liz had to say:

“There were 23 women, with 3 extra's for the TT, which acted as a qualifier for the Blackburn CC Team Time Trial teams.

### Stage 1 Yarra Glen, Toolangi, Death Valley x 2

It was freezing...8 degrees C avg, min 3. I wore lots of layers and was still not over warm. I rode most of the 1st stage with a rear wheel problem, consequently did more work than planned. I'd have been last anyhow, but this way I got dropped earlier than anticipated, 1 skewer has now been binned.

### Stage 2 TT up Steels Creek road ~18km

Extra clothes were the order of the day again. Don't quite know why I bothered with the skin suit!!! Did 31+ minutes and was 11th, which pleased me greatly. I commented after that I'd never changed gears in a TT so much. Somehow the hills seemed steeper than usual.(!) Even Tony Retra confessed to having to change to the small ring.

### Stage 3 Panton Gap 84km

Rugged up again. The plan was to do 1 or 2 of the 3 laps depending on the time taken. The pace was very gentle for quite a while which meant 1 lap.

Thanks to Alex my son for crewing for me and also cleaning, oiling and servicing my bike on Sat pm. What luxury! and Kath Green for returning my numbers and retrieving my licence so I could get home early.

Will I do it next year? Yes

from an exhausted Liz”



**Kym Petersen and Virginia Hamilton somewhere in Death Valley**

Eildon MTB.

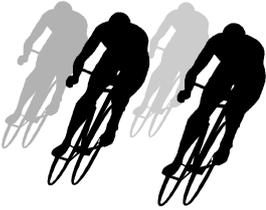
The 3rd round of the winter series was held at Eildon, the track was near perfect with a few slippery patches to catch out those pushing too hard! Although Eastern riders Rob Amos and Craig Peacock took the first 2 places in the previous rounds, they both arrived with sore legs from the previous day at Eastern's Toolangi race. The masters race was won by Garron Buckland, with Rob 2nd, Nick Bird 3rd and Craig finishing 4th, but still leading the series.

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### Gold Coast Holiday



I'm off to the Gold Coast next week, finding out again what it is like to ride a bike in temperatures above 20° C. See you in a few weeks. In my absence Ian Smith and Ian Jones will take over the Newsletter, so if you have any contributions, Ian will be very pleased to hear from you.



# eastern veterans cycling club

**Newsletter August 28th 2004**

## Yarra Junction GSR August 21

A fine day at Yarra Junction, for a change, and a dry road made for ideal riding conditions last Saturday. After last weeks wash out, 53 riders signed on for the ride over The Bump. Numbers in A grade were down with Guy Green and David Moreland flying the Eastern flag in Austria at the World Championships. Five riders set off after Brett Rallings had to borrow shoes and helmet for his first start in A grade. Rob Amos won the day with Nigel Kimber, still riding well in A grade, finishing second.

The B grade bunch stayed together until the base of the climb where Ian Milner dropped his chain. Although the bunch waited, they attacked as soon as he caught up and five riders went clear. Craig Peacock punctured on the return leg at the top of the climb leaving four riders who combined well to stay well clear of the remaining riders. Craig Everard won the sprint from Rudy Joosten in a close battle.

Michael Burke was given some grace by the handicapper and started in C grade with a broken collarbone. He rode up the hill one handed, managed that rough surface on the far side of the crest, and finished second. Ted McCoy loves these hilly circuits and won easily.

D grade had the biggest bunch of the day with 17 riders. Alan Hicks won from Geoff Beckworth and Peter Morris who is currently free of his work commitments. Alan's training along the Warburton trail after dark dodging wombats is obviously working.

A number of riders dropping back a grade due to the hill climb didn't stop Su Pretto riding to victory by several minutes. Leon Bishop finished second from JC Wilson.

Only four starters in F grade with new rider Dennis Pauwels taking the money. Dennis will most likely start in E grade next week – welcome to the club Dennis..

### Results

	First	Second	Third
A Grade (5)	Rob Amos	Nigel Kimber	Richard Knight
B Grade (10)	Craig Everard	Rudy Joosten	Phil Tattersall
C Grade (9)	Ted McCoy	Michael Burke	Tim Hall
D Grade (17)	Alan Hicks	Geoff Beckworth	Peter Morris
E Grade (8)	Su Pretto	Leon Bishop	JC Wilson
F Grade (4)	Dennis Pauwels	Brian Farrell	Mike Fisher

### Officials

Thanks to all our helpers today. As usual Graeme Parker and Glenn Archer were looking after the handicapping and drinks, respectively. Colin O'Brien was our traffic controller at the finish. Other helpers at the finish were Glenys Jardine, Stephen Ageis and Sandra ?. Barry Rodgers was at the turn and Ben Muller took care of the lead vehicle.

### Eastern Vets Program

Saturday	Sept	4	2.00pm	Benalla	Vic State Homeloans H'cap
Sunday	Sept	5	10.00 am	Benalla	GSR
Saturday	Sept	11	2.00 pm	Metec	GSR
Saturday	Sept	18	2.00 pm	The Basin	Indoor Outdoor Imports Hill Climb. Graded & H'cap ITT

Saturday	Sept	25	2.00pm	Metec	Vic State Homeloans H'cap
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### Southern Vets Program

Sunday	Sept	5	9.00 am	Carrum Downs	Graded Scratch Races
Sunday	Sept	12	9.00 am	Dromana	Graded Scratch Races
Sunday	Sept	19	9.00 am	Cora Lynn Bayles	Graded Scratch Races
Sunday	Sept	26	9.00 am	Lang Lang	Club Championships

### Northern Vets Program

Sunday	Sept	5	09.30am	Toolernvale	GSR
Sunday	Sept	12	10.00 am	Seymour	The Eagle Handicap
Sunday	Sept	19	9.30am	Campbellfield	GSR
Sunday	Sept	26	10.00	Broadford	Mountain Goat Classic

### News From Austria

#### Liz Randall

**Hi everyone** I'm now at St Johann and after a day of rain its now really sunny. I had a great TT yesterday and after initially thinking I'd done 31 minutes, realised that also included some warm up time. My actual time was 29 minutes 39.59 secs. over about 18.5 km on a very poor (in parts) surface. As the title says SMOKIN'. I think I beat my major rival by 3 minutes!!!!!!!!!!!!!! she's won the RR and TT here for the last 2 years. I now have to decide whether or not to ride the world cup RR tomorrow or not. Hmmmm

**Hi Folks** Well today I won the world Masters Road Time trial championships here in St Johann in Tyrol, riding my beautiful custom made Teschner Time Trial bike. The bike continues to be ogled by all and sundry despite it being over a year old now and having no carbon in it at all!!! The course is flat by Austrian standards, it has a rise of about 10 metres at one spot and is 10km out and 10 back. The turn around is via a parking bay, so the huge toe overlap I have with the front wheel doesn't matter. I've got to download my cyclo-computer yet, but I think I did a negative split despite briefly losing concentration twice on the way back. The time on the screen at the end of the race said 31minutes 34ses, but the print out said 31'03".

#### From David Moreland

Hello there from sunny Austria. We are now in Deutschlandsberg. The weather is beautiful mid to high 20's but rain over night. Have had one race, a 3km hill climb. Actually 1km flat, 1km decent and 1km climb but very steep. It's a scratch race but the climb sorts everything out, making it easy for the judges. In fact most races here finish with an up hill sprint. Guy Green got 2nd, Peter O 5th, in Masters 3. I hung on for 3rd in M4. I don't know if Liz started this race. This arvo we have a missing out crit in town. Great little circuit, even has a short cobble section. Will be in touch soon with more results. Feel free to send this on to any interested riders.

### Nigel's Cunning Race Plans

#### Wandin East, Saturday August 7th, the way it was, I had a plan!!!

Ride the first lap and a half in the bunch, get a feel for the course, the pace, the competitors, my condition. Then at the base of the Wandin East road climb on the second lap, put in an effort, create a gap, carry it over the top and down the other side to cross the line clear of the field. 3 points. Then keep going hoping that the bunch wouldn't put in too much effort to pull me in, expecting that I would fall back of my own accord. A lap out on my own and another 3

points. Then see how I felt, how I was travelling, fall back to the bunch (like I'd have a choice) and maybe pick up another point or two over the last two laps.

Then there was reality. 9 riders in the bunch (not too bad): one Guy Green, one Rob Amos, one Phil Thompson, one . . . , not looking too good. But hey, 'optimist' is my middle name.

We set off at a not too hectic a pace, sitting on the back, well hanging on to the back, over the first

climb and down through the round-about for the first time I wasn't feeling too bad. The legs now beginning to feel like they would last the distance. I found myself progressing up the bunch as riders came back from doing a turn at the front.

Through the bottom of the course and into Beenak Road for the first time, and into the climb with the kick at the end. Half way up the climb and there's a break-away, some-body has gone (David Moreland), and they've taken my plan with them. I struggle over the last couple of metres of Beenak road into Wandin East Road and then it is down to the bottom of the slow winding climb up past the market gardens with their rich red soils spilling onto the road.

The pace going up this hill was a little slow, so with a revised plan (that wasn't thought out till later) I put the foot down and before I knew it I had a gap on the field, I crested the rise with clear road between me and the bunch behind. A new plan began to formulate. I chased David down to the creek and up past the start finish (no points - bummer), around the corner and up the first climb for the second time. I caught David half way up and we started working together. This new plan may have merit.

It wasn't to last for too long. On the flats of Queens Road I started feeling flat and was unable to stay with David who I watched slowly pull away. Having made the initial effort I was determined to salvage something and set about keeping ahead of the bunch. A quick glance over my shoulder showed that I had a chance. Keeping David and the lead car in sight I pushed on, crossing the line to take the second place points. Another look over the shoulder showed that the bunch were in pursuit but would take a while to catch me. Not wanting to be caught going up the first rise I pushed as hard as I could whilst reserving some energy to chase when I was caught. I was finally caught (bought back into the fold) on the way down to the round-about for the third time.

By this time the bunch was 5, plus me, and I was feeling a little leg weary. I managed to stay with them, recouping a little condition, obviously not enough because when Guy went on the Wandin East Road climb I was in no condition to chase. I wasn't the only one feeling the pain, and he managed to get away cleanly. Cresting the rise I

thought 'stuff this he can't have it that easily' and gave chase leading the bunch out with me down to the creek at full tilt. Like I was going to keep that up. At the bottom my legs bottomed out and the bunch went round leaving me to rue my impetuosity and having a gap of twenty to thirty metres to bridge. Fortunately Guy sat up after taking the second place points, David was somewhere off in the distance enjoying the fumes from the lead car, and I was able to re-join the bunch, down to 4 by now, just before the top of the climb and the descent to the round-about. For the second last time.

There were some fun and games for the next couple of kilometres until Rob pulled away at the bottom of the course and nobody had the legs to chase, that, or the inclination. I'm sure Guy fell into the later category as toward the top of the Wandin East Road hill, for the second last time, Guy took off after Rob leaving the remnants of the bunch (all two of us) wondering what we had to do to be able to keep up.

The last lap was a bit of a haze, just counting off the mile stones, last time around the first corner, last time up the hill, last time through the round-about, last time down to the tight left hander, last time around the tight left hander, last time at the bottom of the course, last time around the right hander, last time through the trees, last time up Beenak road hill (thank the powers that be), last time round into Wandin East road, last time down to the foot of the last rise, last time up Wandin East road, last time over the crest, and let's go, down the hill (for the last time), around the lefthander (slower than before, but still well in excess of the recommended limit) and up the last climb to the finish, too stuffed to make an effort. Hell no, make the effort, don't give in, and over the line (for the last time).

I'm not too sure how those parts of the race I couldn't see panned out, I believe that Guy caught David Moreland on the last lap and took the final sprint points ahead of David. This gave David three firsts and a second, Guy with (I'm guessing) one first, two seconds (assuming he caught Rob for the third lap points) and a third (assuming he got the sprint on the second lap), Rob (again I'm guessing) with three thirds, and me with the one second.

## Yarra Junction August 21, I had another plan!!!!

Black Adder has nothing on me, well ok maybe the looks, but I had another cunning plan for today's race at Yarra Junction

As I drove from my home in the sunny western suburbs I was anticipating a good turnout to Yarra Junction and a pleasant ride through Powelltown and up through the forests to the turn around and then back. Arriving early at the secondary school I headed out along the course to re-acquaint myself with it. Having only done the hill once before I thought it prudent to check it out. It made for a pleasant drive up through the forests, some of the corners looked like they could be a little hairy on the way down but the road surface appeared clean and good, promising a fun descent. Over the top and down the other side, looking for somewhere to turn around. Somewhere. Surely we won't have to ride this far down the other side. Finally found a place to turn and then raced back to the school to register and get ready.

One of the joys of life, driving the winding forest roads of Victoria.

I was a little disappointed at the turnout, but the weather, although overcast, was fine, even a little mild, and the road was dry.

With only four starters (Geoff Thompson, Rob Amos, Richard Knight, and myself) and a head-wind for the return journey my cunning plan needed a little revision. Fortunately 'adaptable' is my middle name and it was time to implement the good old backup plan, plan b, stay with the bunch and hope. A delay in finding a 'lead car' that had enough fuel to do the job gave Brett Rallings enough time to scrounge a tee-shirt, a pair of shoes, and a helmet so he could join us on the start line. So it was to be five.

We started off at a comfortable pace. With the wind at our backs and the down hill start it felt good, I could do this all day, but then the road flattened out and the pace didn't slacken off, we were racing. The five of us swapped turns on a relatively regular basis all the way to

Powelltown. Then we hit the hill. I led up the first little bit and was thinking 'it didn't look this steep earlier', maybe the perspective from the

drivers seat is a little different, maybe those extra kilos I've put on since having the kitchen back were having an effect. Obviously my pace wasn't fast enough and Richard soon took over and he took us most of the way to the top. Along the way we managed to drop two off and it was Richard, Rob, and myself who crested the hill together relieved to have it behind us.

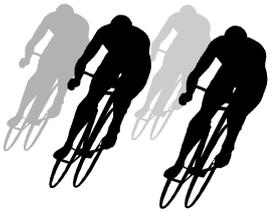
The ride down the other side was not as enjoyable as it could have been, the road surface was atrocious, and, as Adrienne pointed out after the race, it is difficult to enjoy the descent when you know it will soon be an ascent. With every bend there was the promise of the turnaround being just around the corner, then the disappointment of a clean stretch of road - downhill road. Finally we were rewarded with the site of the turn-around guy and it was back the way we came.

For me, the ride back up to the top didn't seem that bad, it went on and on, but I wasn't feeling too bad and, after sharing turns, led the other two over the top and into the down hill, only to be passed by a flying Rob Amos a hundred metres into the descent. There was no way I was going to let him go, so it was head down, bum up, and chase. I followed him all the way to the bottom, I only misjudged two corners, hanging on going 'shit, shit, shit' as I scrambled around then back onto Rob's wheel. I think Rob may have gone close on one occasion at the end as he seemed to slow down a bit toward the bottom.

The two of us rode the 12 or so k back to the finish swapping turns, Richard had elected for a more sensible pace coming down the hill, recollections of a fall and broken wrist may have had something to do with that. The spectators were out as we came through Powelltown and Three Bridges cheering and waving as we struggled past. Rob did the lions share of the work from Powelltown (he did all the work down the hill) and with about a kilometre to go he came round to do a turn, I had nothing left and watched as he pulled a small gap that reached about 50m. He was able to maintain this lead to the end and that was how we finished.

For those who are interested, my stats for the race were ; 56.64 km in 1 hour 33 minutes and 3 seconds which equates to an average of 36.5 kph. The top speed recorded by my speedo was 74.6 kph.





# eastern veterans cycling club

*Newsletter September 4 2004*

## August 28 Jack Thompson Memorial Handicap Steels Creek

Gold Coast weather comes to Steels Creek, cloudless skies, no wind, temperature of 22°, just the sort of weather I had experienced for 3 weeks on the Gold Coast. I am lead to believe that Saturday was in stark contrast to August 14, when I am told racing at Metec was cancelled because of wind, rain and temperatures below 10°. The perfect conditions brought out the fine weather riders who entered on the day, lifting the number of starters to 58.

With 13 riders the nine minute bunch was the powerhouse group of the day, lead and harangued by Graeme Parker to ride their hardest. They caught the 12 minute bunch with about a lap to go and swept up the remnants of the 24 and 18 minute bunches with about ¾ of a lap to the finish. They were hotly pursued by the 6

minute bunch driven along by John Jardine and Steve Short, but this bunch failed by about 20 sec to get up.

In the bunch sprint of about 20 riders Graeme Parker was too strong and won from Brian McCann, Jeff Pretto, Harold Simpson and Geoff Beckworth who swamped the line together and couldn't be separated on the camera without a normal sized TV. With Guy Green and Peter Ransome riding in Austria, A grade was down to four riders, but just managed to make up some of the 2 minute start they gave to the next bunch, with Rob Amos taking out fastest time.

The weather and big turnout was a fitting tribute to a former stalwart of the Club in Jack Thompson.

### Results

#### RESULTS

<b>1st</b>	Graeme Parker	<b>4th</b>	Harold Simpson	<b>A</b>	Phil Thompson	<b>D</b>	Hylton Preece
<b>2nd</b>	Brian McCann	<b>5th</b>	Geoff Beckworth	<b>B</b>	Richard Matison	<b>E</b>	Steve Hopley
<b>3rd</b>	Jeff Pretto	<b>Fst</b>	Rob Amos	<b>C</b>	Steve Short	<b>F</b>	Ewan Williams

### Officials

Helpers today were Glenys Jardine, David Nairn, Melissa Fenner, Kathy Green, Jane Matison and Rob Russell. Remember without the help of officials and marshalls we would not be able to race.

A special welcome to Betty Thompson and a thanks to the Wilson Group for its sponsorship and to those riders who brought along a plate of 'goodies' and to Glenn on the drinks.

### Eastern Vets Program

Saturday	Sept	4	2.00 pm	Benalla	Victorian State Home Loans Handicap
Sunday	Sept	5	10.00 am	Benalla	Graded Scratch Races
Saturday	Sept	11	2.00 pm	Metec	Graded Scratch Races
Saturday	Sept	18	2.00 pm	The Basin	Indoor Outdoor Imports Hill Climb. Graded & H'cap ITT
Saturday	Sept	25	2.00 pm	Metec	Graded Scratch Races

### Southern Vets Program

Sunday	Sept	5	9.00 am	Carrum Downs	Graded Scratch Races
Sunday	Sept	12	9.00 am	Dromana	Tim Bates Handicap
Sunday	Sept	19	9.00 am	Cora Lynn Bayles	Graded Scratch Races
Sunday	Sept	26	9.00 am	Lang Lang	Graded Scratch Races

## Northern Vets Program

Sunday	Sept	5	9.30 am	Toolernvale	Graded Scratch Races
Sunday	Sept	12	10.00 am	Seymour	53 km Handicap
Sunday	Sept	19	9.30 am	Campbellfield	Graded Scratch Races
Sunday	Sept	26	10.00 am	Broadford	Mountain Goat Classic

## News From Austria

### Another Gold for Liz in the road race

Well I won the road race! Joan Coates from Queensland was either 3rd or 4th I had about 20m on Joan at the top of the Huber and then gunned it, bringing the gap gradually up to about 2 minutes. It was hard yakker as I was alone except for the first 2 km. Then of course I had to go to the doping control and spent longer there than I did on the road!!!!

I'm now VERY tired. Packing time and then presentation. Salzburg, Frankfurt and Krakow, then UK on Sept 1st. See ya! tired, happy, stunned.

**Liz**

### And the blokes

Word is that Guy Green came 19th and Peter O'Callaghan 26th in the road race.

## SOME TECHNICAL STUFF FROM ATHENS

I have found some interesting stuff on Cyclingnews.com and the British Cycling Federation site regarding the track and track events at Athens. The first article is an interview with Ron Webb, an Australian who built the track at Athens, as well as many others, follows.

### First The Track, Aussie Built

At the recent opening of the Welsh National Velodrome, British Cycling spoke to Rob Webb, the designer of the Newport based indoor track.

Ron has designed many famous tracks around the world and almost has a monopoly on the tracks built for big events. As well as Newport, there is Manchester in this country, the Olympic tracks in Athens and Sydney and many others throughout Europe and the world.

In a previous interview, Ron explained that he got into designing and building tracks whilst promoting six day events. This all started after he stopped racing in Holland where he had been for eight years after which he went into marketing for three years in Germany. That was followed by work for Allied Breweries in the UK in sports promotions, mainly working on the famous six day event, the SKOL 6 race at Wembley (London) which he was to do for 12 years. To put on this race, a track (not permanent) had to be built and it was then that he started erecting indoor tracks for this and other promoters in Europe.

Sadly for the race fans in this country, the only six day to be held here at Wembley, thanks to SKOL and Ron, disappeared due to the sheer cost of holding the race in London, said to be in the region of £30,000 per day.

As to why he got into designing tracks, and Newport was his 62nd track that he designed and built, he explained last year that "I could see the people who were designing tracks, architects and engineers, had not been bike riders so they didn't fully understand. There was so much wrong with the tracks -- long straights, sharp bends -- and some of the tracks had a straight at one height and then they would suddenly go up a hill and bend around This intrigued me so I got involved in designing and building myself and the first track I did was Athens, the Olympic track which will be used for the 2004 Olympic Games and after that, many others followed."

As well as Manchester and the new one at Newport, the tracks he has built include five in Australia (Launceston, Perth, Sydney, Melbourne and Adelaide). Talking about the length of tracks he

builds, he says 250 metres which are not only the fashion nowadays, but also the tracks where world records are being produced. Just like those set in Sydney (the Olympics) and in Manchester. Chris Boardman of course setting one of the most famous of all the records that have been set on velodromes, that of the hour (both of them!) at Manchester.

### **SECRET TO A FAST TRACK**

When asked what the secret was to designing a fast track, Ron replied "it is the ability to be able to fight shoulder to shoulder on the bends without a sharp bend throwing you up the track as you come onto the straight. If there is a secret, it's the exit of the curve so that you can ride out of the curve at full speed as you go down the straight without having to pull the bike up straight."

"As for indoor tracks, Manchester, Sydney and Adelaide, that's where the world records are. There's just something in those tracks that works. And to make something work you have to have the right atmospherics in the hall just like athletics and so on."

Asked whether he was pleased with the way Newport had worked out, he replied "Yes, very much so. It's not much different to Manchester, and is the same as Sydney. Perhaps the reason why the shapes looks different is that the building is more confined with the wall at the back and no spectator seating there. All my tracks are more oval than those tracks of the 1950s that had long straights and sharp bends."

On my first visit to the new track at Newport, Welsh National Coach John Murray from Australia, who has ridden many of Ron's tracks as a coach to a number of international teams said to me this was Ron's best yet. So what did Ron think, does he get better with each track?

"What happens is it's a little bit like racing yacht where you're messing around with the keel to try and make it go faster. I do the same with the transitions coming out of the curves. Like Sydney, this one is very very good -- it can give that catapult effect but that effect only comes in if you're doing more than 50 kph.

So you get that with the dernys then? "Yes, but the dernys ride up on the blue line and although it's a 250 metre track, the average is probably 270 metres that the dernys ride around. They have to do that because it's much easier to ride up there and easier to

steer. If you go on the red line or the blue, it's easier to ride behind the derny and the object of motor pacing and the pace maker is to give the rider and easier ride."

I then asked whether the track was finished on time. "Yes. Well you would expect that being as its number 62 track. There is a routine that you follow and if everything works out good, we'll knock out a track in 7 or 8 weeks."

I then moved on to ask about a track he has stored away. "I have one stored in Denmark and the last time I used it was around 3 years ago in Leipzig in Germany. It's been designed to stack together and store and we can take the whole track except for the timber on the two curves, on two 12 metre super trailers."

Going back to Newport and talking about its construction which you can see as you walk down the tunnel into the track centre, I asked is there anything different to his board tracks? "My under track construction is much heavier than anyone else who is building tracks. The whole reason for that is I want no flex in it all so every ounce of energy goes through the wheels and the riders get the fastest time they can."

Which results in records being recorded, and many records are held on his track, Olympic, Commonwealth and World records. "Yes" he grieved, "but don't forget records come from good bike riders and occasions. And also sometimes in a smaller building, there is a claustrophobic effect, especially for the sprinters. But this is capable of a world record like an hour record because it is a more oval track and for an hour record, it's much better suited because of the type of bends."

With two of his tracks now located in this country, will we see more I asked? "At the moment I am working with the Lea Valley Authority as their consultant and we are looking at a velodrome whether the Olympic bid is successful or not. They have the idea that the Eastway facility is such a good venue for cycling why not have a velodrome there too. And then I hear about Scotland so I guess they really trying hard."

### **THE GREAT OUTDOORS**

So are the outdoor tracks doomed and is the way forward the indoor tracks that can be used all year round? "We have to look at those old tracks" Ron explained. "Those bitumen tracks out in the country

because that is where the grass roots of cycling is and without them we're not going to get the kids and the schools in."

"If kids turn up here, they can borrow a bike to ride on it, but if they want to ride more and go home and say to their parents we need 2000 quid for a bike, their mum and dad will say here's a pair of football boots. So we need those asphalt tracks".

"The other thing is, for all of us now, it's too intimidating to ride out on the roads so families can go and use those big tracks and roll around those 500 metre tracks, so the kids are going to grow up with cycling in mind. The problem with cycling in Britain at the moment and around the world is that there have been one or two generations who have missed out on cycling when they were 17 and got cars".

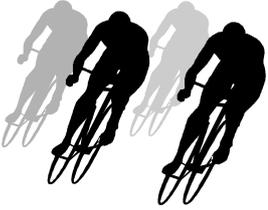
Anyone who has seen an indoor track, especially one like Newport, Manchester or Calshot and looked down at the steep bankings is quick to compare them to a wall of death. What does Ron have to say about the steepness of the bankings? "If you get kids of 10 or 11, say down at Calshot, they just ride around the bankings without any problem because one they don't have any weight, and they haven't got anything inside them saying they shouldn't be up there."

"Put a grown up kid on the track and they're trying to pull their bike up straight which is wrong. They should be pushing harder on the pedals to get more momentum to go round the bend."

It was then we said our goodbyes and I left Ron to enjoy the spectacle of the derny races in the European championship. Ron told me that as an ex-motor paced rider, he loves the derny events, which are still part and parcel of the six day scene. Lets hope we see more at Newport and we also see more of Ron's track built in this country. My thanks to Ron for his time.

#### **Footnote**

Ahead of the games, track builder Ron Webb supervised a team of Greek workers to come in and shave 2 mm off the Afzelia hardwood track to make it even smoother. It paid off, from the opening night. "I wasn't even looking at a world record, to tell you the truth, when I came here I never dreamed of it," Anna Meares of Australia said when she became the first woman to beat the 34 second mark in the 500 metres.



# eastern veterans cycling club

**Newsletter September 11 2004**

## **Benalla September 4 Victoria State Home Loans Handicap**

In sunny and cool conditions the 49 Eastern and Hume Vets riders faced the starter in the annual 52 km handicap race at Benalla. Held on a fast circular course with few undulations it is relatively traffic free. And with the "magpie attack" season well underway memories were being rekindled of the \$600 bill Michael Paull incurred last year for damage to his bike from a marauding Maggie...a true story!

The limit on 26 minutes set off and after a few kilometres Eastern's Syd Diamond found himself in front on his own with daylight second. There was plenty of time to ponder...*maybe we got the handicap wrong on this one!* With just the lead car for company Syd continued to power along for the next 16 to 18 km. The only delay to his progress was multiple attacks on two occasions by our friendly magpies...well, what else can you expect when you ride on your own! Your correspondent in the car offered some wise advice to Syd as he got back on his bike and took off again, "don't stop Syd, just let them peck the back of your helmet." "Yeah...thanks mate!"

Although Syd powered on he was eventually caught by three E grade riders (20 minutes) after 20 km but unable to stay with them. It was a good effort to stay out in front on his own for such a long time. This small lead group of three stayed ahead for another 15 km until just before the final turn back into Benalla when the D grade riders off 14 minutes and some other front markers caught them.

With 20 riders now in the bunch and plenty of experience between them they were going to be difficult to catch. They included Hume Vets and 14 min. Eastern riders Hylton Preece, Sue Pretto (18 mins), Nick Hainal, Steve Oberg, Michael Paull & Laurie Bagent ("geez, I haven't been down to the club for six weeks. That's a tough handicap you've given me...can't you move me out.") We did! And now he was sitting in with the bunch ever so nicely as they hummed along at well over 35 kmh.

With the next bunch a km behind the top ten places were clearly going to come from this group.

The 20 riders worked really well together and as they came up to the finish spread out to contest the places. Michael Paull flashed across the line a clear winner with Hylton Preece in second and Stuart Jolly from Hume in third. Sue Pretto was a very good 5<sup>th</sup> but

given the prize for first female. With 20 riders fighting out the top ten places we needed a review of the digital camera (what a godsend) to finally select the other placegetters (see results). Laurie Bagent (*thanks for the handicap boys...I'll buy you a beer*) finished fourth.

The scratch bunch finished approx. 2 ½ minutes behind the winner averaging 41 kmh with fastest time to Ray Jarratt (scratch) from Hume Vets. They had some very strong riders that included Guy Green, back from the world veteran's championships, Rob Amos and 57 year old super vet Tony Retra.

The mild conditions saw fast times with B grade averaging 39 km and the D group that contested the finish averaging 36.4 kmh. Great work guys.

With \$750 in prize money and \$200 to the winner it was a worthwhile day for the successful riders. As well as the handicap prize placings Michael Paull kindly donated \$100 for the most deserving rider in the field who did not place. That went to Martin Stalder who was nominated by a number of his fellow handicap riders for a strong and consistent performance throughout the race.

### **Scratch races, Sunday, Sept. 5:**

The next morning there were graded scratch races with 43 riders in six grades. Riders were relaxed and talkative prior to the races commencing as they waited in mild sunny conditions. C grade with 12 riders (*we should have had 13 but Laurie "geez,C is a bit tough...I haven't raced in 6 weeks" was moved out to D*) were soon down to 9 (four Eastern & five Hume) with a fast start as riders rolled through in handicap format.

Although the Hume Vets riders are not used to scratch races it didn't take long for them to catch on with the first of a series of around 20 attacks and breakaways by both clubs right throughout the race. Fought out along club allegiances no-one managed to stay away and with 800 metres to go Colin O'Brien attacked on the hill over the freeway with Hume's Heath Dosser and Steve Short going with him. In a close finish Steve got over Heath with Colin just behind in third.

All of the riders thoroughly enjoyed the race as the "cat and mouse" tactics were played out in ideal weather (18 C at race end) and good spirits.

The barb-e-que, presentations and raffle prizes after the race were a fitting finale to a great weekend.

And an excellent meal and wine at Georginas restaurant the previous evening with a series of

surprise raffles for the ladies after a hard day afternoon at the Milawa cheese factory and local wineries...how many dozen bottles did they actually buy?

It was a great weekend. Thanks to Colin O'Brien

### Results 52 km Victorian State Home loans Handicap

<b>First</b>	Michael Paull (14min)	<b>Eighth</b>	Nick Hainal (14)
<b>Second</b>	Hylton Preece (14)	<b>Ninth</b>	Alan Cunneen (14)
<b>Third</b>	Stuart Jolly (14)	<b>Tenth</b>	Steve Oberg (14)
<b>Fourth</b>	Laurie Baigent (14)	<b>Fastest Time</b>	Ray Jarratt (scr)
<b>Fifth</b>	Su Pretto (18)	<b>Time</b>	1hr 11.03
<b>Sixth</b>	Brian McCann (14)	<b>2003 Fastest Time</b>	Jock Brega (scr)
<b>Seventh</b>	Bruce Sweete (14)	<b>2003 Time</b>	1.14.45

### Results 46 km Scratch Races

	<b>First</b>	<b>Second</b>	<b>Third</b>
<b>A Grade</b>	Guy Green	Rob Amos	Ray Jarratt
<b>B Grade</b>	Martin Stalder	Ian Smith	Noel Austerberry
<b>C Grade</b>	Steve Short	Heath Dosser	Colin O'Brien
<b>D Grade</b>	Michael Paull	Stuart Jolly	Brian McCann
<b>E Grade</b>	JC Wilson	Mike Cooper	Melissa Fenner
<b>F Grade</b>	Dale Thompson	Ian Jones	Syd Dymond

### Eastern Vets Program

Saturday	Sept	11	2.00 pm	Metec	GSR
Saturday	Sept	18	2.00 pm	The Basin	Indoor Outdoor Imports Hill Climb. Graded & H'cap ITT
Saturday	Sept	25	2.00 pm	Metec	Graded Scratch Races
<b>Monday</b>	<b>Sept</b>	<b>27</b>	<b>8.00 pm</b>	<b>Maroondah Club</b>	<b>Monthly Meeting</b>
Saturday	Oct	2	2.00 pm	Metec	Avon Tyre Service Handicap

### Southern Vets Program

Sunday	Sept	12	9.00 am	Dromana	Graded Scratch Races
Sunday	Sept	19	9.00 am	Cora Lynn Bayles	Graded Scratch Races
Sunday	Sept	26	9.00 am	Lang Lang	Graded Scratch Races

### Northern Vets Program

Sunday	Sept	12	10.00 am	Seymour	The Eagle Handicap
Sunday	Sept	19	9.30 am	Campbellfield	GSR
Sunday	Sept	26	10.00	Broadford	Mountain Goat Classic
Sunday	Oct	3	10.00 am	Lancefield	62 km Handicap

## Nigel Has Given Away The Cunning Race Plans

### The Jack Thompson Memorial Handicap.

A handicap. No need for a plan, just do as the others do and try not to let the group down.

A glorious day. Just made for being outside. There were shadows on the ground, the air was still, and cool without being cold. If this doesn't make for a big turnout I will be a little disappointed.

At the registration desk, and I'm off scratch, with four other pre-registered riders. The group ahead

has two minutes on us and has a few more in the group. This is going to be a tough ask, not as tough as Yarra Junction a few weeks ago, but tough enough.

At the start line, there are four of us, I'm a little disappointed. We opt for 'track turns', single file up the road with the lead rider peeling off after a couple of hundred metres. This seems to work well for the first lap and a bit, but then ..., more on that later.

It was a little daunting to see the lead car shortly after getting underway. Illustrating the task ahead of us, we had

to pull in about 12-13 kilometres over 48 (1/4 race distance), this meant we would have to average 25% more than the out-markers.

By the end of the first lap we were down to three riders, and I wasn't going to last much longer. We had at least, taken a decent margin out of the two minute group. But at what cost, I struggled to stay with the other two (Phil Thompson and Rob Amos) and eventually fell away half way out to the turnaround for the second time.

At the turnaround the gap between the two remaining scratch riders and the two minute group seemed to be the same as at the end of the first lap, and this was essentially the way it was to be throughout the remainder of the race.

I just plodded along watching the race unfold at each opportunity (at each turnaround), Ian Jones' lead slowly getting less and less as each lap passed and the gaps between the groups getting

smaller and smaller. At the last turnaround the race seemed pretty well set. The bulk of the D, E, and F grade groups had combined and were chasing down Ian. The C grade group had a chance of pulling in the others if they worked hard, the B grade group weren't going to catch any one and nor were the two remaining scratch riders. And I certainly wasn't going to be involved in the finish.

And that was about how it finished (I believe). The C grade group didn't quite catch the others, Ian was swamped after a long lonely ride, the remnants of the scratch group didn't catch the two minute group who finished on their own, at least scratch didn't lose any of the time we had gained over the first lap and managed to get fastest time.

For those who want to know what it would have taken to get fastest time, it would have to have been covering the 50.38 kilometres in a lot less (well a couple of minutes less) than 1 hour, 20 minutes and 53 seconds, or at an average of over 37.30 kph.

I think I need a plan for the next handicap. Any-body know what the handicapper's favourite drink is?

### *More on Athens*

#### **Why track records are falling at Athens**

"I wasn't looking at a world record here, but the conditions were hot and dry, and that's when the track is always fastest," said Olympic champion Anna Meares after her Olympic and world record-breaking ride in the women's 500m time trial. As it happens Meares was half right - hot, humid weather provides the best conditions for breaking records on the track. As John Stevenson and Gerard Knapp explain, it's all a matter of aerodynamics and gas physics.

Why are track records falling at Athens, a sea-level velodrome that wasn't expected to be fast? Of course, these are the world's best cyclists in the form of their lives, with the women endurance riders, especially Sarah Ulmer and Katie Mactier, challenging each other to repeatedly break the world record.

Inside the velodrome, the boards have been shaved smooth and well dried-out after a hot Athens summer. But more importantly, it's the heat and humidity *in the air*. Hot air is less dense, and therefore easier to push through and increased humidity involves the air being partly replaced with less dense water vapour.

Combine these elements of great athletes and dry track with hot and humid conditions - especially as hot air can contain more water vapour than cold air - and the scene is set for records if the riders are up to the task, as they have shown repeatedly in Athens. Away from competition, the ambient temperature and humidity are of such

importance that readings are taken during timed solo qualification rides; if it's too cool and dry, then the times have to be adjusted accordingly (using a formula for each timed event on the track).

Earlier this year, Australian rider Brad McGee posted a qualifying time of 'only' 4.24.69 in a 4 km pursuit (against the clock only) to make his way on to the shadow Australian Olympic team. But this was set on an unseasonably cool night in Sydney's Dunc Gray Velodrome during January, the southern hemisphere summer.

At the time, McGee said the conditions "made it very, very difficult. It was so cold, it was heavy, it was like trying to ride through a swimming pool." McGee made his attempt when the temperature was only 23 degrees Celsius (unlike Athens, where it's above 36 degrees inside the velodrome) but the humidity was at 64%.

While our perception may be that riding in high heat and humidity is harder, due to the increased perspiration, timed events on the track are relatively short, so hydration is not an issue. Also, water vapour is made up of hydrogen atoms, and hydrogen is 'lighter' than nitrogen (see detailed explanation below). The biggest impediment to fast times is wind resistance - or in the case of a velodrome - air resistance. And it's the composition and temperature of the ambient air that defines the times.

It could be argued the biggest advances in velodrome times are due to aerodynamic enhancements, such as profile 'bars' and most importantly, disc wheels. An experienced coach once told *Cyclingnews* that above 40 km/h, if a rider is not on

at least one disc wheel, they're out of contention, they make such a difference.

Then there is the rider's position. Go back to Meares' WR ride in the 500m TT on Friday evening in Athens. The penultimate rider before the Australian (who was last to ride) was China's Longhead Jiang, who flew out of the gate and put in the fastest first 250m-lap of all contenders and finished the second in 34.112 seconds. But Jiang was using 'bullhorn' handlebars.

Meares then came on to the track with her tiny, rigid BT sprinter's bike, but set up with the low-profile tri-bars, like a pursuiter. Essentially, Meares won the gold in her first lap. After she clocked her first lap some 28/1000s of a second faster than Jiang, the medal was her's, as by that time she was tucked into an aerodynamically superior position to the Chinese rider and used her power and skill to hug the optimum racing line to drive it home. *Cyclingnews* has observed her coach Martin Barras, begin to smile after her first lap of her 500m TT, as if he knows his rider has already won. She did it in Melbourne, and she did it again in Athens.

### **A more detailed explanation**

*By John Stevenson*

In cycling, the rider's biggest enemy - after his or her competitors - is the air. In pure against-the-clock events such as the kilo, 500m and pursuit, the factor that can make a difference between breaking a world or Olympic record and not is the resistance from the mixture of gases that riders have to punch their way through on their frantic dash to the finish line.

Assuming it's not windy - the case for indoor velodromes and conditions at the Athens track events so far have been less affected by wind in the partially-open velodrome than was feared - the air property that matters most is its density. Fluids such as air and water are harder to move through the more dense they are, which is why it's a lot harder to ride a bike through a river than along a road.

The difference between the density of the air at one time and another is less extreme, but it's still significant when you're measuring a cyclist to a thousandth of a second over four kilometers.

Three things affect air density: altitude, temperature and humidity. To understand what's going on here, it's convenient to imagine the molecules and atoms that make up the air as being 'point masses' - that is, specks of matter with mass but no volume. The heat energy of the gas

molecules causes them to whiz about all over the place like a Greek sprinter evading a drug test, and in the process the bulk gas expands to fill whatever container it's in - or until it's constrained by some other factor like the Earth's gravity.

Gravity keeps the atmosphere in place and weight of the atmosphere compresses the air at sea level to the density we're all familiar with. As you go higher there's less air above you to compress the air around you, its density is lower and you go faster for a given effort. This is why track records have traditionally been set at altitude. Arnoud Tournant's 58.87 second record for the kilometer was set at the La Paz velodrome in Bolivia at an altitude of 3,417m, for example.

Temperature has a similar effect. By increasing the speed at which the air molecules move, a higher temperature causes the bulk gas to occupy more volume, if it can. The Athens velodrome isn't airtight (a good job too, as all the spectators who turned out to have been patiently waiting for the track racing to start before showing their faces last night would have suffocated if it were) so higher temperatures mean less dense air, and faster times.

The effect of humidity is perhaps the least obvious. Humidity is a measure of the amount of water vapour the air contains - in other words, it's an indication of the composition of the air. Perfectly dry air consists mostly of oxygen and nitrogen, with a bit of an inert gas called argon and a trace of carbon dioxide. For our purposes we can ignore everything but the nitrogen and oxygen, which make up 78 percent and 21 percent of the air, respectively. As the humidity increases a small but significant amount of water vapour is added to the mix.

The air's density is affected by its volume, as we've seen with the effect of altitude and temperature, but also by its average mass. Because air behaves as a bunch of point masses whizzing about, any given number of gas molecules will occupy the same volume at a given temperature and pressure.

The mass of a molecule of gas is determined by the masses of the atoms that come together to form it. A water molecule is made up of two atoms of hydrogen and one of oxygen - the good old chemical formula H<sub>2</sub>O. Hydrogen atoms are the lightest atoms around, so their 'atomic weight' is considered to be 1 and the weight of all other atoms is expressed proportional to a hydrogen atom. (Actually the baseline is 1/12 of the weight of a carbon-12 atom, but for our purposes it's the same thing). An oxygen atom has an atomic weight of 16 and a nitrogen atom a weight of 14.

There are two atoms in the oxygen and nitrogen molecules in the air, so their molecular masses are 32 and 28 respectively. The molecular weight of water, however, is just 18: 1 + 1 + 16. That means that as you increase the humidity, water molecules displace some of the oxygen and nitrogen molecules. The volume stays the same, so the density of the air goes down and, once again, times decrease.

*Courtesy Cycling News*



# eastern veterans cycling club

**Newsletter September 18 2004**

## **Basin Hill Climb, September 18**

Near perfect conditions for the 2004 Basin Hill Climb, sponsored this year by Indoor Outdoor Imports. Rider numbers at 59 were up three on last year. We had 12 riders who entered and didn't start and six who entered on the day. There is a lot of work involved in running this event and next year we will probably take a tougher line on entries on the day and either not accept them or stick to a firm cut off for new entries at 1.30.

Anyway to the racing. Prizes this year were for the sealed handicap, fastest time and times compared with standard times for riders age. Fastest time is the easiest to deal with. John Lynch was again the winner for the fourth year in a row. The good news for the rest of us is that John, despite a new bike is getting slower!!!! This year he could only manage 15 min 2 sec, 20 seconds slower than his time last year. This is a staggering 27.1 km/hr. He was hotly pursued by Jeff Stobie who finished in 15.06. John and Jeff were the only riders to break 16 minutes. Tom McDonough was next with 16.11, Nigel Kimber 16.13, Peter Howard 16.16, Craig Everard 16.17 and Rob Amos 16.24. Others to break 17 minutes were Michael Hartman, Phil Thompson, Rob Russell, Craig Peacock and Brett Rallings. All up 12 riders broke 17 minutes, up from 7 last year. Our president Ian Smith, despite having a '17 minute schedule' taped to his handle bars, couldn't quite make it, and had to settle for 17.06, but still one second better than his 17.07 last year.

Now for the handicap, riders were handicapped for all to finish theoretically with a time of 15 min. Handicaps were based on last year's time, with an allowance for how you were going compared with last year and with first time riders being matched with a rider of known ability.

The winner was Jeff Stobie with a corrected time of 13.16 from Mal Doreian 13.27 with the first nine riders all with corrected times within 37 seconds.

Riders were only able to claim one prize and the age based time was won by Ted McCoy (17.52), 2.50 better than his time for his age, from Martin Stalder (17.36) 2.23 better and Rob Amos (16.24) 2.22 better. There is an apology to our female riders, we don't have enough times for women to calculate standard times, so you are being compared with men of the same age. All up 33 riders bettered the standard time for their age and 26 didn't. (John Lynch bettered his age time by a

staggering 4.09 and Jeff Stobie by 2.58 but were ineligible for this prize).

Now for the big improvers over last year or their previous best and there were plenty. Alan Cunneen heads the list with 6.02 better than his previous time, followed by Harold Simpson 3.01, Eddie Tucker 1.48, Nick Panou 1.26, Nigel Kimber 1.24, Steve Barnard 1.10, Michael Paull 1.06, Craig Peacock 1.02, Ted McCoy 1.05, Sally Both 0.59, Mike Hartman 0.53, David McCormack 0.34 and Steve Short 0.26.

Dick Fox continues to be the only rider to have ridden in all seven hill climb events and for only the second time failed to break 19 minutes.

All the results are attached and you can peruse them at your leisure and fantasize over what might have been if you had only ridden that little bit faster. If you want the Excel spreadsheet please email me.

### **Nigel's Hill Climb**

I'd done my home work, I'd done some practise, it wasn't looking good. It was going to take an average speed of over 27 kph to better John Lynch's time of last year, I'd gone up Olivers Hill with the O'Mara ride on Wednesday evening and found very wanting, it wasn't looking good.

I arrived at the Basin with an hour and a half to spare, a quick drive up the hill to check it out didn't help the nerves, the road seemed to keep on going up and up.

A leisurely cruise up the hill on the bike beforehand to get the muscles warmed up didn't improve the outlook. Soon after starting up the incline the tops of the knees are aching. Things started to improve after a couple of kilometres and I managed to get to the top huffing and puffing.

Wearing number 13 it was a short wait till my turn to embark on the serious business of the day. Average 28 kph, that's all I had to do to be in with a good chance. Five, four, three, two, one, and I'm away. Get around the first corner and I'm doing around 30 kph, a good start. Next time I look down it's 27, still ok, just got to pick it up a bit. 26, 25, 24, 23, 22, not looking too good and it's beginning to hurt. I swear that that head wind wasn't there when I rode up 45 minutes ago.

Somebody had kindly marked distances on the road, I'd seen the 6k mark, I must have missed the 5k mark,

surely I must have, but no, there it is. There's a rider ahead, I couldn't have made that much time, I hadn't, it was a Saturday afternoon tourer, taking in the scenery. Around the half way mark the road levels a bit and the speed comes back up, maybe I can get the average back up where I need it. I'm anxiously looking for returning riders hoping not to see them too early.

Then there's the first group coming down, words of encouragement, and I pick it up a bit (for a while), then it's back to the grind. With about a kilometre to go, another rider is spotted a hundred or so metres ahead. This one is wearing a number. A mental lift.

A kilometre to go, can't be that hard, 500 metres to go, I think the road markers got it wrong, 200 to go, that's better, but no sign of the finish, just around the corner there it is. A last effort and it's all over. Average speed was 25.1. Not good enough, no where good enough. Oh well, there's always next year. As it turned out it was a good time (fourth overall) but still over a minute slower than John's time for the day.

### **Officials**

At the start Graeme Parker was pushing the riders off, Hylton Preece timing their start and Ian Jones marshalling the riders to ensure they were there on time. At the finish Peter Norbury and Ken Woollard assisted by Rod Goodes were timing and encouraging the riders over the last 50 metres. Ron Stranks was again the BBQ king and Glenn Archer was there as always with the drinks. Thanks also to our sponsors Indoor Outdoor Imports for their sponsorship.

### **Eastern Veteran Riders in the Medals**

#### **Liz Randall at the Worlds in Manchester and Austria**

Well..I did my best and for the 1st half of the pursuit I was there and on a 2'47" schedule, but faded in the second half. Am planning on doing more track this coming up year and hope to give it one more go before age catches up with me!!! 2 gold (time trial and road race in St Johann) and 2 silver(time trial and pursuit at Manchester) is a good haul and leaves me feeling happy but also challenged for next year

#### **Mountain Bike Racing**

The fifth and final round of the FTF Winter series was held at Kirth Kiln, Gembrook recently. Wet and cold conditions greeted the 95 starters with a different format, a 35 km race mostly on fire roads with a tough 15 min climb in the lowest gear and plenty of snow at the top! Eastern riders taking 1st and 2nd in Masters with Rob Amos winning in 1 hr 36 ahead of Craig Peacock 6 sec down. Craig took out the overall series ahead of Rob. In Super Masters Kerry Ryan finished 2nd in 1 hr 48.

#### **Mountain Running**

I came fourth in the 30km Mt Tassie run in a time of 2h 12 on Sunday, (I wasn't able to hold off a last minute attack up the steepest part of the climb, some runners from traralgon harriers I think). Richard Mation

### **COMING EVENTS**

#### **Northern Veterans Mountain Goat Classic**

Michael Burke has decided to throw in some extra cash for his Mountain Goat Classic at Broadford on 26 Sept. 2004. In addition to place prizes down to 15th place, fastest time, fastest time by non-scratch rider etc.etc.etc. He has decided to throw in an **extra \$100** for anyone who can break the existing course record of 1:33:26 for 60 km, set in the 1999 race. This means that if the fastest time rider can break the record he/she can possibly collect first, fastest and record time, and lap prizes as well if appropriate. Although this is a fairly hard race, and there is plenty of interest from the A grade riders, there are also plenty of prizes for front markers, with lap prizes, first limit rider, first lady rider, first over 65 and first over 70, etc., with generous handicap for front markers, so please don't be discouraged from entering if you normally ride in the lower grades.

Last year Eastern riders cleaned up in this event, can Eastern make it three in a row, Mountain Goat Classic 2003, Benalla Weekend 2004 and the Mountain Goat Classic 2004 and don't forget our Eastern vs Southern efforts?

To get to the start from the main street in Broadford, turn into Hamilton Street (church on corner). There will be red arrows and "cycle race" signs on this corner. Continue straight along Hamilton St, cross the creek and proceed up fairly steep hill. At the top of the hill turn left into Glenaroua-Broadford Road. About 400 metres along the Glenaroua Rd is the start of the race. Park anywhere along side of road, but off the road as much as possible please.

Further enquiries and entries to Michael Burke, 9457 7822.

The descent was 'macarbely' pleasant, watching those behind struggle up the climb as I enjoyed the forces of nature, well gravity, on my way back to the start.

### **Some Non Vet Times Up The 1 In 20**

According to the Cycle2max.com website, the fastest time up the 1 in 20 (actual gradient is 4.2% not 5) is by Michael Tolhurst in 13.53, although Trent Lowe, under 23 MTB champion has allegedly done a 13.02. Trent will be racing in Blackburn's hill climb next Sunday (I will keep you posted on his time). Allan O'Neil has posted the following note on Cycle2max: "According to cyclingnews.com, the lead riders in this year's Milan San Remo did the Cipressa (6 km @ 3.9%) in 10:07, AFTER racing 260 km to the base. That would have to translate to under 12 minutes up the 1 in 20."

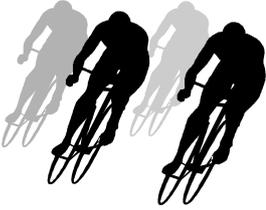
Several Eastern members feature in the fastest times on some of the climbs listed on the Cycle2max.com site. It also gives the gradient for the various climbs.

### Basin Hill Climb 2004 Results

No	Name	Ride Time Min/Sec 2004	Handicap Min/Sec 2004	Corr Time Min/Sec	Age	Age Time Min/Sec	Time of Age Time Min/Sec	H'cap Placing	Place Agst Age	Ride Time Placing	Average Speed km/hr
1	Lynch J	15.02	-0.20	15.22	49	19.11	4.09	42	1	1	27.1
71	Stobie J	15.06	1.50	13.16	38	18.04	2.58	1	2	2	27.0
16	McDonough T	16.11	2.40	13.31	35	17.46	1.35	3	15	3	25.2
13	Kimber N	16.13	2.30	13.43	44	18.40	2.27	5	4	4	25.2
4	Howard P	16.16	1.45	14.31	36	17.52	1.36	16	14	5	25.1
9	Everard C	16.17	2.10	14.07	35	17.46	1.29	12	16	6	25.1
3	Amos R	16.24	1.40	14.44	45	18.46	2.22	21	6	7	24.9
12	Hartman M	16.29	2.25	14.04	40	18.16	1.47	11	12	8	24.8
6	Thompson P	16.48	2.00	14.48	47	18.59	2.11	22	7	9	24.3
72	Russell R	16.51	3.00	13.51	47	18.59	2.08	7	8	10	24.2
18	Peacock C	16.53	3.00	13.53	44	18.40	1.47	9	11	11	24.2
68	Rallings B	16.54	1.50	15.04	35	17.46	0.52	31	22	12	24.1
8	Smith I	17.06	2.10	14.56	43	18.34	1.28	24	17	13	23.9
7	Joosten R	17.11	2.05	15.06	50	19.17	2.06	32	9	14	23.7
10	Doyle D	17.23	2.10	15.13	39	18.10	0.47	37	24	15	23.5
17	Stalder M	17.36	3.00	14.36	57	19.59	2.23	18	5	16	23.2
32	McCoy T	17.52	4.00	13.52	64	20.42	2.50	8	3	17	22.8
34	Tucker E	17.57	4.20	13.37	39	18.10	0.13	4	31	18	22.7
24	Short S	18.02	3.30	14.32	50	19.17	1.15	17	18	19	22.6
11	White M	18.03	2.20	15.43	44	18.40	0.37	46	25	20	22.6
19	Barnard S	18.10	3.10	15.00	47	18.59	0.49	28	23	21	22.5
15	Molesworth G	18.12	2.40	15.32	48	19.05	0.53	45	21	22	22.4
67	McLaughlin J	18.15	3.00	15.15	50	19.17	1.02	38	20	23	22.4
20	Jardine J	18.19	3.20	14.59	58	20.06	1.47	27	13	24	22.3
21	Pelgrim P	18.21	3.20	15.01	39	18.10	-0.11	29	39	25	22.2
27	Dewdney M	18.32	3.40	14.52	48	19.05	0.33	23	27	26	22.0
33	Panou N	18.37	4.20	14.17	43	18.34	-0.03	15	35	27	21.9
23	Ryan K	18.40	3.30	15.10	62	20.30	1.50	36	10	28	21.9
22	Hopkinson Karen	18.40	3.20	15.20	36	17.52	-0.48	40	42	29	21.9
14	Chambers M	18.42	2.30	16.12	43	18.34	-0.08	53	37	30	21.8
44	Doreian M	18.57	5.30	13.27	46	18.53	-0.05	2	36	31	21.5
31	Hainal N	18.58	3.50	15.08	47	18.59	0.01	34	34	32	21.5
66	McIntyre G	18.59	3.00	15.59	51	19.23	0.24	51	28	33	21.5
40	Pretto J	19.07	5.20	13.47	45	18.46	-0.21	6	40	34	21.3

No	Name	Ride Time Min/Sec 2004	Handicap Min/Sec 2004	Corr Time Min/Sec	Age	Age Time Min/Sec	Time cf Age Time Min/Sec	H'cap Placing	Place Agst Age	Ride Time Placing	Average Speed km/hr
30	Hunt J	19.12	3.50	15.22	55	19.47	0.35	41	26	35	21.3
38	Petersen Kym	19.12	5.10	14.02	31	17.21	-1.51	10	45	36	21.3
28	Hall T	19.16	3.45	15.31	51	19.23	0.07	44	32	37	21.2
37	McCormack D	19.38	5.00	14.38	52	19.29	-0.09	19	38	38	20.8
70	Barnes D	19.48	4.50	14.58	59	20.12	0.24	26	29	39	20.6
49	Pretto Su	19.50	5.40	14.10	42	18.28	-1.22	13	43	40	20.6
51	Elliott G	19.52	5.40	14.12	56	19.53	0.01	14	33	41	20.5
69	Fox D	19.58	4.50	15.08	67	21.00	1.02	35	19	42	20.4
25	Chamberlain G	20.22	3.40	16.42	37	17.58	-2.24	56	52	43	20.0
53	Dick A	20.26	5.45	14.41	41	18.22	-2.04	20	48	44	20.0
43	Casey D	20.27	5.30	14.57	40	18.16	-2.11	25	49	45	20.0
65	Caldwell C	20.32	2.00	18.32	43	18.34	-1.58	59	47	46	19.9
39	Simpson H	20.37	5.10	15.27	56	19.53	-0.44	43	41	47	19.8
35	Stranks R	20.55	4.40	16.15	69	21.13	0.18	54	30	48	19.5
55	Cunneen A	21.02	6.00	15.02	50	19.17	-1.45	30	44	49	19.4
52	Paull M	21.24	5.40	15.44	52	19.29	-1.55	47	46	50	19.1
56	Both Sally	21.37	6.30	15.07	43	18.34	-3.03	33	54	51	18.9
47	Williams Ewan	21.49	5.30	16.19	52	19.29	-2.20	55	50	52	18.7
46	Norbury C	22.26	5.30	16.56	45	18.46	-3.40	57	57	53	18.2
58	Wilson JC	22.55	7.00	15.55	47	18.59	-3.56	49	58	54	17.8
59	Macleod J	23.31	7.40	15.51	65	20.48	-2.43	48	53	55	17.3
61	Archer G	23.56	7.45	16.11	42	18.28	-5.28	52	59	56	17.0
54	Smith K	23.58	5.45	18.13	65	20.48	-3.10	58	55	57	17.0
63	Smith R	24.19	9.00	15.19	76	21.55	-2.24	39	51	58	16.8
62	Fisher M	24.56	9.00	15.56	72	21.31	-3.25	50	56	59	16.4

Results	First	Second	Third	Fourth	Fifth	Sixth
Handicap	Jeff Stobie	Mal Doriean	Tom McDonough	Eddie Tucker	Nigel Kimber	Jeff Pretto
Time	13:16	13:27	13:31	13:37	13:43	13:47
Age Times	Ted McCoy	Martin Stalder	Rob Amos			
Time	+2:50	+2:23	+2:22			
Fastest	John Lynch	Time	15:02			



# eastern veterans cycling club

**Newsletter October 2 2004**

## Metec September 25 Graded Scratch Races

Good conditions for the Grand Final and good conditions for racing at Metec. Forty either had no interest in the football, or else were content to get home by half time and watch the second half. Entries dragged a little and it looked as though there would be a combined A and B grades, but then the A graders started to roll in and in the end there riders in all six grades.

Graeme Parker and Keith Bowen were in training for Around the Bay in a Day in which they are riding a tandem. Their plan was to ride at the front of D grade, who would swap turns behind them each lap, with the tandem pulling out with 2

laps to go. The plan didn't quite work out as planned and the tandem pulled out with about 5 laps to go, when we were both stuffed. The upshot was that all I saw for the afternoon was the broad shoulders of Graeme and his blue jersey or black knicks if I looked down and A graders led by Guy Green (on his own after 30 minutes or so) whizzing by at regular intervals.

With Burkey's Mountain Goat Classic on the next day a few riders were saving themselves.

### Results

	First	Second	Third
<b>A Grade (6)</b>	Guy Green	Dave Moreland	Rob Amos
<b>B Grade (7)</b>	John Pritchard	Nigel Kimber	Matt White
<b>C Grade (9)</b>	Gary Chamberlain	Rob Lewis	Rob Kelly
<b>D Grade (10)</b>	Jeff Pretto	Kenton Smith	David Casey
<b>E Grade (5)</b>	Ewan Williams	Denis Pauwells	Clive Wright
<b>F Grade (3)</b>	Mike Fisher	Tony Birkett	David Johnson

### Officials

Racing today was under the control of Martin Stalder, Steve Oberg and Rod Goodes with Dick Fox helping out with sweeping the corners etc.

### Next Week

A new format next week for the Avon Tyre Service Handicap. To qualify for the handicap you first have to have ridden a scratch race. To start with there will be normal scratch races of about 50 minutes duration. Place getters in each grade will then be eligible for the handicap of 5 laps or thereabouts.

### Eastern Vets Program

Saturday	Oct	2	2.00 pm	Metec	Avon Tyre Service Handicap
Saturday	Oct	9	2.00 pm	Yarra Junction	Le Tour Classic Handicap
Saturday	Oct	16	2.00 pm	Steels Creek	Graded Scratch Races
Saturday	Oct	23	2.00 pm	Metec	Graded Scratch Races
Monday	Oct	25	8.00 pm	Maroondah Club	Monthly General Meeting

### How's This for a record?

Slovenian ultracyclist Jure Robic, 39, winner of this year's Race Across America, has just set an unpaced road record by riding 834.77 km in 24 hours!!!!. That's an average speed of 34.78 kph!!!!. Robic's ride added 21 km to the record. His goals next year are to win RAAM again and top the average speed record of 24.9 kph set by Pete Penseyres in 1986 (including time off the bike).

## Australia's track endurance squad: Ready to rock

### Coach Ian McKenzie turning talent into champions

**For the past three years the Australian pursuit team has won the world title. Before the first victory, they became only the second squad to finish the 4,000m event in less than four minutes. The winning ride at the Commonwealth Games set a world record. It was an impressive achievement, but last year another fine combination obliterated that time by over two seconds. The new endurance coach, Ian McKenzie, was turning talented riders into champions. Ride Media's Rob Arnold spoke to the man behind the success to find out what he expects will happen to them and the rest of the endurance team in Athens.**

"We didn't have a very successful year in 2001 so we changed a few things around and it all came together in the last week in the lead-up to the Commonwealth Games in Manchester," said Ian McKenzie in an attempt to summarise the alterations which turned a squad of contenders into world beaters. The Australian track endurance coach is not the sort of guy who likes to talk too much, but there's obvious pleasure in his voice as he remembers the time when he had a point to prove. Instead of spending time training on the velodrome in northern England, Ian asked his troops to get out on their road bikes and add to what was already a solid base of miles. It was just days before Graeme Brown, Peter Dawson, Mark Renshaw and Luke Roberts became only the second formation ever to finish the 4,000m team pursuit in less than four minutes. Two years before the Olympics, it was enough for them to be labelled favourites for the event. But a lot more was yet to come.

It's not unusual for pursuited to spend time preparing out on the road but it was hardly an approach McKenzie's predecessor, the enigmatic Charlie Walsh, would have opted for so close to a crucial competition. But, as they say, the times are changing. In the final of the Commonwealth Games, the four-man team pushed gears that were significantly larger than Walsh ever asked them to ride and a world record was the result. "I had a 102-inch gear and so did everyone else in the group," said Brown of that day in Manchester. "At the Sydney Olympics I rode a 97-inch... quite different to the full set-up for the world record ride which was 175mm cranks, a big gear, disc wheels and you-beaut tyres!"

Brown is an animated character even in his quiet moments. He loves to get pedantic about the equipment he uses but he's prone to doing so in a language all of his own. When he's going well he's "on fire", riding with a big gear is "thumpin' the big dog", and when he's frustrated by some aspect of his bike he has been known to declare that he wants "a new pig - 'cause I'm sick of rootin' this one!". Despite their contrasting

personalities, Graeme is one of Ian's favourite riders. And it's likely that Brown will be in the starting line-up

come Athens although he's been fighting an Achilles tendon problem since the start of the 2004 season.

McKenzie has developed a good working relationship with all his riders that is reciprocated because of the coach's willingness to listen to their suggestions at the same time that he's offering advice. It doesn't bother Ian that he has to contend with a range of personalities. From the boisterous Brown to the anxious but astute Katie Mactier, McKenzie's approach is one that ensures the best possible results for all his riders.

In 2004 the focus is clearly on Athens even if the world titles were contested in Melbourne this May. With a day of competition at the championships yet to come, Ian offered his appraisal on what he expects will happen in Greece this August. McKenzie was keen to reflect on the changes he had made to the squad for Manchester. It was there that it became obvious that he'd brought his riders back up to a competitive level after a very average year.

"We had an excellent result there but we had to try and reproduce it seven weeks later. Thankfully the boys were able to do that," he said about the year when the World's followed the Commonwealth Games. "We got the victory in the team pursuit and it also worked well in the individual pursuit.

"We've just carried on from what we've learned in the past. I'm confident in our program and so are the riders."

His winning formula is based on much more than road miles, bigger gears and longer cranks. All these components have helped but so has the fact that there's something of a routine in place. This is what's required when he's drawing on the talents of a broad mix of riders. Some are fully committed to the track while others have contracts to race for professional teams in the European peloton.

There are obvious legacies from the Walsh era, and one which McKenzie is proud of is the training base for the squad during its time away from the Australian track camp at the Del Monte (an old pub, the building at Henley Beach near Adelaide has been a haven for cyclists and cricketers for years). In the lead-up to major international events there's a German equivalent in Buttgen. "We're going back to a place that we're very familiar with," said Ian about the overseas centre which boasts its own velodrome. "When we go there, everyone knows they're there to do the job and it's a really good environment."

After the World's, the shadow Olympic squad was bound for Buttgen. And while the final selection for

Athens had not been named at the time of publication, the obvious candidates had been summoned for the final preparation period. The riders who Ian is responsible for are those those who contest the endurance events in Athens. The pursuiter as well as the candidates for the Madison and points races are under his guidance. These are the riders we spoke about at length during a series of discussions which began at the national championships and concluded in this interview on the penultimate day of competition at the World's.

**Do you think that Katie Mactier can find a couple of extra seconds? How do you think you can help her achieve that?**

Ian McKenzie: "That's a very good question and one I was considering while I watched her race in front of a home crowd at the world championships. I need to discuss some things with Katie and her personal coach, John Beasley. Together we need to think about how she can improve on what she's already achieved in such a short time as a pursuit rider. We don't want to change her approach too dramatically but there are a couple of areas where we can lift her performance by about five per cent.

"Quite clearly it's the pacing strategy that we need to alter slightly while maintaining an approach that best suits the way she rides. She starts at a very rapid speed and that's her strength, but the trick is to try and get her to maintain that through the entire three kilometres. The other thing is to get a bit more control over the whole race procedure, including the pre-race. We need to look at the way she manages herself and try to relieve some of the stress which she puts herself under.

"She realises that she doesn't cope too well with the pressure but Katie is already working on that. She has put some steps in place to improve how she deals with the strain, and I'm happy with her approach. It's good that she realises that this in an area in which she has to improve. It was a similar scenario at the World's in 2003. I spoke with her and John at the end of last year - just outlining that managing stress is an area that I thought needed addressing - and they did some work on trying to ensure that she maintains her calm, but obviously it still needs a fair bit of work.

"She really needs to come up with a routine that gets her in the ideal arousal state. She doesn't want to be too excited and she doesn't have the sort of character that would see her ever approach a race under-aroused, but she just has to be comfortable.

"I think that's the job of the coach as well as the athlete, the psychologist and anyone who she has real faith in. But it needs to be a coming together of different perspectives and, if she has confidence in the people who are trying to help, then I think we will see Katie find enough belief in herself that she'll make it work."

**Kate Bates tried a bigger gear in her final qualifying ride at the World's and clearly Sarah Ulmer is riding a large combination. Are you tempted to start trying a similar approach with Katie to help her keep the pace alive through to the end of the third kilometre?**

"We could do something there, but once again it's something that Katie has to be agreeable with. She likes everything to be in place and she needs to have

confidence in what she's doing. So if we decide to go for a larger gear, it would also be Katie's decision and she would need to do plenty of work on it to make sure she's confident that it's the right thing. But that's probably the way we'll go."

**It's good to see Ashley Hutchinson being part of a winning combination in the team pursuit. He seems to be very strong - especially given that you put him in as the starter in qualifying - do you see him replacing Graeme Brown in that position at the Olympics?**

"I consider Graeme to be the best starter in the world at the moment and don't think Ash is quite at that level yet. He's been an asset to the team as we've seen at the World's and, although he got into a little bit of trouble at the end of the race, he showed that he really wanted to be there. That's very admirable.

"Steve Wooldridge did a lap and a half turn in the qualifying and in the final we saw him put the team back in front with a huge two-lap effort. He took it upon himself to do this because the team had just dropped off the pace slightly in the second kilometre and he decided that he'd put in a really big effort in an attempt to get the momentum back. It was an excellent call and it also gave Ashley an extra half-lap of relief. What Steve did was a really good thing for the whole team.

"These guys are so experienced that they know what's going on out there. It's too hard for a coach to try and dictate details like how long a turn at the front should be during the race. I'm concentrating on the race schedule and I have to have faith in the guys on the track to call those things themselves."

**What are your thoughts on Bradley McGee's ride in the Giro d'Italia. He was supposed to go there for the prologue and a bit of good training... then he finishes in the top 10 overall?**

"First of all, I think it's a fantastic effort by Brad. He's a superb athlete and I think he's still finding his limit... if there is one. He just keeps getting better and better. Judging on what he's doing this year, he's clearly at the height of his physical powers and I think it should all go well in the lead-up to the Tour de France. In the last couple of years, he's learnt what his body is capable of in terms of recovery. So he and his team should be experienced in managing his progress through the Tour and I fully expect that he'll come out of that race at another level. That's an exciting prospect for the Olympic Games."

**We've talked about the chance of there not being an Australian Madison partnership at the Olympics. Is that still the case?**

"It depends on what happens. We've got to see the entire make-up of the actual Olympic team; whether the endurance riders get six or seven riders, and that's up to the selectors. They'll be looking at which events represent the best medal prospects."

**Going into the Sydney Olympics, there was always a big focus on Charlie's role in the team. He got more headlines than you ever have, but you've achieved more results. How are you coping?**

"First of all, I prefer to stay out of the spotlight. I do this job because I enjoy it. I want to win, but as soon as I stop enjoying it, I'll stop. All the extra hassles that can be created are ones which I'd rather avoid. If there is another option to steer clear of dramas, then I'll try and find it. There is always more than one way to go about solving a problem. These riders put their lives on hold significantly in an attempt to achieve a result so I try and give them the best opportunity to show that they're good enough."

**What's the highlight since you've become the endurance coach?**

"There's been a few. The world record in Manchester at the Commonwealth Games. I don't think there was one person - including myself - who thought we could get the world record, let alone win, so that was a real highlight. But, honestly, it was more of a shock than anything else.

"Then to have a bit of pressure and come back and beat the rest of the world seven weeks later - just to prove that it wasn't just luck - that was, in my opinion, a great achievement. It was a sign that we were on the right track and doing things well.

"To try and reproduce that again the next year was a big ask, but for the guys to come out and ride a 3:57 at the World's in 2003 was phenomenal. The highlight was the winning ride in Stuttgart. The ride was as close to perfection as I've ever seen in a pursuit."

**Luke Roberts doesn't think the record will drop again for quite a while because the track in Stuttgart was longer and more suitable for faster times. Do you agree?**

"I'm not really sure. Earlier in the year, I saw the results from the German national championships and there were some very quick times there. So I thought the record would be broken by whoever won the title, but I didn't think a 3:57 was possible."

**When the Australian team rode 3:57.280 in the pursuit in 2003, the media didn't seem to focus on the fact that they had ridden the fastest time ever, or the world championship title. Instead it just created a headline that the Australian team was now the favourite for the Olympics. Do you find that frustrating?**

"I'm in two minds about that. The people in cycling - and that's who I care about - they're the people who give the riders and the team as a whole respect. If they witness something special, they realise what's been done. Since then, 3:55 is a time that's been mentioned, but don't think about that sort of thing. If we win in Athens this year, then I'll be happy. To talk about a time, is academic. It's just a figure to me. I think it's probably a little bit more important for the riders. What it does for them is it gives them a goal. It stops them

from resting on the laurels and keeps them motivated. Sure, they want to win but in the back of their minds,

they want to get the 3:55 because it's been mentioned so much. But it's never something that I have spoken about. It's more speculation from others outside the team environment."

**The reaction from the Italian media when the team broke the world record for the second time wasn't particularly complimentary. Is there a way of explaining this constant improvement?**

"I don't know how you're going to eliminate skepticism. It's been around for so long. These days there is always suspicion, if a team is successful there's doubt. Now that we're on top and doing some fantastic times, we've got to expect that other nations are going to start questioning us. We just have to cop it on the chin, still play the game clean like we do, and try and set an example to show that extraordinary things can happen when you're doing it properly.

"The reason why we're now on top now is all about the whole structure of cycling that was implemented in Australia back in the 1980s. The current success is a carry over from the foundation that was laid down years ago. There's a slightly different system in the last three years. We're now using riders who have a different development base than what was available before the last Olympics. This is an evolution of the whole process. None of this would ever have happened if we didn't get the whole of Australian cycling up to a professional level with state institutes and the national institute. And that goes for more than just what's happening on the track but also what's happening in races all over the world.

"We've just developed the infrastructure to such a point that we're now reaping the rewards now, and it's happening in every one of the cycling disciplines."

**Looking at Athens, what's a realistic forecast for what we can expect from the Australian team?**

"I'm not going to put out medal predictions, but I think we'll be very competitive in the individual pursuit - with Bradley and Luke. I think we'll see Luke in better condition than what he was at the world championships in Melbourne. The teams pursuit; I believe we are very competitive there. The Madison and the points race... well, there's still a bit of work to do there, but hopefully we can put in a good performance.

"On the women's side, I think that with Katie Mactier and Kate Bates in the individual pursuit we have two very good riders. At this stage, I think Katie is our strongest medal chance. But in the women's points race, whoever gets the start there - and I think that'll be Kate - will be competitive.

(Rob Arnold is the publishing editor of Ride Cycling Review. This article appeared in the latest edition of Ride Cycling Review.)

## Nigel's Grand Final Weekendsaturday

Grand Final day and who gives a toss. Apparently quite a few Eastern Vets members.

With an anticipated small turn out, and a lack of A-graders at the time of registration, the handicapper had me in B-grade. Then with a few minutes to go and a couple of A-graders turned up, but the die had been cast and it was to B-grade for me.

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My stats for the race were 59 minutes at an average of 37.8 km/hr, a total of 37.3 km.

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Woke Sunday morning, the pain of the previous day just a faint memory. Dragged myself out of bed and headed up to Broadford for the Northern Vets - Mountain Goat Classic. As per the norm for me I allowed too much time and was at the start over an hour and a half before the scheduled start time. Fortunately Michael Burke was already there and I got course directions from him and headed out (in the car) to reccy the situation.

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times and then back the 10km to the start/finish. It is essentially downhill to the first turn, an undulating downhill with another one of those single lane bridges. Then up a 1.5km hill, around and back down with a few small inclines thrown in for good measure. From the comfort of the drivers seat it was obvious that the ride back to the finish was going to be the killer. The conditions for the race were windy. It was a little cool before the start, but warmed up as the race got under way.

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The three of us were unable to make inroads into the other two and we watched Guy ride off with Tom in tow. I certainly struggled along the windy part of the loop, losing ground to the other two, but was able to re-join up a sheltered climb.

The ride back was gruelling, hard work. Michael and I sharing turns most of the way back, passing stragglers from the earlier bunches as we made our way up the last climbs to the finish. My legs had had it

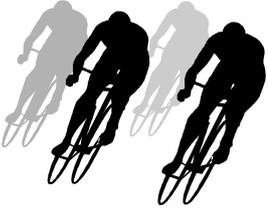
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Guy managed 12th, and fastest time. The Prettos managed 2nd and 3rd, Jeff following his wife home. Ted McCoy and David McCormack also finished in the money. All in all a good result for the dozen or so Eastern riders who turned up for the event.

A great race over a demanding course. Well done, and many thanks to Northern for hosting the event, and to Michael Burke for organising, promoting, and supporting it as he did. Will I be back next year? I think so.

My stats for the race : 58.95 kilometres in 1 hour 38 minutes for an average of 36.10 km/hr





# eastern veterans cycling club

*Newsletter October 9 2004*

## Metec October 2 Avon Tyre Service Handicap

Good conditions today with a new format. The scratch races were qualifying events for the Avon Tyre Service Handicap, a 5 lap rush around the short 900 m circuit. No prize money for the scratch races, but the first 3 place getters qualified for the handicap with prize money for everyone.

All up there were 63 starters but the big concentration of riders was in B grade with 14 and D grade with 19. There seemed to be two strategies for the day, ride to get a place in the handicap or not worry too much and just enjoy the ride.

Ray Clifford led D grade a merry dance and was in his usual spot at the front for much of the race. Ray's plea that he hadn't been on the bike much didn't cut much ice as he was spotted riding along the Hume Highway near Holbrook by J C Wilson last week. Ray spent the first week of th school holidays riding to Sydney. When asked why, he just said it was something he always wanted to do.

In F grade Janet Beale and Gayle Pung were riding like women possessed. They had got rid of all the men, but then continued on, passing E grade a couple of times. Eventually they realised that a handicap was too follow and it was time to ease up and conserve their energy.

Eighteen lined up for the handicap with the scratch bunch giving a start of 65 seconds to limit, with the other bunches evenly spread in between. In the Christmas handicap scratch didn't get up, but it was quickly apparent that they would today. Guy Green left his other scratchmen behind and mowed through the field for a comfortable win. Peter Howard and Michael Burke followed him home with Bob Lewis coming fourth in a credible ride from C grade.

The format was regarded by all as a success and is sure to be repeated again at Metec.

### Results

	First	Second	Third
<b>A Grade (6)</b>	Guy Green	Peter Howard	Peter Galvin
<b>B Grade (14)</b>	Michael Burke	John Hunt	Ian Smith
<b>C Grade (9)</b>	Bob Lewis	Peter Ransome	Alan Hicks
<b>D Grade (19)</b>	Hylton Preece	Harold Simpson	Brian McCann
<b>E Grade (9)</b>	J C Wilson	Alan Sandford	Mal Wilkinson
<b>F Grade (5)</b>	Janet Beale	Gayle Pung	Mike Fisher
<b>Handicap</b>	Guy Green 1st	Peter Howard 2nd	Michael Burke 3rd
	Bob Lewis 4th	John Hunt 5th	Ian Smith 6th
	Alan Hicks 7th	J C Wilson 8th	Harold Simpson 9th
	Peter Galvin 10th	Hylton Preece 11th	Brian McCann 12th
	Janet Beale 13th	Alan Sandford 14th	Mal Wilkinson 15th

### Officials

Racing today was under the control of Ron Stranks, Ian Gillies, Ken Woollard, Rod Goodes Su Pretto and several others whose names I do not have. Special thanks goes to Nick Hainal of Avon Tyre Service for his sponsorship and long standing support of the Club.

## Eastern Vets Program

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Saturday	Oct	23	2. 00 pm	Metec	Graded Scratch Races
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Saturday	Oct	30	2. 00 pm	Yarra Glen	Club Road Championships

## Nigel's Grand Final Weekend

### Saturday

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### Do You Have Any Old Jerseys?

Alan Sandford has taken on the task of running junior clinics on the Kyneton velodrome and is keen to dress his young charges in jerseys and knicks. Alan would appreciate any donations of old jerseys, as would the young Kyneton cyclists, give them to J C Wilson and Alan will collect them when he is next in town.

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If you have any ideas or suggestions about new circuits, particularly for criteriums, please let us know.

### Winter Points Score

Guy Green has the Winter points score all stitched up, with a lead of 17 points, but it is still a competition for second and third between Brian McCann and Rob Amos. With three races to go Nigel Kimber and Graeme Elliott have a chance of sneaking into second or third place, but it would be a difficult task for them to catch the consistent Rob Amos and Brian McCann. Next year the aggregate will run for the whole year starting in January and concluding before the Christmas Handicap, so that the presentation can be made on that day.

Green	Guy	59
McCann	Brian	42
Amos	Rob	39
Elliott	Graeme	34
Kimber	Nigel	34
Kelly	Paul	33
Barnard	Stephen	31
Smith	Ian	30
Bowen	Keith	29
McCormack	David	29

Pretto	Jeff	29
Stranks	Ron	29
Hainal	Nick	28
Simpson	Harold	28
Wilson	John C	28
Haines	Graham	27
McCoy	Ted	26
Parker	Graeme	26
Jardine	John	25
Pretto	Su	25

## AROUND THE BAY IN A DAY

Around the Bay in a Day is on October 17. If you wish, join the Eastern Veterans group riding via Geelong and Queenscliff. It looks as though parking may be a problem at the official Docklands start so we will be starting again at the J L Murphy Reserve, Port Melbourne, Melway 57 K1, meet near the intersection of Graham Street and Williamstown Road for a 5.30 start. Parking is no problem. After the finish you will have a short ride back from Docklands to your car. At the finish there will be an Eastern Veterans tent/marquee, so hang around for awhile and help us in advertising the Club.

There will be at least two groups of riders, a fast group and a slower one. If you haven't responded to my email, either let me know on Saturday at Yarra Junction or email me on [keithb@rabbit.com.au](mailto:keithb@rabbit.com.au).

It just has to be better conditions than last year.

## SOME EASTERN RIDER RESULTS

### VVCC State Champs

Ian Smith, Rob Amos, Alan Hicks and Ted Mc Coy all took part in the age championships at Colac

The 40-44 was won by Michael Hartman riding for northern in a bunch sprint with Ian 4th.

In the 45-49 class, a 6 man break formed just before the half way point in the 90 km race, who worked well, catching and passing the 40-44 race. Rob tried several times on the last lap to get a solo break but had to contest a 6 man sprint which was won by Glen Hutchinson from Rob Amos in 2nd

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### Fancy a long Ride for Charity Mildura to Echuca Nvember 6 and 7

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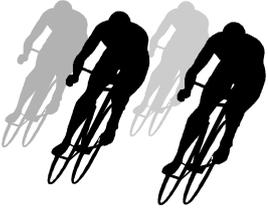
Echuca Regional Health are seeking riders. Cost is \$350 which should be tax deductible. Provided are the following, transport from Echuca to Mildura on Friday (5th), overnight accomodation in Mildura (onsight vans) and Swan Hill (bunk rooms at the Pioneer settlement, back up vehicles (you don't need to ride the full distance) and support crew including masseurs. Riders need to bring sleeping bag and pillow, plus, provide or buy food along the way and of course travel to and from Echuca.

Most riders are from the Echuca Moama Cycling Club

Good ride if you like flat long rides and the wind is a Westerly.

If you are interested contact Stephen Hopley on 9696 3364 or [stephenhopley@bigpond.com](mailto:stephenhopley@bigpond.com)





# eastern veterans cycling club

*Newsletter October 16 2004*

## Le Tour Handicap October 9 Yarra Junction

C'est Le Tour.

What? Ok, 'le tour'.

Non, non, c'est Le Tour, Le Tour Classique 'andeecap.

Oh 'Le Tour Classic Handicap', yeah.

Oui, oui, Le Tour.

(sorry I just had to get that out of the system).

There was [murmuring](#) at the club, the word was going round, that I'd been over at the handicapper's cutting his [grass](#). So long as it's only his lawn I'm accused of cutting that's ok ([I think](#)).

I think it has been my performances, or lack there of, in the past couple of club handicaps that had me lining up with the B-grade group, not my lawn mowing abilities. Last handicap at Yarra Junction, it was basically Peter Howard and me off scratch, I only managed to stay with Peter for the first lap. At the Jack Thompson [Memorial](#) I did a bit better but was still not able to hold onto Guy and Phil and I rode the last lap at Steels creek alone.

Peter lined up again today, this time with Michael Hartman and Rob Amos, and a slightly better mark. But still a very tough job given the lack of numbers in the group.

Riding around before the race I was spotting green helmet covers all over the place, Ian Milner, Matt White, Martin Stalder, Ian Smith, and a few others. It was looking like a good strong bunch, we could have a good chance of catching the leading groups.

We gave the out markers 21 minutes, the C-grade group had 4 minutes on us and the D-grade group a further 5 minutes on them. Lining up for the start, the two groups in front appeared about twice the size of ours and it looked like we would have our work cut out catching them up. Scratch was a minute behind, a good mark given the lack of numbers. It's a pity about the numbers, it discourages others from turning up.

My reading was that scratch would have to make serious inroads into us on the first outbound leg

and catch us before the end of the first lap if they were to have a chance of taking out the race. We would have to stop that from happening and work hard to pull in the bigger groups ahead.

We started off well, working track turns of a couple of hundred metres each. I was quite surprised when we started catching and passing stragglers on the first outbound leg, I'm guessing that the C and D grade bunches (not forgetting E and F) had started off at a rapid rate and burnt a few of their number with the cracking pace.

Approaching Powelltown the positions of returning riders indicated that we were making good time on the earlier bunches, all that was left to be seen was how much scratch had taken out of us. We turned and headed back, it was a while before we passed the scratch bunch, I figured that they'd made a bit of time, but I didn't think it was going to be enough.

We continued working turns on the way back, passing a few more lonely riders. My suggestion that we stop at the polling booth to vote was met with no interest (Alan Cunneen did though). We caught sight of the C-grade bunch before the turnaround at the start/finish, still a long way ahead, but we were obviously gaining and should be able to catch them before the finish. I think that their sighting of us after they turned put a bit of urgency into their task as it was a while before we saw them again.

At the turnaround we were told that we were 6 and a half minutes down on the race leaders. It was looking good, we were basically still together, still working well, the lead wasn't too far away, and scratch didn't appear to have made any [gains](#) on that leg.

We caught the odd glimpse of the C-grade bunch on the way back out to Powelltown, but it wasn't till we were almost there that we were within striking distance. At the same time we could see the D-grade bunch in front of them, with the lead car just ahead of them. It looked like we would all come together just before the turnaround.

Seeking clarification from the group captain on the strategy for the contact it was decided to go straight past (if we could). As it eventuated I was

at the front as we caught the now combined C, D, E, and F grade bunches. I put in an effort and went past, eliciting a bit of encouragement from Su, well I thought it was encouragement, apparently she was asking for a lift. Having done all I could I pulled out to let the next rider through, Martin came through, then Ian Smith, then ... nobody, 'shit, I'd better get back in'. A quick look over the shoulder and we three had a couple of metres on the rest. At the turnaround for the last time we had about 20 metres.

The position on the road where we crossed the scratch group suggested that they had lost time to us on the third leg.

A call from the back of the group that the bunch were gaining had the effect of stirring us into action and we dug in, extending the break. The three of us worked hard on the road back, swapping turns to keep the pace up. The fans were out in force again, cheering us on, giving us the support that enabled us to push on and to

extend our lead. OK it was only a group of kids at the farm house gate, but it was good to see.

The B-grade bunch did a really good job, we were disciplined and structured, we unfortunately lost a few along the way, but every one put in while they were there, with no complaints, well not too many. The efforts in the first lap laid the foundation for staying away from scratch and in catching the out-markers before the last turnaround. Thanks to Ian and Martin for their company on the last leg, oh yeah, and for their assistance and encouragement all the way back to the finish.

My stats for the race (plus or minus a little bit); 57.49 km in 1 hour, 28 minutes, and 13 seconds for an average of 39.1 km/h.

Thanks to Nigel for today's race report

## Results

First	Second	Third	Fourth	Fifth	Fastest	Time
Nigel Kimber	Ian Smith	Peter Howard	Rob Amos	Bob Lewis	Martin Stalder	1 hr 28 min

A Group Michael Hartman	B Group Michael Burke	C Group John Jardine
D Group Harold Simpson	E Group Su Pretto	F Group Barry Beachlely

## Officials

Racing today was under the control of Ron Stranks, Phil Tattersall, Ross Gardiner and Kenton Smith. Thanks also to Stephen Chan of Le Tour cycles for his sponsorship of the race.

## Eastern Vets Program

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## Northern Veterans

Note the Vin Nuttall handicap is on 24 October at Seymour not 31 October as indicated on some Northern fixtures.

## Do You Have Any Old Jerseys?

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\*\*\*\*\*

### **Bob Kelly was at the Warrnambool (not the Camperdown to Warrnambool, the real thing 290 km)**

Well the race did go to plan for the 5 - 6 young blokes (20 year olds) I coach but, not for the coach himself. Long distance one day racing is ALWAYS a betting game as to how you feel on THAT day. Having trained the house down for 6 weeks at over 500 km per week I felt happy to tackle anything that the Warnnie could throw up (well almost), we had done 20 rides over 150 - 60 - 70 km and a couple over 200 km. In the last two weeks I started to concentrate on greater intensity (i. e. riding 130 km around the Yarra valley course then racing at Metec with Eastern).

The race itself started slowly I guess everyone was looking at two factors 1 the head wind and 2 the distance also the judges kept the first 10 km under control at 30km/h instead of the usual 45 - 50 km/h that has been in the past two Warnnies that I have been in.

Out on the road after the first sprint I thought it would wind up but the group settled into a solid 40 km/h and I found myself sitting in the front third of the group easy, for the first 100 km. It was chaos at the first feed station as many people missed their feeders as 60 - 80 riders at 40 km/h into a 200 m feed zone does not go.

At the 130 - 140 km I started to feel the effects of 2 things that worried me before the race. Firstly I caught a head cold on the Sunday before the race and I hoped I had shaken it (in that week) before the Saturday start (I had not) and secondly the

main players were out on the front of the group and the pace was really on (45 - 50 km/h in the gutter with a right angle cross wind). This I can tell you folks in not a fun day at the office  
!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Gaps were opening everywhere minute by minute and gradually I was going back in this big pack until I was on the back and just hanging on. I lasted about 10 mins there and then I was spat. After another 20 km of riding by myself I decided to pack it in the effects of the cold and at that pace I just was not up to it so better than make my support crew drive at 30km/h all the way to Warnnie I threw the bike in the van and watched the finish with Willy Walker being the youngest winner of the Warnnie ever.

Pity about getting sick but, no excuses not good enough on the day that's life, I guess I can see my wife now a bit more while she is on her break and in OZ (Helen, my wife is a full time professional cyclist for a US based team).

To anyone who wants to have a go at this race its a great day when you finish, but a big tip is have 5 - 6 mates, not kids to ride it with you, unlike me all the guys I coached for this race finished and did it well.

Still there is always next year

**Bob Kelly**

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Echuca Regional Health are seeking riders. Cost is \$350 which should be tax deductible. Provided are the following, transport from Echuca to Mildura on Friday (5th), overnight accommodation in Mildura (onsite vans) and Swan Hill (bunk rooms at the Pioneer settlement, back up vehicles (you don't need to ride the full distance) and support crew including masseurs. Riders need to bring sleeping bag and pillow, plus, provide or buy food along the way and of course travel to and from Echuca.

Most riders are from the Echuca Moama Cycling Club

Good ride if you like flat long rides and the wind is a Westerly.

If you are interested contact Stephen Hopley on 9696 3364 or [stephenhopley@bigpond.com](mailto:stephenhopley@bigpond.com)

### Website out of action

Hylton Preece had a catastrophic crash with his computer and has been unable to update the website. Hopefully it will be up and running again next week.

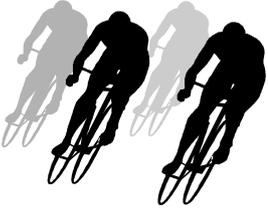
### STEELS CREEK RACE DAY GUIDELINES:

Steels Creek course has a higher proportion of local traffic than most of Eastern's courses. In order to continue to use this circuit it is imperative that there are no potentially dangerous practices to road safety and breach of traffic rules on the course; e.g. turning around when unsafe, riding too close to the centre of the road, causing difficulty for motor cars to pass bunches.

Safety of riders and consideration of other road users are paramount if we are to maintain use of this and other courses. The following guidelines have been developed for races at Steels Creek.

1. Warmup and warmdown prohibited on the Eltham-Yarra Glen Road
2. All riders must warm-up on the Steels Creek Road only. Riders should ride out past the finish line on the warm up, riders just riding between the start and the finish line cause unnecessary congestion...Make sure you are back in time for the start though.
3. All riders must wait for the start off the bitumen and to the left of safety cones which will be placed on the side of the road near the start line.
4. No crossing of the centre line except:
  - a. When turning around safety cones during the race
  - b. At race turnarounds manned by race marshals or when safe to turn around during warm-up or cool-down
5. During warm-up and cool down the following guidelines have been proposed for the safety of all riders: before turning around make sure there is clear visibility in either direction of approx 300 metres.
6. During races
  - a. No more than two riders abreast, unless another rider(s) is passing.
  - b. If another rider is passing it is that rider's responsibility to ensure it is safe.
  - c. It is the obligation of riders at the front of a bunch to warn other riders of on-coming cars.
  - d. It is the obligation of riders at the rear of a bunch to warn of cars coming up behind and wanting to pass and if necessary to tell the bunch to ride in single file until the car passes.





# eastern veterans cycling club

*Newsletter October 16 2004*

## Graded Scratch Races October 16 Steels Creek

With Around the Bay in a day coming up the next day numbers were down a bit with several riders conserving their energy for the big day. Conditions were close to perfect with little or no wind and a temperature in the high teens.

Eight starters in A grade, but Guy Green is untouchable winning comfortably by 100 metres or more. A big field of 13 in B grade saw John Hunt win from Ray Cardosi and Ian Smith who has been pretty consistent in recent weeks. Only seven starters in C grade, but the powerhouse in John Jardine won by about a minute, which will surely put him into B grade. D grade had a bunch sprint with David Casey holding off Nick Hainal from Geoff Beckworth, who is consistently in the placings but so far hasn't been able to manage a win. With no F grade there were 12 starters in E, the race finishing in another bunch sprint with J C Wilson holding off new rider Dennis Pauwells and Southern visitor Joanne Sabbatini.

Nigel has been on the job again and his A grade race report follows.

I had a plan around here some where, here we go. Stay with the bunch for the first lap, check out the lay of the land, see how I feel and maybe make a move on the second or early on the third lap. Oops that's Wandin East, never mind it sounds good enough, just dust it off and touch it up a bit.

Needing points to have any chance at placing in the Winter points competition, the plan could use a little revision. If Guy goes, I go with him, if David goes, I go with him, if Rob goes, I cover him, anyone else and I'll just sit on Guy and wait for his reaction. Sounds like a plan to me.

The best laid plans of mice and me. David wasn't there, Guy was, and Rob, and Phil, and Martin Peters, and a few others including Michael Fisher (the junior) who hasn't been seen for a while. A bunch of eight in all. It was a strong field and was looking like it could be a hard and fast race. We were greeted at the start with the news that we would

be doing 4 laps of the circuit, even if didn't wind up being fast it was certainly going to be hard.

The first lap started off civilised enough, but it wasn't long before someone decided to up the pace and started rolling the bunch. The bunch worked together all the way out and back with little tactical input, well, except to keep the pace up. Toward the end of the first lap I thought I would liven things up and have a go at bridging the gap to the lead car. I didn't succeed, in bridging the gap, in fact all I succeeded in doing was to hurt myself, but it did liven things up a little.

A dead wombat on the side of the road elicited the usual 'was that you?' comments from the smart alex (Team Alex) in the bunch.

The second lap was a little more interesting, Guy decided to stir things up and made several breaks up the road, but was closely shadowed by Rob who dragged everybody else up, consequently the breaks were short lived.

Rob was a little disappointed at the turnaround, into the third lap, to hear that there were two laps to go. He was under the impression that we were only doing three, which was why he had been so keen to not let Guy get a break.

The first leg of the third lap and it was back to a single line, then a rolling bunch. There was a suggestion at the turn around that we box Guy in to curb his enthusiasm, but as it eventuated this was not required, maybe he had hurt himself with the previous lap's efforts. Don't remember a great deal of the lap, just that the legs were hurting.

The fourth lap started the same as the third. A kilometre or so from the last turnaround and Guy was away again. Unfortunately (for me) I was on the front of the line at the time and not in a fit state to chase. As it turned out nobody else seemed to be up to the challenge either. Figuring that this was a break that had potential, and that it was going to be up to me to chase, I gave it what I could. I found myself away from the bunch and closing the gap, but Guy wasn't sitting up and my legs were getting

heavier and heavier until I had to give up and wait for the others to catch me. As a bunch we should be able to pull him in. After being caught by the bunch another rider (sorry don't know your name) made an effort for Guy's wheel, but was also unsuccessful.

At the last turnaround we caught the d-grade bunch who saw us coming and got out of our way, enabling us to continue our pursuit of Guy. All the way back to the finish the gap was tantalisingly breachable, but we just couldn't do it, Guy retained the 50-100 metres he had on us at the turn. At the bottom of the last rise before the down hill lead up to the finish, I got the feeling that the bunch gave up the chase, I was certainly ready to give it up.

But then I remembered my plan, well the point of my plan, being to get some points. Figuring I wouldn't have much chance in a sprint, I made my

move up the last climb. A quick glance under the arm showed a wheel on mine, not too sure who it was, but was beyond caring, I had the momentum, I just hoped I wasn't towing Rob to a points finish.

At the top, a look around showed it was Michael Fisher (the junior), somebody had been taking advantage of their time away from racing. I wasn't unhappy giving Michael a lead out and so pushed it as hard I could down the hill. At the bottom I was spent and sat up calling him through, he and Mark Wallace went past and I watched them pull away to get third and second respectively. I was swamped by the remainder of the group before I reached the line, giving me a hard fought last place.

My stats for the race were 63.51 km at an average of 38.5 kph, this was 1 hour 39 minutes in the saddle.

## Results

	First	Second	Third
<b>A Grade (8)</b>	Guy Green	Mark Wallace	Mike Fisher
<b>B Grade (13)</b>	John Hunt	Ray Cardosi	Ian Smith
<b>C Grade (7)</b>	John Jardine	Tim Hall	Peter Ransome
<b>D Grade (8)</b>	David Casey	Nick Hainal	Geoff Beckworth
<b>E Grade (12)</b>	J C Wilson	Dennis Pauwells	Joanne Sabbatini

## Officials

Racing today was under the control of Ron Stranks, Tom O'Malley, Keith Bowen, Allan O'Neil, Nick Panou and Colin Smythe. Glenn Archer was saving himself for Around the Bay on a Day, and thankfully turned up in time for the finish of the races with the drinks.

## Eastern Vets Program

Saturday	Oct	23	2.00 pm	Metec	Graded Scratch Races
<b>Monday</b>	<b>Oct</b>	<b>25</b>	<b>8.00 pm</b>	<b>Maroondah Club</b>	<b>Monthly General Meeting</b>
Saturday	Oct	30	2.00 pm	Yarra Glen	Club Road Championships

## Winter Points Score

Guy Green is the runaway winner, but it is a tussle between Nigel Kimber, Rob Amos, Brian McCann and Ian Smith for the other two places. With points only available this Saturday at Metec (there are no points for the age championships), the race is on.

Green	Guy	64
Kimber	Nigel	43
Amos	Rob	42
McCann	Brian	42
Smith	Ian	40
Kelly	Paul	35
Elliott	Graeme	34
Wilson	John C	34
Hainal	Nick	33
Barnard	Stephen	32

Bowen	Keith	32
Jardine	John	31
Stranks	Ron	31
Pretto	Jeff	30
McCormack	David	29
Simpson	Harold	29
Stalder	Martin	28
Haines	Graham	27
McCoy	Ted	27
Parker	Graeme	27

## AN ANALYSIS OF THE HILL CLIMB DATA.

The descent after the 6.8k of torture at the Basin on 18 September offered some valuable time to come up with an excuse why my time was clearly not going to be anywhere near those of other vets. Whilst Keith's data over the years has enabled him to come up with an 'age correction' which allows some of us to take advantage of advanced years, this was clearly not going to help me given that I happen to have been born in the same year as Rob Amos! It seemed obvious to me that, carrying 92 kg of body weight, I was at a distinct disadvantage from stick insects like Phil Pelgrim who probably need to run around in the shower to get wet. There must surely be some way to 'fudge' the results so that I could wind up near the top of the ratings list.

After a brief chat over coffee with Keith the day after the hill climb, I was surprised to find a spreadsheet in my inbox a couple of days later with over 30 heights and weights of hill climb competitors. (Note to self ... choose words carefully around Keith). The first analysis I did was to see if there was any relationship at all between body weight and ride time. This came up negative, which was not really surprising considering that weight is largely determined by height, and that fit buggers can be short or tall. What about age – how strong a relationship was there between ride time and age? The regression for this came up strongly positive with a gradient of 0.14. This means that for every advancing year, on average there is a increase of 0.14 minutes (or 8 seconds) for the climb. At that rate I would have to wait until Ted McCoy was 84 years old before I would get near him! This figure is similar to the 6 seconds per year predicted by Keith's data that he has collected over the past few years.

The next option was to consider weight, but corrected for height. The body mass index (BMI) does exactly that and has been used for some time now to define recommended body weights. It is calculated as body weight in kg divided by height in metres squared: ie

$$\text{BMI} = \text{Weight}/\text{Height}^2$$

Its units are therefore kg/m<sup>2</sup>. Ideal BMI is said to be between 20-24, less than 20 is underweight, and over 24 is overweight. (A sideline here, at work we see some pretty largish individuals coming through our sleep laboratory – the highest BMI I have seen was in the low 80s.) There are some limitations with using BMI alone as a measure of obesity, for example athletes who tend to have high muscle mass (which is heavier than fat) tend to have relatively high BMIs - Garry Ablett (senior) had a playing BMI of over 28 yet had minimal body fat measurements.

Doing the stats to regress ride time with BMI came up with a strongly positive result with a gradient of 0.38. On average, this equates to an increase in ride time of about 6 seconds per kilo of weight. (If only I had have left that full drink bottle and tool kit behind I probably would have picked up all of 10 seconds. Probably more importantly, if only I had left behind those hundreds of extra pizza slices over the years).

Combining the predictive factors of age and BMI results in the following multiple regression equation:

$$\text{Ride Time (minutes)} = 0.14 \times \text{Age} + 0.38 \times \text{BMI} + 2.49$$

This enables prediction of ride time based upon age and BMI. The correlation coefficient (r) for this equation can be used to describe the strength of the relationship, and the r<sup>2</sup> value of 0.49 means that almost half of the observed variation in ride times is explainable by age and BMI alone. The other half of the variation is attributable to other factors – presumably fitness, skill, genetic disposition, training levels, bike quality, health on the day, attitude etc. etc. all come into the overall equation. Perhaps if we collect enough additional information and perform enough regression analyses we can come up with a regression equation that accounts for 100% of the variation and therefore would predict ride times precisely. This of course would mean that there would be no need to do the freakin' hill climb ever again – we could simply turn up at the Basin, drink Glenn's stout and quietly watch the locals do burnouts up the road.

The table below shows all hill climb riders who supplied their height and weight info, and their ranking compared with the predicted ranking using the regression equation above. The last column shows the difference between actual time and predicted time – a negative number means that on average you are doing better than your age and BMI predict from this data. I am not too sure about the validity of all these interpretations – I am probably making too many assumptions from only one set of data however it may be interesting to collect similar data next year and see whether the findings are much different. At the very least, the analysis kept me occupied for more red wines than I possibly should have.

The place getters on the age and BMI category are Mike Dewdney, Rob Russell and Rob Amos. Notable performers in the over '90 kg' category are David McCormack and Jeff Pretto.

According to Allan O'Neil in a note on the Cycle2max website, based on the times up a similar climb in Europe the top riders would have a time of under 12 minutes up the 1 in 20. On this basis Lance Armstrong would beat his age BMI time by about 4 minutes ie by about 25%.

Thanks to all those who bared their soul and supplied their heights and weights. Please note that although all women who competed on the day supplied their info, their data was not included in the analysis due to the small numbers.

*Jeff Pretto*

Name	Ride Time	Age	BMI	Weight	Height	Predicted Ride Time*	Actual-Pred (sec)
	Min/Sec		kg/m2	kg	cm		
Dewdney M	18.32	48	30.1	87	170	20.51	-139
Russell R	16.51	47	25.1	77	175	18.48	-117
Amos R	16.24	45	24.7	80	180	18.21	-117
Stalder M	17.36	57	22.7	72	178	19.17	-101
Jardine J	18.19	58	24.1	78	180	19.56	-97
McCormack D	19.38	52	29.7	93	177	21.15	-97
Kimber N	16.13	44	23.7	82	186	17.49	-96
Frayne Q	16.51	48	23.5	64	165	18.19	-88
Short S	18.02	50	25.4	80.5	178	19.19	-77
Smith I	17.06	43	24.6	87	188	18.02	-56
Pretto J	19.07	45	28.4	92	180	19.46	-39
Panou N	18.37	43	27.4	85	176	19.07	-30
Barnes D	19.48	59	24.3	77	178	20.10	-22
Simpson H	20.37	56	27.3	79	170	20.55	-18
Wallace M	16.49	44	21.8	63	170	17.05	-16
Dorean M	18.57	46	26.4	72	165	19.10	-13
Everard C	16.17	35	22.8	84	192	16.12	5
Tucker E	17.57	39	25.6	84	181	17.52	5
Barnard S	18.1	47	22.7	76	183	17.51	19
White M	18.03	44	23.5	76	180	17.44	19
Macleod J	23.31	65	29.4	85	170	22.59	32
Elliott G	19.52	56	23.0	77	183	19.14	38
Hall T	19.16	51	23.2	76	181	18.37	39
Hainal N	18.58	47	23.4	70	173	18.07	51
Dick A	20.26	41	27.4	81	172	18.49	97
Chamberlain G	20.22	37	28.1	86	175	18.31	111
Pelgrim P	18.21	39	21.6	77	189	16.17	124
Fisher M (snr)	24.56	72	24.3	71	171	21.60	176
Williams Ewan	21.49	52	23.2	82	188	18.45	184
Archer G	23.56	42	30.6	98	179	20.11	225
Lance Armstrong		33	22.8	74	180	15.56	

### Summer Program

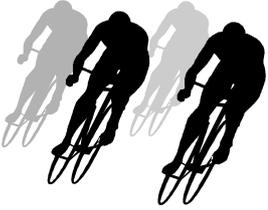
The Summer program up to the end of January will be available this week.

### Around the Bay in a Day

There were riders everywhere, good conditions but I suspect that times were down a bit because of the number of riders. On my count there were more than 30 Eastern riders participating, with all but a few in Eastern jerseys. Not sure whether the marquee was a success in recruiting riders and publicising the Club, but it was certainly a success as a welcoming venue for finishing riders.







# eastern veterans cycling club

**Newsletter October 30 2004**

## Graded Scratch Races October 23 Metec

Sixty three riders started in six grades in drizzly conditions to start with, but drying out after 15 minutes or so.

John Hunt went up to A grade today to help make up the numbers and preformed credibly, staying with the bunch. Guy Green was again the winner comfortably from Rob Amos who went bush early in the race and came down.

B grade saw new rider Phil Smith get away with Rob Graham and hold a comfortable lead. Bob Lewis winning the bunch sprint for third.

C grade all stayed together with Tim Hall winning from Brian McCann and our BMI expert Jeff Pretto coming third.

D grade had the biggest field with Geoff Beckworth after several placings eventually winning one from

Mark Granland, obviously relishing a course without a hill and Scott Deane.

The E grade race was marred by a fall on the last lap when Ian Jones came down injuring his shoulder and doing some damage to his new bike. Thanks to John Jardine for stopping and checking Ian out. E grade were often guilty of riding to the right of the white line in the straight to try and get out of the wind. It is important that the lower grades keep to the left at all times and ride in a straight line. Zig zagging around might be all right for the Ryan Baileys of the world, but it has no place in an E grade veterans criterium.

F grade saw Wednesday rider Sue Vogt win from Mike Fisher and Rod Goodes in his first race back for 9 months or more.

## Results

	First	Second	Third
<b>A Grade (5)</b>	Guy Green	Rob Amos	Peter Galvin
<b>B Grade (14)</b>	Phil Smith	Rob Graham	Bob Lewis
<b>C Grade (12)</b>	Tim Hall	Brian McCann	Jeff Pretto
<b>D Grade (15)</b>	Geoff Beckworth	Mark Granland	Scott Deane
<b>E Grade (10)</b>	Leon Bishop	Alan Sandford	Richard Maggs
<b>F Grade (7)</b>	Su Vogt	Mike Fisher	Rod Goodes

## Officials

Racing today was under the control of Ron Stranks, Steve Oberg and John Macleod with Steve Fothergill serving the drinks.

## Eastern Vets Program

Saturday	Oct	30	2. 00 pm	Yarra Glen	Club Road Championships
Saturday	Nov	6	2. 00 pm	Metec	Graded Scratch Races
Saturday	Nov	13	2. 00 pm	Steels Creek	Graded scratch Races
Saturday	Nov	20	2. 00 pm	Dunlop Road	Graded scratch Races

## Winter Points Score

Guy Green is the runaway winner 69 points, and in the end we had a tie for second with both Rob Amos and Brian McCann coming second on Saturday to give them 46 points, with Nigel Kimber next on 43, Ian Smith on 41 and Paul Kelly on 36

Green	Guy	69
Amos	Rob	46
McCann	Brian	46
Kimber	Nigel	43
Smith	Ian	41
Kelly	Paul	36
Wilson	John C	35
Hainal	Nick	34
Elliott	Graeme	34
Pretto	Jeff	33
Bowen	Keith	33
Jardine	John	32
Barnard	Stephen	32

Stranks	Ron	31
Hall	Tim	29
Fisher	Michael	29
Stalder	Martin	29
McCormack	David	29
Simpson	Harold	29
Haines	Graham	28
Parker	Graeme	28
Beckworth	Geoff	27
Hunt	John	27
McCoy	Ted	27
Preece	Hylton	26
Pretto	Su	26

### **The Stick Insect (aka Phil Pelgrim) responds to the BMI as a measure of ability**

Dear Jeffrey,

I need to have a word with you. This is probably my biggest chance to get rich by filing a slander suit for being referred to as a stick insect (see ref: Armstrong v Simeoni case – Lance called Simeoni a liar and will probably settle for millions). The fact that you probably have no money is disappointing (but a bike upgrade to an illegally light one, for next years 1/20 could be negotiated), and the fact that I am a stick insect is also irrelevant. What hurts is that your research (creative as it is) has downgraded my already below average performance to downright pathetic (fourth last!!). My showering habits are also none of your business. This trash talk is both spiteful and downright degrading. I've been prescribed Prozac (by one Dr Michele Ferrari – see earlier ref) but I am yet to check if it's on the banned list, in which case I'll definitely take it, as it will obviously get me up the hill quicker, but probably get me killed when coming down!). So you can see I'm forever scarred by your comments fat boy! See you in court.

Signed: frustrated climber.

(R.S.P.C.S.P. – Prevention of cruelty against skinny people)

### **Around the Bay in a Day 2004**

#### **Stories of the Ride**

Not as bad as last year but a bit nerve wracking nevertheless. How about being in a pack riding through Frankston after coming down Olivers hill at over 70 clicks, moving out to pass a slower rider and then hearing a "piinnngg" and being told by the guy behind that you have lost a spoke!! After slowing down, pulling over and assessing the damage I found a huge buckle in the rear wheel and one spoke broken on the cluster side. I didn't even touch a pothole or anything.....promise!! In despair I looked around and could only see bikes in either direction and no-one wanting to see me. After walking for about 20 metres I happened to glance across the road and what did I spy, but a Bike shop that was open (Jones Cycles). A quick visit, \$10 to them and I was on my way again feeling much better. I couldn't catch you guys though but tagged onto about 20 riders from Cootes Transport. We seemed to average about 40 km/h from Frankston to the City but I guess it was a bit slower than that. I know that being at the end of a big group of riders kept me sprinting to catch them after starting at each set of lights!! The ride was good, the weather was fabulous and it was refreshing to have a rest and lunch with everyone at 9 am in Queenscliff knowing that the worst was behind us.

*Ewan Williams*

They said conditions could never be any worse than last year; so it would be only normal in Melbourne to balance the ledger with an absolute pearler of a day. With a few nervous checks of the weather on the web a few hours before the start, half expecting a 'Ha Ha, tricked you, you're gonna get wet' notice by the bureau, with fellow club member and neighbour Greg Davis we packed the car and headed off to muster a group of friends at Port Melbourne.

Our group of 9 or 10 headed off with the mass of people gathered at Todd Rd at 5.30. After a while, and a few change of traffic lights, we had a big group surprisingly working together doing turns and setting a solid pace down towards Geelong. Apart from the occasional near miss with shredded car/truck tyres, squashed drink bottles, dead animals, car parts and banana peels, there were no mishaps to report. Greg headed off to the nature strip at Werribee for a quick pit stop only to abort as he realised he was about to expose himself in front of the police station.

Checking the slightly thinner bunch at Geelong with our group still intact, we headed for Queenscliff with the pace still very solid. A sloppy gear change left me with a dropped chain and off the bunch about half way there, riding solo for 10 or so minutes before the next bunch came through (with Eastern's Mark Wallace on the front) which made life much easier again.

Arriving at the ferry around 8.45 am was also a huge contrast to last year with almost picnic conditions awaiting us and zero queues. Picking up the breakfast was much better this year – no wet paper!! The ferry was uncrowded and quite relaxing. Pulling into Sorrento you realise that our ferry going back would be a bit different with thousands lined up. At least it wasn't raining.

The ride back to Melbourne was a bit hairy at times with a huge mix of standards making their way along the beach. Still, no serious incidents which I think was quite amazing all things considered. The trip back to the city, broken up with a short break at Frankston, was uneventful. Our group had pretty well stayed together or regrouped at stops and the bunch ride into town was quite enjoyable.

Overall our group survived without casualties or incident. 210 km is still a long way on a bike and the body knows it done some exercise. Last year it was hypothermia; this year it was sunburn. What will next year dish up?

*Phil Pelgrim*

## HOW FAST WERE YOU?

Again Bicycle Victoria was providing an option to time your ride Around the Bay. Times of 329 riders are accessible on their website. Times for both legs are provided, but unlike last year when they had times for both directions eg Melbourne to Sorrento and Sorrento to Melbourne, they have combined them into one set of data for the Melbourne to Sorrento leg irrespective of direction ridden and similarly another set for Melbourne to Queenscliff. This produces a couple of anomalies I believe, because I have no doubt that for example riders going to Sorrento first are faster than those finishing with Sorrento to Melbourne, not just because they have already ridden over 100 km but because of increased traffic on the way back late morning or early afternoon. The same probably applies for Melbourne Queenscliff. The times are also elapsed times so the slower times might be slow because of pit stops not just slow riding.

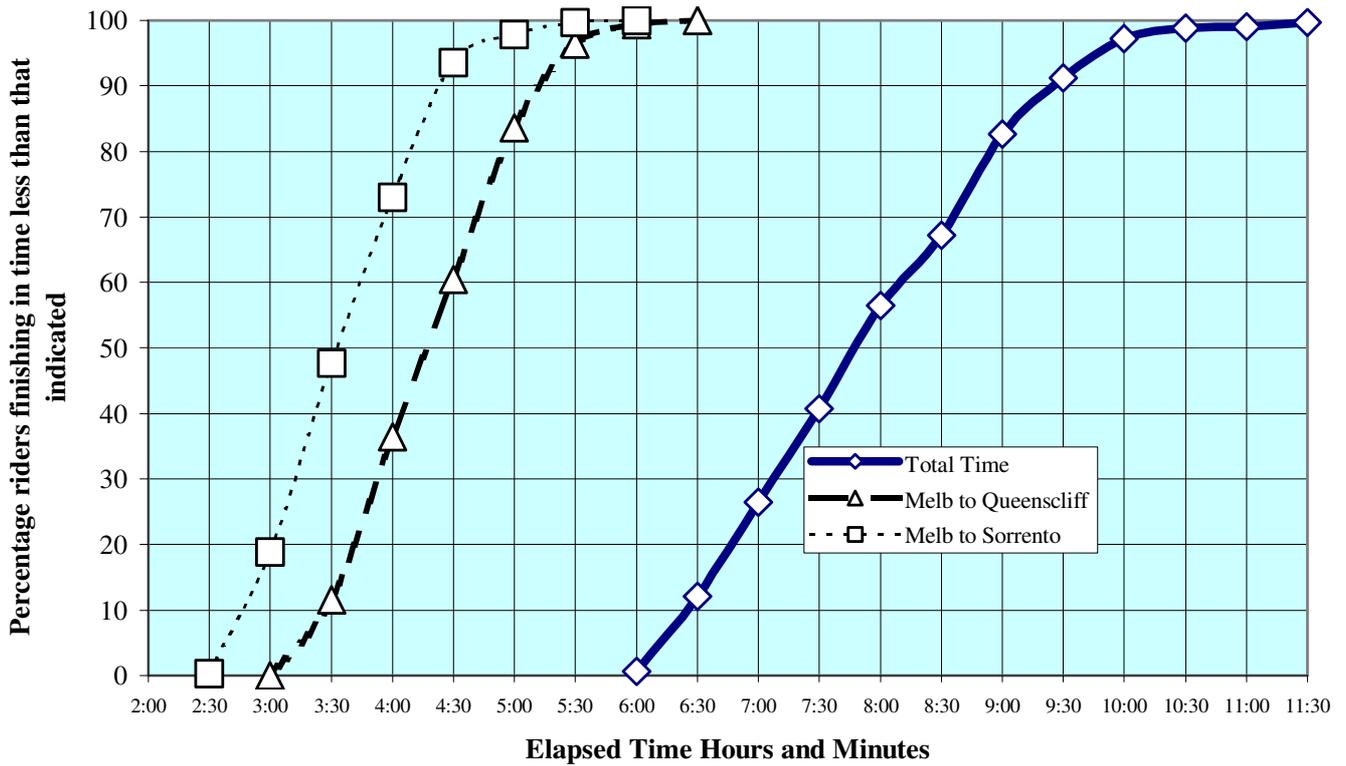
There are some pretty credible times listed, the fastest to Sorrento was Mark Bulka in 2 hours 24 minutes, 8 minutes faster than the next rider Anthony Nash who did it in 2:32. All up 62 riders did it in less than 3 hours. Median for Melbourne to Sorrento 3:33.

For Melbourne to Queenscliff 12 riders did it in 3:11 and were presumably riding as a team. 38 riders broke 3:30 for the Melbourne Queenscliff which had a median time of 4:16.

Overall 2 riders broke 6 hours and another 2 came in a matter of seconds later. These fastest riders were among the 12 who did Melbourne Queenscliff in 3:11. All up 40 riders broke 6:30 for the total ride.

The attached graph shows the cumulative percentage of timed riders for both legs and overall. For example if you completed the Melbourne Sorrento leg in 3 hours, about 19 percent of the riders had a better time than you or to put it more positively 81 percent were slower. If you did Queenscliff in 4 hours, 36 percent were faster than you, but you were faster than the other 64 percent. Overall 40% did it in better than 7 hours 30 min, and the median time overall was 7:47. The only Eastern rider that I can find is Ray Cardosi who came 27th in 6:21.

## Around the Bay in a Day 2004



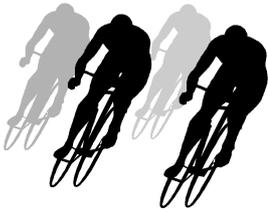
Melbourne Sorrento Crew at Dromana



### Some Eastern Rider Results

Kenton Smith and Neil Wray clean up in Alice Springs at the Masters Games, three gold and three silver each!!!





# eastern veterans cycling club

## Newsletter November 6 2004

### Club Road Championships October 30 Yarra Glen Toolangi

Notwithstanding the near perfect conditions, there were only 42 riders for the Club Road Championships. Now I know that many riders are on a hiding to nothing, but entry is free and it is only one day of the year, and you never know, remember how Steven Bradbury won a gold medal at the Winter Olympics!!! The biggest field was in the mens 45 to 49 with 13 starters, followed by mens 50-54 and 55-59 with 6. All others groups only had 3 or 4.

Men 35 to 39 rode as a group until the Chum Creek roundabout on the way back and raced back to Yarra Glen from there. Peter Howard won comfortably from Craig Everard and Ian Milner. Craig lost his number on the way back and after he finished he rode back to see if he could find, which he did. Thanks Craig, that means we still have a full set of numbers.

As expected Guy Green won the 40-44. What was perhaps unexpected the margin he won by, the gap wasn't timed at the finish, but was something like 15 minutes in front of Ian Smith and Nick Panou.

The 45-49 age group was somewhat similar with the hill climb expert John Lynch well ahead. On the climb, Rob Amos and Mark Wallace were trying desperately to hang on to John, with Mark the first one to crack followed shortly thereafter by Rob.

Apart from John the rest of the field (those who hadn't been dropped before the climb anyway) bunched up and Quentin Frayne managed to win the sprint for second from Rob Amos.

In men 50-54 Rob Graham won from Rudy Joosten and Steve Short. Men 55-59 was a close sprint with Martin Stalder just holding off John Jardine and Ian De Kam. Kerry Ryan and Ted McCoy have had some close tussles in recent years, but this year Kerry was able to get away on the descent. Richard Maggs coming third.

In the 65 plus Paul Kelly was able to hold off Dick Fox in the sprint for the line, with Keith Bowen third in a solo ride.

In the women Su Pretto won from Adrienne Lang and Su Vogt.

We had a report from a motorist that rider number 103 was riding across the white line on the descent. Luckily for that rider, whoever it was, there was no 103. We cannot stress it enough, that riders must keep left at all times. Not only is it a matter of safety, but we are under the hammer as far as getting access to circuits and it would only take one incident for us to lose another a circuit. Holloway Drive is already gone, we can still race at Dunlop Road, but as you will see soon under stringent conditions

### Results

	First	Second	Third
Men 35 to 39	Peter Howard	Craig Everard	Ian Milner
Men 40 to 44	Guy Green	Ian Smith	Nick Panou
Men 45 to 49	John Lynch	Quentin Frayne	Rob Amos
Men 50 to 54	Rob Graham	Rudy Joosten	Steve Short
Men 55 to 59	Martin Stalder	John Jardine	Ian DeKam
Men 60 to 64	Kerry Ryan	Ted McCoy	Richard Maggs
Men 65 to 69	Paul Kelly	Dick Fox	Keith Bowen
Women 40 to 49	Su Pretto	Adrienne Lang	Sue Vogt

### Officials

A long list of helpers today with Ronnie Stranks being the main man, assisted on the finish by Glen Campbell, Keith Bowen and Brendan Green waving the flag. Helpers out on the course were Ian Jones, Hylton Preece, Barry Beachley, Harold Simpson and Mark Granland. Steve Fothergill was again serving the drinks.

### Eastern Vets Program

Saturday	Nov	6	2. 00 pm	Metec	Graded Scratch Races
Saturday	Nov	13	2. 00 pm	Steels Creek	Graded scratch Races
Saturday	Nov	20	2. 00 pm	Dunlop Road	Graded scratch Races

## Southern Vets Program

Sunday	Nov	7	9.00 am	Star Crescent	Graded Scratch Races
Sunday	Nov	14	9.00 am	Lakewood Drive	Graded scratch Races
Sunday	Nov	21	9.00 am	Healey Road	Graded scratch Races
Sunday	Nov	28	9.00 am	Frankston Gardens Dve	Graded scratch Races

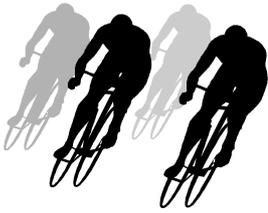
### All the photos from the Championships

If you want your picture, email Ian Smith at [ismith@internode.on.net](mailto:ismith@internode.on.net) or Keith Bowen at [keithb@rabbit.com.au](mailto:keithb@rabbit.com.au)









# eastern veterans cycling club

*Newsletter November 27 2004*



**MONDAY NIGHT NOVEMBER 29  
MAROONDAH CLUB 8.00 PM.  
MONTHLY MEETING  
IMPORTANT MATTERS TO BE DISCUSSED.  
COME ALONG AND HAVE YOUR SAY  
SEE YOU THERE.**

## Graded Scratch Races November 20 Dunlop Road

At last racing is on again after the wet miserable weather of the past two Saturdays. Fine, overcast, sometimes chilly, sometimes warm when the sun came out and with a bit of wind. But who cares we are racing again. The 91 starters confirms that Dunlop Road is our most popular circuit. For the most part the new permit requirements for cones to be placed on corners didn't cause too much drama. The turn out of Dunlop Road into McDonalds Lane was a bit restrictive and there was a fall in A grade when someone clipped their pedal. There were four riders away and the pursuing bunch were chasing them down and passing C grade on the bend. Fortunately no one came down in C grade, but the higher grades will have to get used to backing off and not passing on the turns. Apart from Metec Dunlop Road is our only remaining crit circuit and we will be racing there once a month over the summer period.

In A grade, new rider Peter Galvin showed that Guy Green can be beaten, getting the best of Guy in the sprint with hill climb specialist John Lynch showing that crits are also his forte also coming third.

In B grade several riders tried to get away and were able to open up substantial gaps but all were brought back to the field. Tony McLean winning the sprint from John Hunt, Christian Requiem and Martin Stalder.

The Healesville compatriots, Jeff Pretto and Tim Hall came first and second in C grade holding off Colin Morris, who is rarely out of a place in crits and Karen Hopkinson.

Peter Morris was the runaway winner in D grade, being far enough ahead to be able to look around twice in the straight to see how far he was ahead of the rest of the field. Peter might find himself back in C grade in the future. Ken Lacey was able to hold out Tony Curulli and Neill Wray for second place.

The judges were unable to separate Frank Barlow and Clive Wright in E grade with Geoff Birtles filling the other place.

In F grade Omer Pecorari was able to win from David Johnson with Sue Vogt filling third place.

### Results

	First	Second	Third	Fourth
<b>A Grade (11)</b>	Peter Galvin	Guy Green	John Lynch	
<b>B Grade (21)</b>	Tony McLean	John Hunt	Christian Requiem	Martin Stalder
<b>C Grade (23)</b>	Jeff Pretto	Tim Hall	Colin Morris	Karen Hopkinson
<b>D Grade (20)</b>	Peter Morris	Ken Lacey	Tony Curulli	Neil Wray
<b>E Grade (12)</b>	Clive Wright	Frank Barlow	Geoff Birtles	
<b>F Grade (7)</b>	Omer Pecorari	David Johnson	Su Vogt	

### Officials

A very long list today, Phil Tattersall, Rob Graham, Hylton Preece, Russell Tyler, Michael Paull, John Williams, Graham Elliott, Ian Milner, Ray Clifford, Phil Thompson, Matt White, Brian McCann, John and Glenys Jardine, Martin Stalder, Greg Lippie, Barry Beechly and John Chadwick. Steve Fothergill was again serving the drinks.

### Eastern Vets Program

Saturday	Nov	27	2.00 pm	Metec	Graded scratch Races
Saturday	Dec	4	2.00 pm	Metec	Graded scratch Races
Saturday	Dec	11	2.00 pm	Dunlop Road	Graded Scratch Races
Saturday	Dec	18	2.00 pm	Metec	Christmas Handicap

## Southern Vets Program

Sunday	Nov	28	9.00 am	Frankston Gardens	Graded Scratch Races
Sunday	Dec	5	9.00 am	Lakewood Drive	Graded scratch Races
Sunday	Dec	12	9.00 am	Frankston Gardens	Graded scratch Races
Sunday	Dec	19	9.00 am	Healey Road	Graded scratch Races

### NIGEL IS BACK RACING AND WRITING RACE REPORTS.

I had to drag out the Melway's to re-acquaint myself with directions on how to get to Dunlop Road. It's been a while, but it's good to be back.

With only three rides in the past two weeks, and no races under the belt for over a month, I was feeling a little apprehensive. My pleas for a B grade ride were met with a blank stare and the number 4.

On the start line there were 11 of us, maybe this wasn't going to be too bad, enough wheels to get away with not having to do too much. But then again, with Rob, Guy, and John in the mix, it may not be that easy.

The race started at a reasonable (sensible) pace, one rider showing a little more enthusiasm than the rest of us and doing a lap and a bit, 20 metres ahead of the bunch. Once back together we continued to circulate in an orderly fashion. Despite all my attempts at staying away from the front of the bunch it wasn't long before I found myself there. I don't know what it is, I don't know what I was thinking, but it was along the lines of, 'In for a penny, in for a pound, what the heck, let's see what happens if I do this and I picked the pace up a couple of clicks. I soon found out what happens, the same old thing, the bunch sat on and followed and I hurt myself. After one leg at pace and a second at a more sensible speed I was ready to go to the back and hold on to somebody's jersey for a couple of laps.

Mid race there were a few attacks, they were all relatively short lived as the bunch responded quickly to shut them down. Rob tried to get away a couple of times, then Guy put in a few attacks of his own, all to no avail. Ironically the (almost) winning move came not from an attack but a simple ride away from the front of the bunch. I guess nobody took it too seriously, it was only a couple of metres and we could get that back easily enough, then it was a couple more, and then a couple more. When there was about a 20m gap there was a response from one of the bunch who managed to bridge it. Then there were two with

a bit of a break, and the race was getting on, and there was still no response from the rest of us. As for me, I felt that I was in no state to be chasing and was glad that the others in the bunch seemed to feel the same way.

With about 5 minutes to go another 2 rode off the front and pulled a gap on the remainder. Soon after, Guy must have decided that the race wasn't going to his plan and made the effort to gain a few places. Those left in the bunch watched as he rode straight past the first pair, picking up one, and continued to make ground on the two leaders. Then we caught, well the leading pairs caught and passed a lower grade bunch and we lost sight of that battle.

We caught the same group on the third last corner of the race. As we were going around them, as they were going around the corner, there was an almighty crunch as a tired and weary a-grader lost concentration for a moment and dug their pedal into the bitumen. Unfortunately for all concerned (the rider involved) it was hard enough to high side the bike and spit him onto the road. Fortunately for those behind we were able to dodge the carnage and continue unscathed.

It is commendable that two riders stopped to check on the fallen one, John Jardine giving up his race to ensure that there was no serious damage done. A bit of Lycra, a bit of skin, some plastic and alloy, and a bruised ego being the extent of the damage.

The new requirements made the corners a little tighter than we have been used to, and the panel beaters on the back section narrowed the road significantly, but Dunlop Road is still a good fast clean circuit. Hopefully next time we are out there I will be a little more race fit and be in the fight for the money.

My stats for the race were 40.55km in 1 hour 58 seconds for an average of 39.9kmph (my recorded top speed was 52.9kmph (and there was no finishing sprint for me).

\*\*\*\*\*



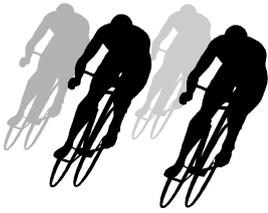
Alan Cunneen has invited Eastern Club members and families and friends of Eastern (those who race with Eastern) to an Eastern Veterans Xmas party and BBQ at Waverley Family Healthcare 58 Pinewood Dve Mt Waverley cnr Blackburn Rd Mel map ref 70 H5

Sunday 12th December 7pm until 10pm

Food and drinks supplied. Parking on site and opposite in shopping centre.

Mark it in your calendar now.





# eastern veterans cycling club

**Newsletter December 4 2004**

## **Graded Scratch Races November 27 Metec**

With the forecast temperature in the high to mid thirties the Melbourne weather got a bit of a work out in the morning to see if racing should be cancelled or not. Fortunately the clouds came over which kept the temperature down to reasonable, well almost reasonable levels. Officials applying the mercy rule for most grades, shortening the races by a few minutes. A group of vets from the Outer Harbour Ladies and Veterans Cycling Club. They did pretty well, particularly after riding from South Melbourne. Tom Crebbin in his first ride with Eastern won A grade (he also won on Sunday at Southern) from crowd eater Tony McLaughlin and Guy Green third.

Phil Tattersall and one of the South Australians had a big break in B grade, but it was just not enough, only if the bell had been rung one lap earlier, they would have stayed away. Bob Lewis won a bunch sprint from Martin Stalder and Jeff Pretto. Jeff is just up from C grade and looks to have cemented his place in B grade as a result.

C grade was another bunch sprint with Mark Granland just defeating Kevin Mills with yet another third for Colin Morris.

A big D grade field saw two South Australians coming first and third with David Casey splitting them in second place. Only five starters in E grade resulted in Clive Wright winning two in a row after last week at Dunlop Road, from Richard Maggs and Keith Bowen.

In F grade Glen Campbell in his first race for sometime was too strong for Glenys Jardine and Sid Dymond.

### **Nigel's Race Report**

Disappointing doesn't even start to cover it, pathetic would be a better description, or in the words of a fellow club member; '2 minute egg', or 'raw rooster', or something like that.

Let's start at the end and work backwards. My stats for the race were 10.52 kilometres in 16 minutes and 1 second.

And the other 44 minutes, well, like I said 'soft ....'.

There were 10 of us on the start line. The usual suspects ; Guy, Rob, Mark. Peter Howard made an appearance, a new

### **Results**

	<b>First</b>	<b>Second</b>	<b>Third</b>
<b>A Grade (11)</b>	Tom Crebbin	Tony McLaughlin	Guy Green
<b>B Grade (17)</b>	Bob Lewis	Martin Stalder	Jeff Pretto
<b>C Grade (12)</b>	Mark Granland	Kevin Mills	Colin Morris
<b>D Grade (18)</b>	Mark Goddard	David Casey	Rod Anderson
<b>E Grade (5)</b>	Clive Wright	Richard Maggs	Keith Bowen
<b>F Grade (3)</b>	Glen Campbell	Glenys Jardine	Sid Dymond

face in Tom Crebbin, a couple of visitors from West of the border (looking young, fit, and professional in their club jerseys), and a couple of others.

The pace was on from the start. I looked down on the second lap to see 43kph registering on the FlightDeck. And then there was an attack, 'oh dear'. Fortunately (?) the bunch was in the mood to chase and it was a short-lived attack. No sooner had we pulled the attacker back than there was another attack, another chase. A lap later, another attack, another chase, and that was basically the scenario for my time in the race, a couple of laps together, an attack, a lap or so to real it in, a couple of laps together, an attack, etc.

Having lead the chase on the nth attack I wasn't feeling too fresh, and dropped to the back of the bunch. Unfortunately I didn't stop at the back, I continued on beyond the back and very quickly found myself with a 10m gap to bridge, then 15, then 20. Having nothing left in the legs (and a 40k ride home) I figured there was little chance of getting back on and little reason to blow a gasket trying. So I ended my race after 16 minutes.

Taking a spot on the sideline to see how well I could have done, 'if only I had ...', I watched the remainder of the race unfold. The race continued in essentially the same vein as the first 15 minutes. There would be an attack by one or another of the bunch that may or may not have been covered by a couple of others, only to be hauled back in within a lap or so by the remainder of the bunch, and then another attack a few laps later.

In the end it came down to a bunch sprint, if you could call it that. Tom lead the bunch out on the last lap and lead them over the finish, pulling a 5 metre gap as he rode out of the last corner and essentially holding it to the finish, notwithstanding pulling his foot out with 30 or 40 metres to go.

It is testament to the strength of the grade that nobody in the bunch was prepared to allow a break to get away and that all attacks were countered very quickly.

## Officials

I didn't get a list of officials today, but the main helpers were Ron Stranks, Barry Beachley and Kym Petersen on the start finish line assisted by various dropped or riders who had withdrawn. Steve Fothergill was again serving the drinks.

## Eastern Vets Program

Saturday	Dec	4	2. 00 pm	Metec	Graded scratch Races
Saturday	Dec	11	2. 00 pm	Dunlop Road	Graded Scratch Races
Saturday	Dec	18	2. 00 pm	Metec	Christmas Handicap
Saturday	Jan	8	2. 00 pm	Metec	Graded Scratch Races

## Southern Vets Program

Sunday	Dec	5	9. 00 am	Lakewood Drive	Graded scratch Races
Sunday	Dec	12	9. 00 am	Frankston Gardens	Graded scratch Races
Sunday	Dec	19	9. 00 am	Healey Road	Graded scratch Races
Saturday	Jan	9	9. 00 am	Rushdale Street	Graded Scratch Races

## Northern Vets Program

Sunday	Dec	5	9. 30 am	Toolernvale	Time Trial
Sunday	Dec	12	9. 00 am	Campbellfield	Graded scratch Races
Sunday	Dec	19	10. 00 am	Seymour	Christmas Handicap

## Some Eastern Members In The News

Su Pretto qualified a week or so ago at a half Ironman at Shepparton for the Forster Ironman in April 2005. Su came fourth in her age group in a time of 5 hours 15 minutes.

Richard Matison has also qualified, but has turned it down.



## CONGRATULATIONS TO LIZ RANDALL.

Female masters cyclist of the year. Liz won 2 gold in the Time Trial and Road Race at St Johann and 2 silver in the time trial and pursuit at Manchester.

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## LETTER OF THANKS

Alan Sandford has sent a letter of thanks to all those who generously provided old jerseys, bike helmets etc for his budding group of track cyclists. He has about 12 in the group and they are training for their first race in a couple of weeks.



Alan Cunneen has invited Eastern Club members and families and friends of Eastern (those who race with Eastern) to an Eastern Veterans Xmas party and BBQ at Waverley Family Healthcare 58 Pinewood Dve Mt Waverley cnr Blackburn Rd Mel map ref 70 H5

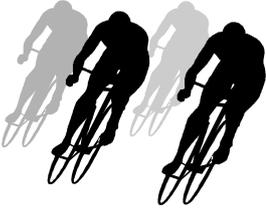
Sunday 12th December 7pm until 10pm

Food and drinks supplied. Parking on site and opposite in shopping centre.

Mark it in your calendar now.

## **CRITERIUM RACING**

Although only three grades were on the circuit at the one time last week, there were still problems of passing grades cutting in too quickly after passing a lower grade and also passing on the bends. The grade being passed will stay left but the passing grade must stay right until the last rider is well clear of the grade being passed, if there are 20 riders in the bunch this may take a hundred metres or more. Also, the bunch first into the bend has the right of way, just as in yatching, motor bike racing, car racing. The passing bunch may just may have to back off until the bend is negotiated. We are going to try a new arrangement of grouping A, B, C and D, E, F, rather than our current A, C, E and B, D, F. This will reduce the number of times grades are passed, but it may mean that it will take longer for a grade to pass. Anyway we will give it a go.



# eastern veterans cycling club

*Newsletter December 11 2004*

## Graded Scratch Races December 4 Metec

Just about perfect conditions for racing last Saturday at Metec. A temperature in the mid 20's and only a gentle northerly. Racing was under new arrangements with A, B and C racing at the same time and D, E and F. The objective was to reduce the number of times bunches were passed by the higher grades.

One downside is that the only riders who will be able to race in two grades will be D grade and if you need to get away early and your bunch is on second, there is no alternative grade for you to race in. Anyway it certainly reduced the number of times bunches were passed and I think we will at least try it again.

The other downside is that since bunches are closer together in speed, it will take longer for a bunch to pass and there will be a temptation for the slower bunch to "sit on" the faster bunch. A stern rebuke from the bunch captain should prevent this however.

The other innovation on the day was to more strictly police the neutral zone, (no passing) on the left hander after the hill. This also seemed to work well for the most part.

No race report this week as I had to leave early.

### Nigel's Race Report from Sandown

After last week's effort (or lack there of) I was reluctant to show my face this week, well, that, and a luncheon engagement, kept me away from METEC on Saturday.

But.

Reports of a large A-grade bunch at Sandown two weeks ago and serendipitous events saw me registering last Thursday. With just minutes to spare I affixed my number (25), and lined up for the start. No time for a warm up, or to get a feel of how the circuit was riding.

There was a fair wind blowing from the south giving a bit of a head-wind onto, and down, the start/finish straight. So the idea would be to not be at the front as we came off the back straight. That was the plan, that and to finish the race. There were quite a few Eastern Vets jerseys milling around the start and other members in their assorted favourite kit. I didn't notice any fellow club members in the a-grade race,

but then from my position at the back of the bunch I didn't see to many of the group's faces.

The first lap was to be neutral, to allow the handicapper to get a bit of a warm-up. This suited me as I had not had one either. But before we reached the end of the first straight one rider was away up the road. By the end of the lap there were another two between the bunch and the leading rider. It took two laps for the bunch to reel them all in, the wind down the front straight taking it's toll on the lone riders.

Sandown is a circuit where position in the bunch isn't too important as there are no slow corners, so I was able to watch the race unfold from my position at the back of the bunch without having to put in too much effort. Didn't even have to change gears, I selected 53/14 soon after the start and sat in that till the last time up the back straight where I went one bigger (53/13).

Throughout the race there were attacks staged by a few riders, most attacks occurring along the front straight with the apparent intent of building them riding with the wind down the back straight. Unfortunately, for the attackers, the conditions were not in their favour and the bunch would inevitably pull them back in a lap or so without too much concern for panic.

Early in the race we were attaining speeds in the low 50s along the back straight, this dropped to the high 40s as the laps went under the wheels.

With two laps to go two riders broke away along the front straight and pulled a handy 60m gap. The bunch couldn't have seen this as a threat as they didn't react, most similar attempts had been overhauled within two laps. But as we came around for the bell the lead two still had the 60m gap and it was looking like they might hold it. Still the bunch did not react. Down the back straight and I was thinking that if we didn't do anything we were not going to catch the leaders. Obviously one other rider had the same thoughts and took off after them. Still the bunch didn't react.

And that was how it finished. There was a bit of a sprint for fourth, but the first three places were beyond the reach of the remainder of us.

My stats for the race : 46.84k in 1 hour 10 minutes, which equates to 40.4kph.

## Results

	First	Second	Third
A Grade	Peter Howard	Rob Amos	Russ Newnham
B Grade	Bob Lewis	David Lauder	Steve Short
C Grade	Gary Chamberlain	Tim Hall	Colin Morris

<b>D Grade</b>	Graeme Parker	Alan Hicks	David Casey
<b>E Grade</b>	Keith Bowen	Ian Jones	Su Pretto
<b>F Grade</b>	John Porter	Mike Fisher	Rod Goodes

### Officials

Helpers were Anthony Cook, Sue Vogt, Kym Petersen, Barry Beachley, Su Pretto and Phil Tattersall with Graeme Parker and Barbara Stewart taking entries as usual. Ron Stranks had the BBQ fired up and Glenn Archer was back on the drinks.

### Eastern Vets Program

Saturday	Dec	11	2.00 pm	Dunlop Road	Graded Scratch Races
Saturday	Dec	18	2.00 pm	Metec	Christmas Handicap
Saturday	Jan	8	2.00 pm	Metec	Graded Scratch Races
Saturday	Jan	15	2.00 pm	Dunlop Road	Graded Scratch Races

### Southern Vets Program

Sunday	Dec	12	9.00 am	Frankston Gardens	Graded scratch Races
Sunday	Dec	19	9.00 am	Healey Road	Graded scratch Races
Saturday	Jan	9	9.00 am	Rushdale Street	Graded Scratch Races
Saturday	Jan	16	9.00 am	Lakewood Drive	Graded Scratch Races

### Northern Vets Program

Sunday	Dec	12	9.00 am	Campbellfield	Graded scratch Races
Sunday	Dec	19	10.00 am	Seymour	Christmas Handicap

### Tour of Bright Results

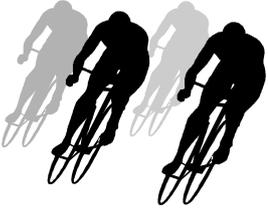
Congratulations to Mark Wallace 7th in Masters 4, 5, 6 and 7, 4 min 37 sec behind the winner, Dave Moreland came 18th in same group and Guy Green came 7th 3 min 15 sec behind the winner Jeff Stobie in Masters 2 and 3. This is a pretty grueling event with a road race up and over the Tawonga Gap, Saturday morning a time trial in the afternoon, a race up Mt Buffalo Sunday morning with a crit in the afternoon..



Alan Cunneen has invited Eastern Club members and families and friends of Eastern (those who race with Eastern) to an Eastern Veterans Xmas party and BBQ at Waverley Family Healthcare 58 Pinewood Dve Mt Waverley cnr Blackburn Rd Mel map ref 70 H5

Sunday 12th December 7pm until 10pm

Food and drinks supplied. Parking on site and opposite in shopping centre.



# eastern veterans cycling club

**Newsletter December 18 2004**



## *Another year over.*

*I would like to thank the committee for the great job they have done this past year. The support I have received from them has made my job much easier. Without taking anything away from the other committee members, Secretary, Keith Bowen and Vice Presidents Phil Tattersall and Hylton Preece have worked exceptionally hard for the club this year. Also a big THANK YOU to John C Wilson who brings the club trailer every week and especially on races days away from Metec where a ute load of signs are required as well. Glenn Archer and Steve Fothergill do a great job with the drinks with all profits returned to the club with sponsorship of the Royce Bennet Handicap.*

*Thanks to all our sponsors who have helped us out through the year especially Vic State Home Loans, as always, and new sponsor, Bicycle Superstore with the inaugural Bianchi tour. A great event, which will again be held next year, and hopefully for many years to come. We appreciate the support of Athletic Soft Tissue Therapy, Avon Tyre Services, Delmont Hospital, Le Tour, Indoor Outdoor Imports and John Wilson for support of various races throughout the year.*

*The club is growing steadily with almost 200 members this year before 2005 memberships started coming in. Maybe in 2005 we will pass the 200 mark. And with all these members perhaps there may be some who are interested in becoming more involved with the club and helping out on the committee – have a think about it and let me know.*

*2004 saw a couple of new races added to the calendar over the winter season. A points race at East Wandin, sponsored by Athletic Soft Tissue therapy, was quite successful and will be run again. The Avon Tyre Services Handicap, where scratch race placing determined who rode in the handicap final, was another successful innovation and will be used again for the Christmas Handicap. We are always looking at ways to make racing more interesting and safer for the members so if you have any ideas let someone on the committee know.*

*A huge thank you to all the Eastern members – for your support and encouragement throughout the year. Have a safe and happy Christmas and we look forward to seeing you in 2005.*

*Ian Smith*

## **Graded Scratch Races December 11 Dunlop Road**

A wet morning, but careful study of the radar showed that the rain was coming in from the north west and not the north east as it had been for the past week, meant fine weather for the afternoon. Dunlop Road continues to be popular with 91 riders.

A family engagement meant that I had to leave early and as a consequence ride D grade, instead of my usual E. This race was the highlight of the day. With 27 starters the pace was on from the start. Numerous attacks at the front kept the race speed high and when I quit 40 minutes into the race the average speed was up around 37 km/hr. They kept the pace up and maintained this average to the finish. I have about 6 years of D grade race records and this is the fastest including races at AFL Park (not sure about

Sandown). The previous best was at Dunlop Road in 2002 with an average of 36.2 and best that I have for AFL Park for D grade was 36.0 on the old Wednesday circuit. OK, if you have a faster D grade race let me know. New rider Terry Murdock won the sprint from top sprinters in Tony Curulli, Glenn Archer with Paul Kelly in a good result coming fourth.

C graders thinking about dropping a grade to have an easy ride should think again.

### Rob Amos is our A grade correspondent today.

Another very strong rider line-up, with the pace on from the start, with Southern's Mathew Grant attacking consistently with a break going at third distance with Guy, Russ Newnham, Peter Howard and Rob Amos. This blew the bunch apart although Martin Peeters, Phil Thompson, and another rider caught on a few laps later, this now became the bunch. The latter two riders dropped off at about two third distance, almost of the riders tried for a break, but everyone seemed evenly matched and so it proved in the sprint with Russ winning from Guy, Peter, Rob, Mathew and Martin Peeters who amazed me, mixing it with these younger riders.

Another new rider in Phil Smith got away from B grade for a very convincing win, the bunch didn't close down his lead of 200 metres or thereabouts at all in the last lap. Gary

Chamberlain, who won C grade last week won the bunch sprint from David Lauder and Nikki Mathews fourth

A bit of a mix up in C grade with Craig Peacock crossing the line 1st only to be disqualified for allegedly using A grade for assistance in keeping his break away. Steve Szalla won the sprint from David McCormack just back from the Great Victorian Bike Ride, from a very consistent Tim Hall in third place.

The sprinters were to the fore again in E grade with Barry Rodgers winning from Mal Wilkinson and Alan Sandford.

Southern stalwarts Frank Gleeson and Kevin Dixon finished first and second in F grade with a steadily improving Sid Dymond managing to stay with the field for third place.

### Results

	First	Second	Third	Fourth
<b>A Grade</b>	Russ Newnham	Guy Green	Peter Howard	Rob Amos
<b>B Grade</b>	Phil Smith	Gary Chamberlain	David Lauder	Nikki Mathews
<b>C Grade</b>	Steve Szalla	David McCormack	Tim Hall	
<b>D Grade</b>	Terry Murdock	Tony Curulli	Glenn Archer	Paul Kelly
<b>E Grade</b>	Barry Rodgers	Mal Wilkinson	Alan Sandford	
<b>F Grade</b>	Frank Gleeson	Kevin Dixon	Sid Dymond	

### Eastern Vets Program

Saturday	Dec	18	2. 00 pm	Metec	Christmas Handicap
Saturday	Jan	8	2. 00 pm	Metec	Graded Scratch Races
Saturday	Jan	15	2. 00 pm	Dunlop Road	Graded Scratch Races
Saturday	Jan	22	2. 00 pm	Yarra Junction	Graded Scratch Races
Saturday	Jan	29	2. 00 pm	Metec	Graded Scratch Races
<b>Monday</b>	<b>Jan</b>	<b>31</b>	<b>8.00 pm</b>	<b>Maroondah Club</b>	<b>Monthly General Meeting</b>

### Southern Vets Program

Sunday	Dec	19	9. 00 am	Healey Road	Graded scratch Races
Saturday	Jan	9	9. 00 am	Rushdale Street	Graded Scratch Races
Saturday	Jan	16	9. 00 am	Lakewood Drive	Graded Scratch Races
Saturday	Jan	23	9. 00 am	Healy Road	Graded Scratch Races

### Northern Vets Program

Sunday	Dec	12	9. 00 am	Campbellfield	Graded scratch Races
Sunday	Dec	19	10. 00 am	Seymour	Christmas Handicap

### Wednesday Racing

Wednesday racing at the loop will close down until February 2, 2005 (last race for 2004 on December 15).

### Tuesday Racing

There will be no racing on 28 December and 4 January and racing will restart on 11 January.

## Christmas BBQ



It was a great night and you will be sorry if you missed Alan Cunneen's BBQ last Sunday. An estimated 75 riders/husbands/wives/partners/children enjoyed a night of food, drink and friendship.

### Thanks from the Editor



A special thank you to all those people who willingly (?) contributed articles for the Newsletter throughout the year. A special thanks to Hylton Preece for his work in keeping the Club's web site up to date.

On behalf of all members, I would like to particularly thank, Ian Smith, Graeme Parker and the numerous people who have kept our races going throughout the year, without them our races would have been a shambles.

Keith and Hylton are on holidays during January, but we will be back in action in February, 2005.

Merry Christmas and a Happy New Year to you all.

*Keith Bowen*

## COLIN SMYTHE REMEMBERS THE GOLDEN YEARS OF TRACK CYCLING 1948-1956

### THE NORTH ESSENDON BOARD TRACK

I commenced racing with the Brunswick Amateur Cycling Club in 1948 at the age of 17. Brunswick raced in those days at Allard Park, the site of their present track, but then it was a loose but very fast and dirt track. If you could handle Allard Park, you could handle any track in country Victoria.

Cycling was incredibly strong in those days with 14 cycling clubs north of the Yarra including Brunswick, Preston, Coburg, Kensington, Footscray, Glenroy, Fitzroy, Northcote and Carlton. On any Saturday in summer there would be approximately 140 starters at Brunswick. On a Saturday we would race with Brunswick in the afternoon and then of a night time at the Essendon Board Track, which was located near the intersection of Bell Street and what is now the Tullamarine Freeway.

The track was wooden, steeply banked with 7 laps to the mile (250 yards a lap, or 230 metres, or 4.3 laps to the kilometre, for anyone who doesn't understand miles and yards). The boards were laid across the track and tied down somehow with wire. In summer the boards dried out and shrunk leaving the wires slightly loose. Consequently the boards rattled and the rumble of rattling boards went round the velodrome like a Mexican wave and could be heard half a mile away.

The atmosphere of the place was great and my good friend Sid Patterson who won 4 world titles and raced all over the world for 20 years, told me that no other track in the world had more atmosphere than 'the Boards'. This was before the days of the TAB and 14 registered bookmakers operated every night of racing (fancy trying to run a book on cyclists and make money). A tunnel underneath the track led to the rubbing down room which was chock a

block with 40 odd rubbing down tables, bikes, riders, trainers and masseurs. It was all tremendously exciting. Racing was on a Tuesday and Thursday nights with crowds of up to 8000!

I remember my first night with 300 cyclists, amateurs and professionals all warming up. I was very nervous, but soon got the hang of it and rode off scratch along with Sid Patterson, Hec Sutherland and Russell Mockridge, all champions.

I missed selection to the Helsinki Olympics in the very controversial selection of Lionel Cox from NSW taking my place, notwithstanding that I won the selection race in straight heats (no appeal boards or courts of appeal in those days). He won gold on the tandem with Mockridge and silver in the 1000m sprint. So I was not far off the pace.

In 1953 I turned professional under contract to the promoter Ted Waterford. The contract was for £20 a week over the track season for 4 years. I also received £10 for match races and could keep all the prize money I won. Wages were about £18 so it wasn't too bad. Other riders on contract were Hec Sutherland and Keith Reynolds. Sid Patterson would be paid £100 for racing in Tasmania.

In those days training consisted of racing, riding to work at Millers Rope Works in Brunswick where I was rope maker and riding to Frankston of a Sunday morning.

They were busy days as we raced Saturday and Tuesday at the 'Boards', Friday at Geelong West, or sometimes Norwood South Australia, or Tasmania.

Some of the Champions I raced against included, Hec Sutherland an all round champion, Keith Reynolds a great

bike rider, Billy Guyatt King of Cycling for 15 years and Sid Patterson with 4 world titles, without doubt the best track cyclist I ever saw.

My specialty was the sprint and nearly every year Ted Waterford would bring out an Italian champion as a drawcard, including Fernando Terruzzi, champion 6 day rider; Mario Morrettini, world champion in the sprint; Tony Maspes world sprint champion; Enzo Sachi Olympic gold (1952 sprint) and world sprint; Oscar Plattner world champion in the sprint and Reg Harris 5 times world sprint champion

I raced them all in match races including matches going to 5 hotly contested heats with Enzo Sachi in Melbourne on

three occasions, in Tassie once and Adelaide once. Overall honours finished even. All very competitive.

I also raced in the 1958 'six day' race partnering Hec Sutherland. We were 2 laps up by the Wednesday, but I was injured in a fall and we had to pull out a couple of days later.

I think maybe the years and beers have caught up with me. But I still enjoy riding, not many wins, but that doesn't matter.

Eastern vets reminds me of Brunswick Amateurs, well run and friendly.

Keep pedalling

*Colin Smythe*



Colin defeating Bill Guyatt at the EssendonBoard Track

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Have you checked your quick release recently? (courtesy Mal Doreian)